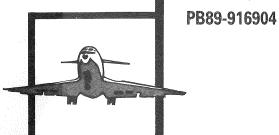
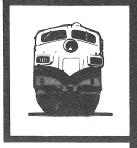
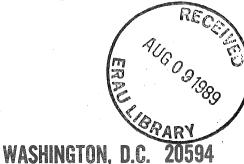
AAB 89/04







# NATIONAL TRANSPORTATION SAFETY BOARD



# AIRCRAFT ACCIDENT REPORT

BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 11 OF 1987 ACCIDENTS



NTSB/AAB-89/04



# UNITED STATES GOVERNMENT

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TECHNICAL REPORT DOCUMENTATION PAGE

NTSB/AAB-89/04PB89-9169044. AirCraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Calendar Year 1987 - Issue Number 115. Reprut Date, 19897. Author(s)6. Performing Organization Code7. Author(s)8. Performing Organization Report No.9. Performing Organization Safety Board Washington, D.C. 2059410. Work Unit No.12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 2059413. Type of Report and Approximately 200 Gen Aviation and Air Carr Accidents Occurring i 1987 in Brief Format15. Supplementary Notes15. Supplementary Notes	eral ier n
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15.Supplementary Notes	
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16.Abstract	
This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1987. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.	
File Numbers: 2001 through 2200	
17. Key Words 18. Distribution Statemer	
Aviation accident, probable cause, findings, Inis document is avai	
certificate/rating, injuries, type of accident, type to the public through operating certificate, flight conducted under, National Technical Ir	
accident occurred during, aircraft damage, basic mation Service, Sprin	ig-
weather field, Virginia 2216	1
19.Security Classification 20.Security Classification 21.No. of Pages 22.Price	
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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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#### DEFINITIONS

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

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### <u>Aircraft</u> <u>Accidents</u>

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.

#### <u>Serious</u> Injury

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

## <u>Substantial</u> Damage

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

#### OCCURRENCE

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

### <u>Gear</u> <u>Collapsed</u>

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

#### TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

#### 1. <u>GENERAL</u> AVIATION

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

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

#### <u>Personal</u>

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

#### Business

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

#### <u>Corporate/Executive</u> 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. <u>AIR CARRIER</u>

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

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

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

<u>Powerplant</u> - <u>Loss of Power</u>

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 11

CALENDAR YEAR 1987

	File Number	Aircraft Regist.	Date	Location	Airc Make	naft Model	Injury Index	Page
	2001	35354	062487	OLYHANT, PA	CESSNA	172	NONE	328
	2002	4348T	062487	SOUTHBRIDGE, MA	PIPER	PA-34	NONE	216
	2003	93304	062487	BUTLER, PA	CESSNA	152	NONE	326
	2004	50682	051187	STANFORD, NY	CESSNA	150	NONE	286
	2005	232RP	042087	MANCHESTER, NH	DORNIER	DO-228-201	NONE	272
	2006	100EP	051287	WEST MIFFLIN, PA	LEARJET	35A	FATAL	324
	2008	44870	080587	KANKAKEE/ELKS, IL	ROBERTSON	B1-RD	SERIOUS	204
	2009	900JE	110487	CLEARWATER, FL	LEARJET	35A	NONE	106
	2010	4094G	110587	NAPLES, FL	RAVEN	S-66A	NONE	108
	2011	888DJ	110387	ORLANDO, FL	LEAR JET	35A	NONE	102
	2012	169AF	070387	COTTAGE GROVE, WI	UNKNOWN	AVID FLYER	NONE	398
	2013	2746Q	103187	SARASOTA, FL	PIPER	PA-28R-201	NONE	100
	2014	17597	120787	METLAKATLA, AK	DEHAVILLAND	DHC-2 MK1	MINOR	8
	2015	7955M	092987	PITTSTOWN, NJ	BEECH	D95A	FATAL	280
	2016	52701	121187	COLUMBUS, OH	CESSNA	172P	NONE	314
	2017	6450P	112187	LEWISBURG, KY	PIPER	PA-24-250	SERIOUS	210
	2018	9919M	072787	PAHALA, HI	EMAIR	MA-1B	NONE	188
	2019	6288N	062887	SALINAS, CA	BELL	47G-5	NONE	64
1	2020	2186B	091187	GAYLORDSVILLE, CT	PIPER	PA-28-236	FATAL	94
,	2021	7559T	081987	CAMILIA, GA	CESSNA	172A	FATAL	168
	2022	3441B	120987	MONROE, GA	BEECH	D35	MINOR	180
	2023	922TE	110787	NEWNAN, GA	HILLER	UH-12B	NONE	172
	2024	94126	102 187	CONWAY, SC	CESSNA	152	NONE	348
	2025	8073J	091087	COLUMBUS, OH	AEROSTAR	600	NONE	298
	2025	3643D	091087	COLUMBUS, OH	PIPER	PA-60-600	NONE	300

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File Order Listing - I	ssue No. 🤅	11,	1987
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File Number	Aircraft Regist.	Date	Location	Aircr Make 	Model	Injury Index	Page
2026	3633B	042887	PLEASANT GROVE, CA	SCHWEIZER	G-164 <b>B</b>	NONE	52
2027	71536	090487	LIMA, OH	CESSNA	182	FATAL	296
2028	5548J	112487	BLANCHESTER, OH	CESSNA	172N	FATAL	308
2029	3632W	121287	MOULTRIE, GA	PIPER	PA-32-260	FATAL	182
2030	53461	073187	GROTON, CT	CESSNA	172	NONE	92
2031	8384F	072287	BEDFORD, MA	HUGHES	369D	MINOR	218
2032	6346	071687	ANDOVER, NJ	PIPER	PA-11	MINOR	278
2033	5185X	062987	SULLIVAN, NH	CITABRIA	7GCB	SERIOUS	274
2034	744C	072787	KIRBYVILLE, TX	STINSON	108-3	FATAL	368
2035	640B	103187	BROOKHAVEN, MS	BEECH	C-55	FATAL	246
2036	408 1U	103087	AGUADILLA, PR	CESSNA	150E	FATAL	336
2037	83BC	122687	HAYS, KS	PIPER	PA-28R-201	NONE	208
2038	84861	071987	BRENHAM, TX	CESSNA	172K	NONE	364
2039	3655G	032287	EL DORADO, OK	AIRTRACTOR	AT301	NONE	316
2040	6509P	042087	TUCSON, AZ	CESSNA	P210N II	MINOR	26
2040	3028U	042087	TUCSON, AZ	CESSNA	172E	MINOR	28
2041	7681J	070387	BENTON HARBOR, MI	PIPER	PA-28R-180	SERIOUS	234
2042	87099	070887	HOLDREGE, NE	BELLANCA	8GCBC	FATAL	268
2043	4613U	111387	CAMBRIDGE, ID	CESSNA	180G	FATAL	196
2044	731XQ	061787	NEW TAITON, TX	CESSNA	A 188B	SERIOUS	360
2045	85Q	052587	SHERMAN, TX	QUICKIE	Q2	NONE	356
2046	23497	121987	LAS CRUCES, NM	PIPER	PA-38-112	NONE	282
2047	62585	121387	GRANTHAM, NC	CESSNA	150G	NONE	262
2048	87102	121087	MARLBORO, OH	ERCOUPE	415-C	NONE	312
2049	8504T	112287	HAZEL GREEN, AL	CESSNA	182C	MINOR	10

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2050	7109L	112287	THOMSON, GA	GRUMMAN	AA-5A	NONE	174
2051	8575	121987	HARLINGEN, TX	MESSERSCHMIT	109	FATAL	388
2052	4870P	102387	NEW CANEY, TX	CESSNA	152	NONE	384
2053	718GA	100887	COVINGTON, LA	GRUMMAN	GA7	NONE	212
2054	4612C	110987	TALLAHASSEE, FL	CESSNA	T-210N	NONE	112
2055	101DN	042687	RUBIDOUX, CA	HUGHES	269B	MINOR	50
2056	2UE	093087	AMES, IA	CESSNA	401	NONE	194
2057	62083	112987	NEW PORT RICHEY, FL	CESSNA	172P	SERIOUS	130
2058	4VK	121087	CONROE, TX	VARGA	2150A	SERIOUS	386
2059	7739M	112587	FORT PIERCE, FL	MOONEY	M-22	NONE	128
2060	246ER	112487	PALM COAST, FL	CESSNA	172N	FATAL	126
2061	89741	111987	OKEELANTA, FL	CESSNA	152	FATAL	122
2062	22730	112487	LAS VEGAS, NV	HUGHES	269B	MINOR	284
2063	3578G	111987	FAYETTEVILLE, AR	PIPER	PA-32R	FATAL	18
2064	8303Y	110587	BONNE TERRE, MO	PIPER	PA-28-161	NONE	244
2065	39922	101387	LINCOLN, NE	PIPER	PA-32RT-30	FATAL	270
2066	4627P	062987	SANDY CREEK, NY	PIPER	PA-23-250	SERIOUS	288
2067	737WU	101787	BROOKVILLE, OH	CESSNA	172N	SERIOUS	302
2068	41298	111487	MURFREESBORO, TN	PIPER	PA-34-200	NONE	352
2069	8674U	120287	EDEN, NC	CESSNA	172F	NONE	260
2070	5995G	121287	PORTLAND, TN	CESSNA	150K	NONE	354
2071	69628	042087	LOWER LAKE, CA	CESSNA	3100	NONE	46
2072	315DL	111087	RALEIGH, NC	BOEING	737-232	SERIOUS	256
2073	2884G	121187	AURORA, OR	PIPER	PA-28-161	NONE	320
2073	3275P	121187	AURORA, OR	PIPER	PA-23-160	NONE	322

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2075	24JE	120987	NATCHEZ, MS	BEECH	E-18S	NONE	248
2075	492DM	120987	NATCHEZ, MS	BEECH	C-45H	NONE	250
2076	317L	120587	OPA LOCKA, FL	CESSNA	310F	NONE	144
2077	2405F	120287	SAN ANTONIO, FL	PIPER	PA-38-112	NONE	140
2078	65110	111087	KEENESBURG, CO	BOEING	A75N1	FATAL	90
2079	9398K	102587	ALEXANDER LAKE, AK	STINSON	108-2	NONE	4
2080	8046X	112487	COMMERCIAL PT, OH	PIPER	PA-32R-301	FATAL	306
2081	8337T	081087	ELLENVILLE, NY	PIPER	PA-32R-301	NONE	292
2082	3457X	080787	MCLEAN, NY	MOONEY	M2OC	NONE	290
2083	8363H	080487	N. ANDOVER, MA	PIPER	PA-28-161	NONE	220
2084	2285Z	080587	BURRVILLE, RI	ROBINSON	R22	NONE	346
2085	25HG	080287	NEWPORT, NH	PIPER	PA-28-181	NONE	276
2086	1050J	082787	MIDDLEFIELD, OH	AERO COMMAND	112	FATAL	294
2087	7088Q	020787	UTICA, MI	CESSNA	182P	NONE	232
2088	4946G	102387	SWAINSBORO, GA	CESSNA	172P	NONE	170
2089	3512A	121387	GENEVA, AL	PIPER	PA-22-135	FATAL	12
2090	52263	110687	DANVILLE, IL	CESSNA	172P	NONE	206
2091	145 1D	040387	ASHFORK, AZ	NORTH AMERIC	P51D	MINOR	24
2093	232AS	120987	COLUMBUS, MS	EMBRAER	EMB 120	NONE	252
2094	125LE	120187	CRESCENT CITY, FL	BEECH	K-35	FATAL	136
2095	5590Q	090587	WALLER, TX	MOONEY	M-20C	FATAL	374
2096	5587J	120687	LAGRANGE, GA	PIPER	PA-32-260	FATAL	178
2097	2869C	122587	RUTHERFORDTON, NC	PIPER	PA-28RT-20	FATAL	266
2098	282A	032887	FOUNTAIN HILLS, AZ	BENSON	B-8M	FATAL	22
2099	82811	110987	ST. PETERSBURG, FL	PIPER	PA-28-161	MINOR	114

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2100	1001Z	051187	HOLTVILLE, CA	TEXAS HELICO	M74L-WASP	MINOR	54
2101	4012Y	052187	MENDOTA, CA	AYRES	S2R-T34	NONE	56
2102	8266U	110487	DURANGO, CO	PIPER	PA-28-181	FATAL	88
2103	6369H	111287	ZEPHYRHILLS, FL	CESSNA	152	NONE	116
2104	99236	080987	YORK, PA	ERCOUPE	415-C	SERIOUS	330
2106	195 <b>M</b>	070687	ABINGDON, VA	GRUMMAN	AA-5B	FATAL	392
2107	714FZ	051787	ELKTON, MD	CESSNA	150M	FATAL	226
2108	112BB	030787	EDGEWOOD, MD	ROCKWELL COM	112	FATAL	224
2109	756KP	102587	FRONT ROYAL, VA	CESSNA	U-206	MINOR	394
2109	95707	102587	FRONT ROYAL, VA	CESSNA	152	MINOR	396
2110	9132H	121787	MONROE, NC	FAIRCHILD	M-62A-3	FATAL	264
2111	501RM	041887	KANKAKEE, IL	BEDE	BD5 A-B	FATAL	200
2112	9946X	102687	ANCHORAGE, AK	CESSNA	185	NONE	6
2113	54905	080287	WHITEMARSH, MD	CESSNA	172P	MINOR	228
2114	269ER	110887	DAYTONA BEACH, FL	PIPER	PA-44-180	NONE	110
2115	86Z	042587	SHAFTER, CA	NORTH AMERIC	F-86F	FATAL	48
2116	44LH	102487	RAMSEUR, NC	PITTS	S2A	NONE	254
2117	9924 <b>M</b>	081387	PAHALA, HI	EMAIR	MA-1B	NONE	190
2118	8808E	022487	MODESTO, CA	EAGLE	DW-1	NONE	42
2119	3159X	082787	TILLAR, AR	AIR TRACTOR	AT-301	SERIOUS	16
2120	4111P	112087	SAN JUAN, PR	NORTH AMERIC	500	NONE	338
2121	9492T	112987	QUINCY, FL	CESSNA	210	MINOR	132
2122	36066	111987	ROSELAND, FL	PIPER	PA-28R-201	SERIOUS	124
2123	465LC	022587	EAST ALTON, IL	ROCKWELL	NA265-65	NONE	198
2124	105 1B	111287	SOUTHPORT, NC	MOONEY	M2OA	NONE	258

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2125	539FT	111687	MELBOURNE, FL	PIPER	PA-28RT-20	NONE	120
2126	44JM	111687	PLACIDA, FL	MANDLEY	STEEN SKYB	NONE	118
2127	6725K	072987	TAFT, CA	GRUMMAN	G-164B	NONE	68
2128	7623T	111587	DAYTON, OH	CESSNA	172A	NONE	304
2129	4081V	112487	WAYNESBORO, GA	CESSNA	150 <b>M</b>	NONE	176
2130	7SD	070387	KIRKLAND, AZ	DAVIS	MIDGET MUS	FATAL	36
2131	4588Q	042987	KAHULUI, HI	CESSNA	402A	SERIOUS	186
2132	50RH	071787	PATTERSON, CA	HASTINGS	THORP T18	NONE	66
2133	9WB	101687	INDIAN HEAD, MD	CESSNA	172H	FATAL	230
2134	4193Z	101887	HOMER, AK	PIPER	PA-18	FATAL	2
2135	8193M	102087	JACKSONVILLE, FL	CESSNA	210M	SERIOUS	98
2136	8767C	121087	DAYTONA BEACH, FL	PIPER	PA-18-135	NONE	146
2137	4209V	120487	MIAMI, FL	BEECH	C-45H	NONE	142
2139	60925	120287	NAPLES, FL	CESSNA	A185F	NONE	138
2141	731LS	121887	SOUTH BAY, FL	CESSNA	A188B	NONE	156
2142	707CC	121587	MARATHON, FL	BEECH	95-C55	NONE	154
2143	4387C	121287	OCOEE, FL	CHAMPION	7EC	MINOR	152
2144	80BJ	121287	FELLSMERE, FL	PIPER	PA-18-150	NONE	150
2145	4324H	121187	ST THERESA, FL	MOONEY	M2OJ	NONE	148
2146	89126	122787	TALLAHASSEE, FL	CESSNA	152	NONE	164
2147	5223C	122687	LANTANA, FL	CRUSENBERRY	WINDWAGON	MINOR	162
2148	5433Y	122387	MARATHON, FL	PIPER	PA-23-250	NONE	158
2149	757EQ	122187	MISSING, UN	CESSNA	152	FATAL	390
2150	53736	110387	DAVIE, FL	TAYLORCRAFT	DC-65	SERIOUS	104
2151	84613	112987	PENSACOLA, FL	CESSNA	172K	NONE	134

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File Number	Aircraft Regist.	Date	Location	Aircı Make	Model	Injury Index 	Page
2152	9924M	091187	PAAUILO, HI	EMAIR	MA-1-B	NONE	192
2153	61PC	080587	BRENTWOOD, CA	HILLER	UH-23-D	NONE	72
2154	2GQ	082187	REDLANDS, CA	QUICKIE	Q-200	FATAL	74
2155	500TS	120387	MANSFIELD, OH	PIPER	PA-60-600	SERIOUS	310
2156	46094	110187	SWEET SPRINGS, MO	CESSNA	172	NONE	242
2157	25223	091187	BOXBOROUGH, MA	CESSNA	152	FATAL	222
2158	81KX	052187	FRANKLIN GROVE, IL	JAUCH	C00T	FATAL	202
2159	13609	122687	WARNER-ROBINS, GA	CESSNA	172 <b>M</b>	SERIOUS	184
2160	1173V	100187	DELEVAN, WI	GRUMMAN	G-44	MINOR	400
2161	128B	060387	DAYTON, MN	BELL	47G	FATAL	236
2162	7864	071687	FORREST CITY, AR	GRUMMAN	G-164A	NONE	14
2163	70055	122487	DESTIN, FL	CESSNA	150H	FATAL	160
2164	38364	092587	MONTOURSVILLE, PA	PIPER	PA-32-300	FATAL	332
2165	40395	041687	NANTUCKET, MA	PIPER	PA-23-250	NONE	214
2166	201CQ	112887	SPRINGDALE, AR	MOONEY	M2OJ	NONE	20
2167	5123G	121987	GUVATE, PR	CESSNA	172	SERIOUS	340
2168	3712	080587	RIVERSIDE, CA	CURTISS	JN-4	MINOR	70
2169	157JG	091487	CHINO, CA	GEIGER	DRAGONFLY	NONE	78
2170	6679J	113087	WAUKESHA, WI	BEECH	V35B	SERIOUS	402
2171	2LU	102887	FORT SUPPLY, OK	BEECH	95-C55	NONE	318
2172	9875B	102287	LLANO, TX	CESSNA	172RG	FATAL	382
2173	9693B	101687	REFUGIO, TX	CESSNA	172RG	FATAL	378
2174	57257	100887	KERRVILLE, TX	MOONEY	M-20-J	NONE	376
2175	6524J	082387	RAMONA, CA	SAWYER	DF-9	FATAL	76
2176	4745U	082387	LISSIE, TX	CESSNA	U206G	FATAL	370

File Number	Aircraft Regist.	Date	Location	Aircr Make 	Model	Injury Index	Page
2176	1038U	082387	LISSIE, TX	PIPER	PA-34-200	FATAL	372
2177	57169	062487	HILLIARD, FL	ROCKWELL INT	690A	FATAL	96
2178	777RC	121087	HILTON HEAD ISL, SC	CESSNA	421A	FATAL	350
2179	3644H	111487	ST. MARYS, PA	MOONEY	M20C	FATAL	334
2180	172SL	062687	ARLINGTON, TX	ROLLINS	STARLITE	FATAL	362
2181	6607Q	092287	BUTTONWILLOW, CA	GRUMMAN	G164B	NONE	80
2182	19NS	111487	BROWNS VALLEY, CA	STOOPIN	SCORPION	FATAL	82
2183	3153Y	111187	MESA, AZ	SADLER	VAMPIRE	NONE	38
2184	29DT	122487	CHULA VISTA, CA	BEDE	BD-5	FATAL	86
2185	51843	121187	PETALUMA, CA	TEXAS HELICO	WASP/M74L	NONE	84
2186	705AA	122687	SAN JUAN, PR	BOEING	727-200	NONE	342
2186	893AA	122687	SAN JUAN, PR	BOEING	727-223	NONE	344
2187	44213	042987	NEELYVILLE, MO	PIPER	PA-28-140	FATAL	240
2188	5762G	051787	TUCSON, AZ	GREAT LAKES	2T-1A-2	NONE	30
2189	4304F	040987	MALIBU, CA	PIPER	PA-28-161	FATAL	44
2190	28MB	010787	ESSEX, CA	CESSNA	182Q	FATAL	40
2191	3903W	101687	HOUSTON, TX	PIPER	PA-32-260	FATAL	380
2192	211AS	071387	ATLANTA, GA	EMBRAER	EMB-120	NONE	166
2193	57DS	102087	BROWNTON, MN	CESSNA	310	FATAL	238
2194	39JB	060987	EL PASO, TX	BEECH	V35A	FATAL	358
2195	448	072487	CRYSTAL CITY, TX	CESSNA	421C	FATAL	366
2196	7320A	060287	OXNARD, CA	CESSNA	152	MINOR	60
2197	73916	060287	PAYSON, AZ	BELL	47G-3B-1	SERIOUS	32
2198	32745	052987	AVENAL, CA	CESSNA	182G	MINOR	58
2199	2123X	070287	BENSON, AZ	BELL	206L-3	SERIOUS	34

File	Aircraft			Ai	rcraft	Injury	
Number	Regist.	Date	Location	Make	Mode1	Index	Page
2200	76546	060687	FRESNO, CA	CESSNA	120	NONE	62

# AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 11 OF 1987 ACCIDENTS

#### National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 2134 10/18/87 HOMER,AK	g. No. N4193Z	Τi	me (Lc1) -	0920 ADT		
Basic Information Type Operating Certificate-NONE (GENERAL A Type of OperationPERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	VIATION) Aircraft SUBSTAN Fire NONE	TIAL Crew	Fata1 1 2	Injur Serious O O		None O O
Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -		Stall	nstalled/A Warning S		
<pre>Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - UNK/NR Wind Dir/Speed- 070/011 KTS Visibility - 7.0 SM Lowest Sky/Clouds - PART OBS Lowest Ceiling - 2500 FT BROKEN Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT</pre>		VFR	Airport Da HOMER Runway Runway Runway	PORT/STŔIP ta Ident - Lth/Wid - Surface -	N/A N/A N/A N/A	
	e - 26 ennial Flight Review Current - YES Months Since - 9 Aircraft Type - DC-9	Medical Certificat Fligh Total - Make/Model- UN Instrument- UN Multi-Eng -	t Time (Ho 3550	urs) Last 24	Hrs - UN	

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Instrument Rating(s) - AIRPLANE

----Narrative----

THE WEATHER BETWEEN HOMER AND ANCHORAGE INCLUDED MARGINAL CONDITIONS ALONG SEGMENTS OF THE ROUTE. THE AIRLINE TRANSPORT RATED PILOT WAS ENCOURAGED TO TAKE ADVANTAGE OF AN OFFER TO TRAVEL BY AUTOMOBILE AND STILL ARRIVE IN TIME FOR A COMMITMENT IN ANCHORAGE. HE DECLINED AND DEPARTED HOMER WITH HIS WIFE AND INFANT CHILD IN HIS AIRPLANE. THE AIRPLANE CRASHED ABOUT 17 MILES FROM THE VOR. THE WX AT THE SCENE WAS REPORTED BY PLTS ALERTED TO THE ACC BY THE ELT. EXAM OF THE WRECKAGE INDICATED A SPIN TYPE MANEUVER WITH MINIMAL ROTATION AT IMPACT. NO PRE-IMPACT DISCREPANCIES WERE NOTED. THERE WAS FUEL IN THE RT TANK AND THE FUEL SELECTOR WAS ON THIS TANK.

File No 21	34 10/18/87	HOMER, AK	A/C Reg. No. N4193Z	Time (Lc1) - 0920 ADT
Occurrence #1 Phase of Operation		- IN FLIGHT		
4. WEATHER CONDITI 5. ALTITUDE - IN 6. WEATHER CONDITI	ON - FOG - NOT MAINTAINED ON - SNOW PROPER - PILOT IN		ч.	
Occurrence #2 Phase of Operation			ER	
Probable Cause The National Transpo		rd determines that t	he Probable Cause(s) of this accid	lent

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

is/are finding(s) 3,7

#### Brief of Accident (Continued)

PAGE 3

Brief of Accident

Basic Information			lo. N9398K			- 1430 A	
Type Operating Certificate-NONE (0	GENERAL AVIATION)	Aircraft Dar SUBSTANTIA		Fatal	Inju Serious	Minon	None
Type of Operation -PERSONA Flight Conducted Under -14 CFR Accident Occurred During -LANDING	91	Fire NONE	Crew	0 0	0 0	0 0	1 1
Aircraft Information Make/Model - STINSON 108-2 Landing Gear - FLOAT Max Gross Wt - 2350 No. of Seats - 4	Eng Make/M Number Eng	Nodel - CONTIN Jines - 1 De - RECIPRO	NTAL D-470K	ELT S		Activate	d - ND -N/
Environment/Operations Information-							
Weather Data Wx Briefing - NO RECORD OF BRI Method - N/A					Proximity RPORT/STRI	þ	
Completeness - N/A Basic Weather - VMC	ANDERSON Destination SAME AS A			Airport Da	ata		
Wind Dir/Speed- 180/010 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 300 F1 Lowest Ceiling - 3000 F1 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH1	ATC/Airspace SCATTERED Type of Fli BROKEN Type of Cle Type Apch/L	ght Plan - NOi aarance - NOi ndg - STF FUI	IE	Runway Runway Runway	Ident Lth/Wid Surface Status	- N/A - WATER	- СНОРРҮ
Personnel Information Pilot-In-Command	Age - UNK/NR	Med	cal Certifica	te - VALID	MEDICAL-N	D WAIVER	S/LIMIT
Certificate(s)/Rating(s) PRIVATE	Current	- NO	Total -	ht Time (Ho 288	Last 24	4 Hrs -	UNK/NR
SE LAND, SE SEA	Months Since Aircraft Type	- UNK/NR - UNK/NR	Make/Model-	18	Last 30	) Days- ) Days-	
Instrument Rating(s) - NONE							
Narrative RELATIVELY INEXPERIENCED PRIVATE PIL Y WINDS IN CHOPPY WATER CONDITIONS.							

#### Brief of Accident (Continued)

A/C Reg. No. N9398K Time (Lcl) - 1430 AST File No. - 2079 10/25/87 ALEXANDER LAKE,AK Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND 4. TERRAIN CONDITION - WATER, ROUGH 5. PLANNING-DECISION - POOR - PILOT IN COMMAND ------\_\_\_\_\_ ----Probable Cause----

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

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

Brief of Accident

Type Operating Certificate-NONE (GEN Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING 	SU Fir	BSTANTIAL e	Crew	Fatal	Injur Serious		N
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fir	e	Crew				NODO
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING				0	0		None 1
Accident Occurred During -LANDING		NE	Pass	ō	ō	ō	2
Aircraft Information							
Make/Model ~ CESSNA 185		- CONTINENTAL IO-4	70F		installed/		
Landing Gear - FLOAT	Number Engines			St	all Warnir:	ng Syster	n - YES
Max Gross Wt - 3200		- RECIP-FUEL INJEC	TED				
No. of Seats - 4	Rated Power	- 260 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEF				ON AIRF	ORT		
Method - N/A	FIGURE EIGHT L	K,AK					
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	ANCHORAGE, AK			LAKE HO			
Wind Dir/Speed- CALM	ATC/Airspace				Ident - Lth/Wid -		
Visibility - 15.0 SM Lowest Sky/Clouds - 20000 FT S	AIC/Airspace				Surface		150
Lowest Sky/crouds - 20000 FT S Lowest Ceiling - NONE	Type of Clospane	ran = NONE			Status -		
Obstructions to Vision- NONE	Type of Clearanc Type Apch/Lndg	- VFR	EDN	Runway	Status	- WATER-C	JALM
Precipitation - NONE	Type Apen/Endg	FULL STOP	EKIN				
Condition of Light - NIGHT(BRIG	HT)	IOLE STOP					
Personnel Information							
Pilot-In-Command	Age - 47 Biennial Flight Review Current - YE Months Since - 1	Medical Certi	ficat	e - VALID	MEDICAL-W/	AIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Fligh	t Time (Ho	ours)		
PRIVATE, COMMERCIAL	Current - YE	S Total	-	479	Last 24	4 Hrs - l	JNK/NR
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Mode	- 1	9	Last 3(	) Days- l	JNK/NR
	Aircraft Type - C-	150 Instrumen Multi-Eng	nt- 1 -	49 11	Last 90	) Days-	13
Instrument Rating(s) - AIRPLANE							

IDENTIFYING THE SURFACE OF THE GLASSY WATER. ON THE SECOND LANDING ATTEMPT HE FLEW THE AIRPLANE INTO THE WATER AT A NEGATIVE ANGLE OF ATTACK. THE AIRPLANE STAYED RIGHT SIDE UP IN SPITE OF A PARTIAL CARTWHEEL TO THE RIGHT. IT THEN ROLLED ONTO THE LEFT WING BEFORE RIGHTING ITSELF. DAMAGE WAS SUBSTANTIAL. THERE WERE NO INJURIES.

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#### Brief of Accident (Continued)

File No 2112	10/26/87 ANCHORAGE,AK	A/C Reg. No. N9946X	Time (Lc1) - 1806 AST
Occurrence #1 HARE Phase of Operation LANE	) LANDING DING		
Finding(s) 1. LIGHT CONDITION - NIG 2. AIRSPEED - EXCESSIV 3. FLARE - NOT PERFORMED 4. LACK OF TOTAL EXF 5. ALTITUDE - MISJUDGED 6. TERRAIN CONDITION - W 7. WATER LOOP/SWERVE -	VE - PILOT IN COMMAND D - PILOT IN COMMAND PERIENCE IN TYPE OPERATION - PILOT - PILOT IN COMMAND VATER,GLASSY	IN COMMAND	
Probable Cause			

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

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

#### National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-COMMUTER AirCraft Damage Injuries Type Operation -SCHEDULED.DOMESTIC,PASSENGER Fire Crew 0 0 1 Flight Conducted Under -14 CFR 135 Accident Occurred During -DESCENT NONE Pass 0 0 0 Accident Occurred During -DESCENT NONE Pass 0 0 0 Accident Occurred During -DESCENT NONE Pass 0 0 0 Accident Occurred During -DESCENT NONE Pass 0 Aircraft Information Make/Model - DEHAVILLAND DHC-2 MK1 Eng Make/Model - P&W R-985 ELT Installed/Activated - YES, Landing Gear - FLOAT Number Engines - 1 Stall Warning System - NO Max Gross Wt - 5100 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 8 Rated Power - 450 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point ON AIRPORT Method - UNK/NR KETCHIKAN,AK Completeness - UNK/NR Destination Airport Data Basic Weather - VWC METLAKATLA,AK METLAKATLA SEAPLANE Visibility - 20.0 SM ATC/Airspace NONE Runway Surface - WATER - CHOPP Obstructions to Vision NONE Type of Flight Plan - NONE Runway Surface - WATER - CHOPP Obstructions to Vision NONE OVERCAST Type of Flight Plan - NONE Runway Surface - WATER - CHOPP Obstructions to Vision NONE Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Homes) - 4456 Last 24 Hrs - 6 SE LAND,ME LAND,SE SEA Months Since - 6 Make/Model - 275 Last 30 Days - 109 Matineraft Type - VES Total - 1456 Last 24 Hrs - 6 Materface - 230 Instrument Rating(s) - AIRPLANE	File No 2014 12/0		A,AK A/C R	eg. No. N17597		T	ime (Lc1)	- 1310 A	\ST 
Name of Carrier-TEMSCO AIRLINES, INC.SUBSINGERFireCrewOO1Type of Operation-SCHEDULED,DOMESTIC,PASSENGERFireCrewOOOAccident Occurred During-DESCENT-Aircraft InformationMake/Model- DEHAVILLAND DHC-2 MK1Eng Make/Model- P&W R-985ELT Installed/Activated - YES,Landing Gear- DEHAVILLAND DHC-2 MK1Eng Make/Model- P&W R-985ELT Installed/Activated - YES,Landing Gear- FLDATNumber Engines - 1Stall Warning System - NOMax Gross Wt- 5100Engine Type- RECIPROCATING-CARBURETORNo. of Seats- 8Rated Power- 450 HP-Environment/Operations InformationWeather DataON AIRPORTWeather DataItineraryAirport ProximityW Briefing- FSSLast Departure PointON AIRPORTMethod- UNK/NRKETCHIKAN,AKMETLAKATLA,AKWind Dir/Speed150/200 KTSMC/AirspaceRunway IdentVisibility- 20.0SMATC/AirspaceRunway Lt/VidLowest Geiling- 3000 FT OVERCASTType of Flight PlanNONERunway Status- Personnel Information 3000 FT OVERCASTType Apch/LndgFull Tice- Personnel Information 4ge - 29Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT- Condition of LightDAYLEGH- YESTotal- 1456- Condition of Light- DAYLEGH- 25Last 30 Days-109 <th>Basic Information</th> <th></th> <th></th> <th>-<b></b></th> <th></th> <th></th> <th></th> <th></th> <th></th>	Basic Information			- <b></b>					
Accident Occurred During -DESCENT -Aircraft Information Make/Model - DEHAVILLAND DHC-2 MK1 Eng Make/Model - P&W R-985 ELT Installed/Activated - YES, Landing Gear - FLDAT Number Engines - 1 Stall Warning System - ND Max Gross wt - 5100 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 8 Rated Power - 450 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity WX Briefing - FSS Last Departure Point ON AIRPORT Method - UNK/NR Destination Airport Data Basic Weather - YWC METLAKATLA, AK METLAKATLA SEAPLANE Wind Dir/Speed - 150/020 KTS WING Destination Airport Data No. of Socore - 000 SM ATC/Airspace Runway Ident - UNK/NR Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - WATER Lowest Celling - 3000 FT OVERCAST Type of Clearance - NONE Runway Status - WATER - CHOPP Obstructions to Vision - NONE Type Apch/Lndg - FULL STOP Precipitation Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 1456 Last 24 Hrs - 6 Make/Model - 275 Last 30 Days- 109 Multi-Eng - 30 Instrument Rating(s) - AIRPLANE	Type Operating Certificate	e-COMMUTER	Aircraf	t Damage			Inju	uries	
Accident Occurred During -DESCENT -Aircraft Information Make/Model - DEHAVILLAND DHC-2 MK1 Eng Make/Model - P&W R-985 ELT Installed/Activated - YES, Landing Gear - FLDAT Number Engines - 1 Stall Warning System - ND Max Gross Wt - 5100 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 8 Rated Power - 450 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point ON AIRPORT Method - UNK/NR Destination Airport Data Basic Weather - VMC METLAKATLA, AK MITLAKATLA SEAPLANE Wind Dir/Speed - 150/020 KTS Type of Flight Plan - NONE Runway Ident - UNK/NR Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - WATER Use Stall of Data Matter - MATER Precipitation - NONE Type Apch/Lndg - FULL STOP Precipitation - DAYLIGHT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1456 Last 24 Hrs - 6 Months Since - 6 Make/Model - 275 Last 30 Days- 109 Multi-Eng - 300 Instrument Rating(s) - AIRPLANE	Name of Carrier	-TEMSCO AIRLINES	INC. SUBSTAN	NTIAL	Fa	tal			n None
Accident Occurred During -DESCENT -Aircraft Information Make/Model - DEHAVILLAND DHC-2 MK1 Eng Make/Model - P&W R-985 ELT Installed/Activated - YES, Landing Gear - FLDAT Number Engines - 1 Stall Warning System - ND Max Gross wt - 5100 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 8 Rated Power - 450 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity WX Briefing - FSS Last Departure Point ON AIRPORT Method - UNK/NR Destination Airport Data Basic Weather - YWC METLAKATLA, AK METLAKATLA SEAPLANE Wind Dir/Speed - 150/020 KTS WING Destination Airport Data No. of Socore - 000 SM ATC/Airspace Runway Ident - UNK/NR Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - WATER Lowest Celling - 3000 FT OVERCAST Type of Clearance - NONE Runway Status - WATER - CHOPP Obstructions to Vision - NONE Type Apch/Lndg - FULL STOP Precipitation Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 1456 Last 24 Hrs - 6 Make/Model - 275 Last 30 Days- 109 Multi-Eng - 30 Instrument Rating(s) - AIRPLANE	Type of Operation	-SCHEDULED, DOMEST	IC, PASSENGER Fire		Crew	0	0	1	0
Accident Occurred During -DESCENT -Aircraft Information Make/Model - DEHAVILLAND DHC-2 MK1 Eng Make/Model - P&W R-985 ELT Installed/Activated - YES, Landing Gear - FLDAT Number Engines - 1 Stall Warning System - ND Max Gross wt - 5100 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 8 Rated Power - 450 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity WX Briefing - FSS Last Departure Point ON AIRPORT Method - UNK/NR Destination Airport Data Basic Weather - YWC METLAKATLA, AK METLAKATLA SEAPLANE Wind Dir/Speed - 150/020 KTS WING Destination Airport Data No. of Socore - 000 SM ATC/Airspace Runway Ident - UNK/NR Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - WATER Lowest Celling - 3000 FT OVERCAST Type of Clearance - NONE Runway Status - WATER - CHOPP Obstructions to Vision - NONE Type Apch/Lndg - FULL STOP Precipitation Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT -Personnel Information Pilot-In-Command Age - 1456 Last 24 Hrs - 6 Make/Model - 275 Last 30 Days- 109 Multi-Eng - 30 Instrument Rating(s) - AIRPLANE	Flight Conducted Under	-14 CFR 135	NONE		Pass	0	0	0	3
Aircraft Information Make/Model - DEHAVILLAND DHC-2 MK1 Eng Make/Model - P&W R-985 ELT Installed/Activated - YES, Number Engines - 1 Stall Warning System - NO Max Gross Wt - 5100 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 8 Rated Power - 450 HP Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point ON AIRPORT Method - UNK/NR Destination Basic Weather - VMC METLAKATLA,AK METLAKATLA,AK METLAKATLA SEAPLANE Wind Dir/Speed - 150/020 KTS Type of Flight Plan - NONE Runway Lth/Wid - UNK/NR Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - WATER Lowest Ceiling - SOO FT OVERCAST Type of Clearance - NONE Runway Status - WATER - CHOPP Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Content - YES Total - 1456 Last 24 Hrs - 6 SE LAND,ME LAND, SE SEA MONTES - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Comment Content - YES Total - 1456 Last 24 Hrs - 6 Marchaft Type - VIK/NR Instrument - 44 Last 90 Days - 109 Multi-Eng - 30 Instrument Rating(s) - AIRPLANE	Accident Occurred During	-DESCENT							
Landing Gear - FLOAT Number Engines - 1 Stall Warning System - NO Max Gross Wt - 5100 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 8 Rated Power - 450 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point ON AIRPORT Method - UNK/NR Destination Airport Data Basic Weather - VMC METLAKATLA SEAPLANE Wind Dir/Speed- 150/020 KTS METLAKATLA, AK METLAKATLA SEAPLANE Visibility - 20.0 SM ATC/Airspace Runway Ident - UNK/NR Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Status - WATER - CHOPP Obstructions to Vision - NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Condition of Light - DAYLIGHT COMMERCIAL,CFI Current - YES Total - 1456 Last 24 Hrs - 6 Monthe Since - 6 Make/Model - 275 Last 30 Days - 109 Multi-Eng - 300 Instrument Rating(s) - AIRPLANE	-Aircraft Information								
Max Gross Wt       - 5100       Engine Type       - RECIPROCATING-CARBURETOR         No. of Seats       -       8       Rated Power       -       450 HP         Environment/Operations Information       Weather Data       Airport Proximity       ON AIRPORT         Weather Data       Itinerary       Airport Data       ON AIRPORT         Weather Data       UNK/NR       Last Departure Point       ON AIRPORT         Method       - UNK/NR       Destination       Airport Data         Basic Weather       - VMC       METLAKATLA,AK       METLAKATLA SEAPLANE         Wind Dir/Speed-150/020 KTS       Torport OverCAST       Runway Lth/Wid - UNK/NR       UNK/NR         Lowest Sky/Clouds -       UNK/NR       Type of Flight Plan - NONE       Runway Status - WATER - CHOPP         Obstructions to Vision- NONE       Type Apch/Lndg       FULL STOP       Precipitation       - NONE         -Personnel Information       Pilot-In-Command       Age - 29       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Condition of Light       DAYLIGHT       - YES       Total - 1456       Last 24 Hrs - 6         SE LAND, ME LAND, SE SEA       Months Since - 6       Make/Model - 275       Last 30 Days- 109         Multi-Eng - 30       Instrument Rating(s) - AIRPLANE	Make/Model - DEHAVILLAN	ND DHC-2 MK1							
No. of Seats -       8       Rated Power       -       450 HP         Environment/Operations Information Weather Data       Itinerary       Airport Proximity         Wx Briefing       - FSS       Last Departure Point       ON AIRPORT         Method       - UNK/NR       Last Departure Point       ON AIRPORT         Basic Weather       - VMC       METLAKATLA,AK       Airport Data         Wind Dir/Speed-       150/020 KTS       METLAKATLA,AK       METLAKATLA SEAPLANE         Wind Dir/Speed-       150/020 KTS       Runway Ident       - UNK/NR         Visibility       - 20.0 SM       ATC/Airspace       Runway Lth/Wid       UNK/NR         Lowest Sky/Clouds       -       UNK/NR       Type of Flight Plan       NONE       Runway Surface       WATER         Condition of Light       -       3000 FT OVERCAST       Type of Clearance       - NONE       Runway Status       - WATER         Condition of Light       -       DAYLIGHT       -       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       -         COMMERCIAL,CFI       Current       - YES       Total       - 1456       Last 24 Hrs - 6         SE LAND,ME LAND,SE SEA	Landing Gear - FLOAT		Number Engines - 1			S	tall Warn	ing Syste	∋m − NO
<pre>-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point ON AIRPORT Method - UNK/NR KETCHIKAN,AK Completeness - UNK/NR Destination Airport Data Basic Weather - VMC METLAKATLA,AK METLAKATLA SEAPLANE Wind Dir/Speed- 150/020 KTS Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - WATER Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT</pre>	Max Gross Wt - 5100		Engine Type - REG	CIPROCATING-CA	RBURETOR				
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - FS Last Departure Point ON AIRPORT Method - UNK/NR KETCHIKAN,AK Completeness - UNK/NR Destination Airport Data Basic Weather - VMC METLAKATLA,AK METLAKATLA SEAPLANE Wind Dir/Speed- 150/020 KTS Runway Ident - UNK/NR Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - WATER Lowest Ceiling - 3000 FT OVERCAST Type of Clearance - NONE Runway Surface - WATER - CHOPP Obstructions to Vision - NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, CFI Current - YES Total - 1456 Last 24 Hrs - 6 SE LAND, ME LAND, SE SEA Months Since - 6 Make/Model- 275 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument 44 Last 90 Days- 109 Multi-Eng - 30 Instrument Rating(s) - AIRPLANE	No. of Seats - 8		Rated Power -	450 HP					
Method       - UNK/NR       KEICHIKAN,AK         Completeness - UNK/NR       Destination       Airport Data         Basic Weather       - VMC       METLAKATLA,AK       METLAKATLA SEAPLANE         Wind Dir/Speed-150/020 KTS       Runway Ident       - UNK/NR         Visibility       - 20.0       SM       ATC/Airspace       Runway Ident       - UNK/NR         Lowest Sky/Clouds       - UNK/NR       Type of Flight Plan       - NONE       Runway Surface       - WATER         Lowest Ceiling       - 3000 FT OVERCAST       Type of Clearance       - NONE       Runway Status       - WATER       - CHOPP         Obstructions to Vision-       NONE       Type Apch/Lndg       - FULL STOP       - WATER       - CHOPP         Precipitation       - NONE       Type Apch/Lndg       - FULL STOP       - WATER       - CHOPP         -Personnel Information       Pilot-In-Command       Age - 29       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Condition of Light       - DAYLIGHT       - YES       Total       - 1456       Last 24 Hrs - 6         SE LAND,ME LAND,SE SEA       Months Since - 6       Make/Model- 275       Last 30 Days- UNK/NR         Aircraft Type - UNK/NR       Instrument Rating(s)       - AIRPLANE       - 4180       - 4125	-Environment/Operations Info	rmation							
Method       - UNK/NR       KEICHIKAN,AK         Completeness - UNK/NR       Destination       Airport Data         Basic Weather       - VMC       METLAKATLA,AK       METLAKATLA SEAPLANE         Wind Dir/Speed-150/020 KTS       Runway Ident       - UNK/NR         Visibility       - 20.0       SM       ATC/Airspace       Runway Ident       - UNK/NR         Lowest Sky/Clouds       - UNK/NR       Type of Flight Plan       - NONE       Runway Surface       - WATER         Lowest Ceiling       - 3000 FT OVERCAST       Type of Clearance       - NONE       Runway Status       - WATER       - CHOPP         Obstructions to Vision-       NONE       Type Apch/Lndg       - FULL STOP       - WATER       - CHOPP         Precipitation       - NONE       Type Apch/Lndg       - FULL STOP       - WATER       - CHOPP         -Personnel Information       Pilot-In-Command       Age - 29       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Condition of Light       - DAYLIGHT       - YES       Total       - 1456       Last 24 Hrs - 6         SE LAND,ME LAND,SE SEA       Months Since - 6       Make/Model- 275       Last 30 Days- UNK/NR         Aircraft Type - UNK/NR       Instrument Rating(s)       - AIRPLANE       - 4180       - 4125	Weather Data		Itinerary		Air	port	Proximity		
Method       - UNK/NR       KETCHIKAN,AK         Completeness - UNK/NR       Destination       Airport Data         Basic Weather       - VMC       METLAKATLA,AK       METLAKATLA SEAPLANE         Wind Dir/Speed-       150/020 KTS       Runway Ident       - UNK/NR         Visibility       - 20.0       SM       ATC/Airspace       Runway Lit/Wid       - UNK/NR         Lowest Sky/Clouds       -       UNK/NR       Type of Flight Plan       - NONE       Runway Surface - WATER       - WATER - CHOPP         Obstructions to Vision-       NONE       Type of Clearance       - NONE       Runway Status       - WATER - CHOPP         Obstruction of Light       - DAYLIGHT       -       - NONE       Runway Status       - WATER - CHOPP         Condition of Light       - DAYLIGHT       -       -       NONE       -       -         Personnel Information       Pilot-In-Command       Age - 29       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         ComMERCIAL,CFI       Current       - YES       Total       - 1456       Last 24 Hrs - 6         SE LAND,ME LAND,SE SEA       Months Since - 6       Make/Model- 275       Last 30 Days- UNK/NR         Aircraft Type - UNK/NR       Instrument Rating(s)       - AIRPLANE	Wx Briefing - FSS		Last Departure Point		C	N AIR	PORT		
Basic Weather       - VMC       METLAKATLA,AK       METLAKATLA,AK       METLAKATLA SEAPLANE         Wind Dir/Speed-       150/020 KTS       Runway Ident       - UNK/NR         Visibility       - 20.0 SM       ATC/Airspace       Runway Ident       - UNK/NR         Lowest Sky/Clouds       - UNK/NR       Type of Flight Plan       - NONE       Runway Surface       - WATER         Lowest Ceiling       - 3000 FT OVERCAST       Type of Clearance       - NONE       Runway Status       - WATER         Obstructions to Vision-NONE       Type Apch/Lndg       - FULL STOP       Runway Status       - WATER         Precipitation       - NONE       Type Apch/Lndg       - FULL STOP       -       -         Presonnel Information       Pilot-In-Command       Age - 29       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         COMMERCIAL,CFI       Current       - YES       Total       - 1456       Last 24 Hrs - 6         SE LAND,ME LAND,SE SEA       Months Since - 6       Make/Model- 275       Last 30 Days- UNK/NR       Aircraft Type - UNK/NR       Multi-Eng - 30         Instrument Rating(s)       - AIRPLANE       - AIRPLANE       - UNK/NR       - AIRPLANE	Method - UNK/NR		KETCHIKAN, AK						
Basic Weather       - VMC       METLAKATLA,AK       METLAKATLA SEAPLANE         Wind Dir/Speed-       150/020 KTS       Runway Ident       - UNK/NR         Visibility       - 20.0 SM       ATC/Airspace       Runway Ident       - UNK/NR         Lowest Sky/Clouds       - UNK/NR       Type of Flight Plan       - NONE       Runway Surface       - WATER         Lowest Ceiling       - 3000 FT OVERCAST       Type of Clearance       - NONE       Runway Surface       - WATER         Obstructions to Vision       NONE       Type Apch/Lndg       - FULL STOP       Runway Status       - WATER         Precipitation       - NONE       Type Apch/Lndg       - FULL STOP       Runway Status       - WATER         Precipitation of Light       - DAYLIGHT       - DAYLIGHT       -       -       -         -Personnel Information       Pilot-In-Command       Age - 29       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       -         COMMERCIAL,CFI       Current       - YES       Total       - 1456       Last 24 Hrs - 6         SE LAND,ME LAND,SE SEA       Months Since - 6       Make/Model- 275       Last 30 Days- UNK/NR       Aircraft Type - UNK/NR       Multi-Eng - 30 <td>Completeness - UNK/NR</td> <td></td> <td>Destination</td> <td></td> <td>Airp</td> <td>ort D</td> <td>ata</td> <td></td> <td></td>	Completeness - UNK/NR		Destination		Airp	ort D	ata		
Wind Dir/Speed- 150/020 KTS       Runway Ident - UNK/NR         Visibility - 20.0 SM       ATC/Airspace       Runway Lth/Wid - UNK/NR         Lowest Sky/Clouds - UNK/NR       Type of Flight Plan - NONE       Runway Surface - WATER         Lowest Ceiling - 3000 FT OVERCAST       Type of Clearance - NONE       Runway Surface - WATER - CHOPP'         Obstructions to Vision- NONE       Type Apch/Lndg - FULL STOP       Runway Status - WATER - CHOPP'         Precipitation - NONE       NONE       Runway Status - WATER - CHOPP'         Obstructions of Light - DAYLIGHT       - NONE       Runway Status - WATER - CHOPP'         Personnel Information       Pilot-In-Command       Age - 29       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         COMMERCIAL,CFI       Current - YES       Total - 1456       Last 24 Hrs - 6         SE LAND, ME LAND, SE SEA       Months Since - 6       Make/Model- 275       Last 30 Days- UNK/NR         Aircraft Type - UNK/NR       Instrument Rating(s) - AIRPLANE       Instrument Rating(s) - AIRPLANE	Basic Weather - VMC		METLAKATLA, AK		Ň	IETLAK	ATLA SEAPI	LANE	
Visibility       - 20.0       SM       ATC/Airspace       Runway Lth/Wid       - UNK/NR         Lowest Sky/Clouds       -       UNK/NR       Type of Flight Plan       - NONE       Runway Surface       - WATER         Lowest Ceiling       -       3000 FT OVERCAST       Type of Clearance       - NONE       Runway Status       - WATER       - CHOPP         Obstructions to Vision- NONE       Type Apch/Lndg       - FULL STOP       Runway Status       - WATER       - CHOPP         Operation       -       NONE       Type Apch/Lndg       - FULL STOP       - WATER       - CHOPP         Precipitation       -       NONE       -       - NONE       - FULL STOP       - WATER       - CHOPP         -       -       NONE       -       -       - NONE       - FULL STOP       - WATER       - CHOPP         -       -       NONE       -       -       -       -       -       -       WATER       - CHOPP         -       -       DAYLIGHT       -	Wind Dir/Speed- 150/020	KTS			F	unway	Ident	- UNK/NF	2
Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - WATER Lowest Ceiling - 3000 FT OVERCAST Type of Clearance - NONE Runway Status - WATER - CHOPP Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1456 Last 24 Hrs - 6 SE LAND,ME LAND,SE SEA Months Since - 6 Make/Model- 275 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 44 Last 90 Days- 109 Multi-Eng - 30 Instrument Rating(s) - AIRPLANE			ATC/Airspace						
Lowest Ceiling - 3000 FT OVERCAST Type of Clearance - NONE Runway Status - WATER - CHOPP Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1456 Last 24 Hrs - 6 SE LAND,ME LAND,SE SEA Months Since - 6 Make/Model- 275 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 44 Last 90 Days- 109 Multi-Eng - 30 Instrument Rating(s) - AIRPLANE				- NONE	F	unway	Surface	- WATER	
Obstructions to Vision- NONE       Type Apch/Lndg       - FULL STOP         Precipitation       - NONE         Condition of Light       - DAYLIGHT         -Personnel Information       -         Pilot-In-Command       Age - 29         Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review         COMMERCIAL,CFI       Current       - YES         SE LAND,ME LAND,SE SEA       Months Since - 6       Make/Model - 275         Instrument Rating(s)       - AIRPLANE	Lowest Ceiling -	3000 FT OVERCAST	Type of Clearance	- NONE					
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1456 Last 24 Hrs - 6 SE LAND,ME LAND,SE SEA Months Since - 6 Make/Model - 275 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 44 Last 90 Days - 109 Multi-Eng - 30 Instrument Rating(s) - AIRPLANE			Type Apch/Lndg	- FULL STOP		-			
Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 29 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 1456 Last 24 Hrs - 6 SE LAND,ME LAND,SE SEA Months Since - 6 Make/Model- 275 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument- 44 Last 90 Days- 109 Multi-Eng - 30 Instrument Rating(s) - AIRPLANE			.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Pilot-In-Command       Age - 29       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         COMMERCIAL,CFI       Current - YES       Total - 1456       Last 24 Hrs - 6         SE LAND,ME LAND,SE SEA       Months Since - 6       Make/Model- 275       Last 30 Days- UNK/NR         Aircraft Type - UNK/NR       Instrument - 44       Last 90 Days- 109         Multi-Eng - 30       Multi-Eng - 30									
Pilot-In-Command       Age - 29       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         COMMERCIAL,CFI       Current - YES       Total - 1456       Last 24 Hrs - 6         SE LAND,ME LAND,SE SEA       Months Since - 6       Make/Model- 275       Last 30 Days- UNK/NR         Aircraft Type - UNK/NR       Instrument - 44       Last 90 Days- 109         Multi-Eng - 30       Multi-Eng - 30	 -Personnel Information								
Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         COMMERCIAL,CFI       Current       YES       Total       -       1456       Last 24 Hrs -       6         SE LAND,ME LAND,SE SEA       Months Since       -       6       Make/Model-       275       Last 30 Days-       UNK/NR         Aircraft Type       UNK/NR       Instrument-       44       Last 90 Days-       109         Multi-Eng       30       Instrument Rating(s)       -       AIRPLANE		Aae	e - 29	Medical Certi	ficate -	VALID	MEDICAL-	WAIVERS/L	IMIT
Aircraft Type - UNK/NR Instrument- 44 Last 90 Days- 109 Multi-Eng - 30 Instrument Rating(s) - AIRPLANE	Certificate(s)/Rating(s)	Bie	ennial Flight Review		Flight Ti	me (H	ours)		
Aircraft Type - UNK/NR Instrument- 44 Last 90 Days- 109 Multi-Eng - 30 Instrument Rating(s) - AIRPLANE			Current - YES	Total	- 1456	;	Last 2	24 Hrs -	6
Aircraft Type - UNK/NR Instrument- 44 Last 90 Days- 109 Multi-Eng - 30 Instrument Rating(s) - AIRPLANE		Α	Months Since - 6	Make/Mode	1- 275	;	Last 3	30 Days-	UNK/NR
Multi-Eng - 30 Instrument Rating(s) - AIRPLANE			Aircraft Type - UNK/NR	Instrumen	t- 44	Ļ	Last 9	90 Davs-	109
				Multi-Eng	- 30	)		-	
	Instrument Rating(s)	- AIRPLANE							
Narrative FINAL APPROACH FOR LANDING THE AIRCRAFT ENCOUNTERED HIGH GUSTING WINDS. THE AIRCRAFT THEN STALLED AND ENTERED A	Narrative								

NOSE DOWN ATTITUDE. ACCORDNG TO ONE PASSENGER THE PILOT WAS HOLDING FULL AFT ELEVATOR DURING THE DESCENT. THE AIRCRAFT STRUCK THE WATER HARD, BREAKING OFF THE FLOATS. THE AIRCRAFT THEN SANK SEVERAL MINUTES AFTER STRIKING THE WATER. THIS AIRCRAFT HAS NO STALL WARNING SYSTEM.

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Brief of Accident (Continued)

File No 20	014 12/07/87	METLAKATLA,AK	A/C Reg. No. N17597	Time (Lcl) - 1310 AST
Occurrence #1 Phase of Operation	DESCENT - NORMAL			
1. WEATHER CONDIT 2. STALL - INAD 3. WEATHER CONDIT 4. AIRSPEED - NO	ERTENT - PILOT IN	DT IN COMMAND	<	
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATER ROLLED		
Finding(s)				

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER.		Aircraft Damage			Injur	ios	
Type operating certificate None (denex		SUBSTANTIAL		Fatal			r None
Type of Operation -PERSONAL		Fire	Crew	0	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	1	•
Accident Occurred During -DESCENT				·	· ·		· ·
Aircraft Information							
Make/Model - CESSNA 182C		el - CONTINENTAL	0-470-L				ed - YES/Y
Landing Gear - TRICYCLE-FIXED	Number Engin				all Warnin	ng Syst	em – YES
Max Gross Wt - 2650		- RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 230 HP					
Environment/Operations Information							
leather Data	Itinerary			Airport F	roximity		
Wx Briefing - UNK/NR	Last Departur	e Point		OFF AIR	PORT/STRIP	)	
Method - UNK/NR	SAME AS ACC	/INC					
Completeness - UNK/NR	Destination			Airport Da	ita		
Basic Weather - VMC	LOCAL			HAZEL C	REEN		
Wind Dir/Speed- 140/008 KTS				Runway	Ident -	07	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid -	2670	/ 40
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NONE		Runway	Surface -	N/A	
Lowest Ceiling ~ NONE	Type of Clear	ance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lnd	g - TRAFFIC	PATTERN				
Precipitation - NONE		•					
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 51		Certificat	e – VALID	MEDICAL-WA	IVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Fligh	t Time (Ho	ours)		
PRIVATE		YES Tota				Hrs -	1
SE LAND		11 Make					
	Aircraft Type -	C-182 Inst	rument-	9	Last 90	) Days-	20

----Narrative----

THE AIRPLANE HIT A TREE AND CRASHED ABOUT 300 YDS SHORT OF THE RWY WHILE ON FINAL APPCH TO LAND. THE PLT INDICATED THAT HE BECAME PREOCCUPIED WITH THE AIRSPEED INDICATOR AND ALLOWED THE AIRPLANE TO DESCEND BELOW THE PROPER GLIDE PATH. THE PLT HAD LESS THAN 1 HR OF NIGHT FLT EXPERIENCE IN THE PRECEDING 90 DAYS. HIS TOTAL NIGHT EXPERIENCE WAS 6 HRS.

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Brief of Accident (Continued)

File No 204	11/22/87	HAZEL GREEN,AL	A/C Reg. No. N8504T	Time (Lcl) - 1815 CST
Occurrence #1 Phase of Operation		ION WITH OBJECT ATTERN - FINAL APPROACH	4	
4. INATTENTIVE 5. LACK OF RECI	- DARK NIGHT H - NOT MAINTAINED - PILOT IN COMMAN ENT EXPERIENCE IN	- PILOT IN COMMAND D TYPE OPERATION - PILOT YPE OPERATION - PILOT I		
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATER ROLLED		
Probable Cause			Probable Cause(s) of this accide	

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

is/are finding(s) 3,4

#### National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 2089 12/13/87 GENEVA,	,AL	A/C Reg. No. N3	512A	т	ime (Lcl) -	1650 CST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL	AVIATION)	Aircraft Damage DESTROYED Fire	Crew	Fatal	Injur Serious O		None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		NONE	Pass	0	o	õ	õ
Aircraft Information Make/Model - PIPER PA-22-135 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1850 No. of Seats - 4	Number Eng	e - RECIPROCATIN		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Depart GENEVA.AL				Proximity RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination LOCAL	· · · ·	,	Airport D			
Wind Dir/Speed- 090/006 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 4000 FT SCATTE Lowest Ceiling - 8000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	ATC/Airspace RED Type of Fli N Type of Cle Type Apch/L	arance - NONE		Runway Runway	Lth/Wid - Surface -	N/A N/A N/A N/A	
	Age - 37 Biennial Flight R Current Months Since Aircraft Type	eview - N/A Total - N/A Make/ e - M/A Instru		t Time (H 100 50 <td>ours) Last 24 Last 30 Last 90</td> <td>Hrs - Days- UN Days- UN aft - UN</td> <td>K/NR K/NR</td>	ours) Last 24 Last 30 Last 90	Hrs - Days- UN Days- UN aft - UN	K/NR K/NR

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Instrument Rating(s) - NONE

----Narrative----

PRIOR TO THE ACDNT, A WITNESS SAW THE ACFT FLYING ACROSS AN OPEN FIELD AT A VERY LOW ALT. SUBSEQUENTLY, IT COLLIDED WITH THE TOPS OF SEVERAL PINE TREES AT ABOUT 90 TO 95 FT AGL, THEN IT CRASHED TO THE GROUND. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT. THE PLT HAD PREVIOUSLY HELD A STUDENT PLT/MEDICAL CERTIFICATE WHICH HAD EXPIRED. TOXICOLOGY CHECKS OF THE PLT'S BLOOD & URINE WERE MADE AT 2 LABS. ONE LAB RPRTD THE BLOOD CONTAINED 1.6 MG/L OF BUTALBITAL. THE OTHER LAB RPRTD A BUTALBITAL CONTENT OF 3 MG/L AND RPRTD THAT THIS WOULD BE IN THE THERAPEUTIC RANGE. ALSO, SALICYLATE WAS DETECTED IN HIS URINE. BUTALBITAL IS A MEMBER OF THE BARBITURATE GROUP OF MEDICATION & TYPICALLY HAS UNWANTED SIDE EFFECTS OF DROWSINESS & LOSS OF ALERTNESS.

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Brief of Accident (Continued)

4 Time (Lcl) - 1650 CST File No. - 2089 12/13/87 GENEVA, AL A/C Reg. No. N3512A \_\_\_\_\_ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND 3. LIGHT CONDITION - DUSK 4. LOW PASS - PERFORMED - PILOT IN COMMAND 5. OBJECT - TREE(S) 6. PROPER ALTITUDE - 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) 1,2,6

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

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Brief of Accident

File No 2162 7/16/87 FORRES	T CITY, AR A/C Reg. N	o. N7864	Time (Lc1) - 2000 CD	т
-Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircraft Dam SUBSTANTIAL		Injuries Serious Minor	None
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew O	0 0 0 0	1 0
Aircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4500 No. of Seats - 1		CATING-CARBURETOR	Installed/Activated Stall Warning System	
Environment/Operations Information				
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point OSCEOLA,AR		Proximity IRPORT/STRIP	
Completeness - N/A Basic Weather - VMC	Destination WIDENER,AR	Airport	Data	
Wind Dir/Speed- 170/006 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - NON Type of Clearance - NON Type Apch/Lndg - FOR	Runwa E Runwa E Runwa	y Ident - N/A y Lth/Wid - N/A y Surface - DIRT y Status - DRY	
Certificate(s)/Rating(s)	Biennial Flight Review	cal Certificate - VALII Flight Time (I	Hours)	
COMMERCIAL SE LAND	Current - YES Months Since - 21 Aircraft Type - UNK/NR	Total - 1966 Make/Model- 1333 Instrument- 12	Last 30 Days- U	NK/NR

Instrument Rating(s) - AIRPLANE

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----Narrative----

WHILE DOING A REPOSITIONING OPERATION, WITH AN AG ACFT, THE ENGINE QUIT, DUE TO FUEL EXHAUSTION. THE PIC SAID THAT A VISUAL INSPECTION OF THE FUEL SUPPLY WOULD HAVE PREVENTED THE ACCIDENT. HE SAID THAT IN AN ATTEMPT TO TURN BACK TO A DIRT STRIP, THE ACFT STALLED.

7/16/87 A/C Reg. No. N7864 Time (Lc1) - 2000 CDT File No. - 2162 FORREST CITY, AR LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 3. STALL - INADVERTENT - PILOT IN COMMAND \_\_\_\_\_ Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED \_\_\_\_\_ \_\_\_\_\_ ----Probable Cause----

Brief of Accident (Continued)

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

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

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#### National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 2119 8/27/87 TILLAR,AR	37 TILLAR,AR A/C Reg. No. N		59X Time (Lcl) - 0907 CDT				
Basic Information Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor None			
Type of Operation -AERIAL APPLICATION Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT		Cre Pas	s O	1 0	0	0 0	
Aircraft Information Make/Model - AIR TRACTOR AT-301 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 5000 No. of Seats - 1	Eng Make/Model - P& Number Engines - 1 Engine Type - RE	W R-1340-AN1	ELT S				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 022/005 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 1500 FT SCATTERED Lowest Ceiling - 10000 FT BROKEN		- NONE - NONE	OFF AI Airport D Runway Runway Runway		N/A N/A GRASS/TU	RF	
Certificate(s)/Rating(s) Bien COMMERCIAL SE LAND	- 33 nial Flight Review Current - YES Months Since - 8 Aircraft Type - C-152	Total - Make/Model-	ght Time (H 6500 2600	ours) Last 24 Last 30	Hrs - Days-	LIMIT 4 30 60	

Instrument Rating(s) - UNK/NR

----Narrative----

THE PILOT STATED THAT THE PROP RPM BECAME ERRATIC. ON APPROACH, THE PROP RAN COMPLETELY OUT OF CONTROL, CAUSING THE AIRCRAFT TO NOSE DOWN INTO A PLOWED FIELD JUST SHORT OF THE LANDING AREA. THE A/C HIT ON THE MAIN LANDING GEAR, BROKE THEM OFF, THEN IT NOSED OVER. INSPECTION OF THE PROPELLER FOUND THAT ALL OF THE DOWEL PINS THAT FIX THE DOME STATIONARY TO THE HUB ASSEMBLY HAD FAILED. THIS FAILURE WAS THE RESULT OF THE BARREL SHIMS BEING PARTIALLY INSTALLED ALONG THE EDGE OF THE DOME INSTEAD OF FLAT AGAINST THE DOME SHELF IN THE HUB. THE RESULT WAS THE BLADES BECOMING DISENGAGED FROM THE GEARING.

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File No 21	19 8/27/87	TILLAR,AR	A/C Reg. No. N3159X	Time (Lc1) - 0907 CDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE APPROACH	NT/SYSTEM FAILURE/MA	LFUNCTION	
Finding(s) 1. PROPELLER SYSTEM 2. MAINTENANCE,IN	, - ,	- DISCONNECTED AFT - INADEQUATE -		
Occurrence #2 Phase of Operation		- IN FLIGHT		
Occurrence #3	IN FLIGHT COLLIS DESCENT - UNCONTI	ION WITH TERRAIN/WAT	ER	

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

## Brief of Accident

Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	aft Damage		Injur	ies	
Type of Operation -BUSINESS	DESTR Fire	Crew	Fatal 2	0	0	None O
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	NONE	Pass	0	0	0	0
-Aircraft Information Make/Model - PIPER PA-32R Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600 No. of Seats - 6	Number Engines -	RECIP-FUEL INJECTED		[nstalled/A tall Warnin		
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poir CROSSETT.AR	nt		Proximity RPORT/STRIP		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC Wind Dir/Speed- 200/007 KTS	SAME AS ACC/INC		DRAKE Runwav	Ident -	16	
Visibility - 7.0 SM	ATC/Airspace		Runway	Lth/Wid -	6006/ 1	00
Lowest Sky/Clouds - CLEAR	Type of Flight Plar			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT)	Type of Clearance Type Apch/Lndg		Runway	Status -	DRY	
-Personnel Information Pilot-In-Command	A	Madiaal Cantifiant				
Certificate(s)/Rating(s)	Age - 22 Biennial Flight Review	Medical Certificat	t Time (H	MEDICAL-NU	WAIVER5/L	. 1 M 1 I
COMMERCIAL, CFI	Current - YES Months Since - 5	Total - Make/Model- UN	500	Last 24	Hrs - UNK	/NR
SE LAND, ME LAND	Months Since - 5	Make/Model- UN	IK/NR	Last 30	Days- UNK	(/NR
	Aircraft Type - C-172	Instrument- UN Multi-Eng - UN	IK/NR IK/NR	Last 90 Rotorcr	Days- aft - UNK	100 (/NR
Instrument Rating(s) - AIRPLANE						

File No. - 2063 11/19/87 FAYETTEVILLE, AR A/C Reg. No. N3578G Time (Lcl) - 1936 CST \_\_\_\_\_ -----\_ -----Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL Finding(s) 1. LIGHT CONDITION - NIGHT 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 3. TERRAIN CONDITION - HIGH TERRAIN 4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 5. OBJECT - TREE(S) 6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL ----Probable Cause----

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

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

Brief of Accident

File No 2166 11/28/87 SPRING	DALE,AR	A/C Reg. No. N201CQ Time (Lcl) - 1740 CST					
Basic Information Type Operating Certificate-NONE (GENERAL		Aircraft Dan SUBSTANTIAL	•	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	•	ire NONE	Crew Pass	-	0 0	0 0	1 1
Aircraft Information Make/Model - MOONEY M2OJ Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2740 No. of Seats - 4	Eng Make/Mode Number Engine Engine Type Rated Power	es - 1 - RECIP-F			Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 230/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 1000 FT Lowest Ceiling - 1000 FT OVERC Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Itinerary Last Departure TUSCALODSA, Destination SAME AS ACC/ ATC/Airspace Type of Flight AST Type of Cleara Type Apch/Lndg	AL /INC t Plan - IFF ance - IFF g - ILS	2	OFF AI Airport D SPRING Runway Runway Runway	DALE Ident - Lth/Wid - Surface -	18 4939/ ASPHALT DRY	75
	Age - 48 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES 1		ht Time (H 1873 174	ours) Last 24	Hrs - ) Days- UN	6

Instrument Rating(s) - AIRPLANE

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----Narrative----

DRG A WX BRIEFING BFR TKOF, THE PLT WAS ADZD THAT VFR FLT WAS NOT RCMDD DUE TO LOW CEILING & ICING CONDS. HE WAS ADZD THE FREEZING LVL WAS FORECAST TO BE AT 4000' OVER LITTLE ROCK & TO SLOPE DOWN TO THE SURFACE IN SE MISSOURI. ALSO, HE WAS BRIEFED ON PIREPS OF ICING CONDS IN THE AREAS OF LITTLE ROCK, JONESBORO & FT SMITH, AR. HE ELECTED TO PROCEED VFR-ON-TOP. WHILE EN ROUTE AT 8500', HE OBTAINED THE FAYETTEVILLE WX & WAS ADZD OF IFR CONDS ON HIS ROUTE. HE FILED AN IFR FLT PLAN & WAS ASSIGNED AN ALT OF 5000'. DRG THE DSCNT, THE ACFT ENTERED THE CLOUDS AT 7000'. APRX 40 MI FM THE DESTN, IT ENCTRD ICING CONDS. THE PLT STATED THAT EXCESSIVE ICE ACCUMULATED ON THE ACFT, BUT DUE TO DARKENING CONDS (DUSK), HE DIDN'T NOTICE MUCH ON THE STRUCTURE. HE SAID THAT DRG AN ILS APCH, THE ACFT BECAME SLUGGISH, SO HE ADDED POWER, BUT THE LEFT WING STALLED & THE ACFT STRUCK THE TERRAIN SHORT OF THE RWY & WAS DAMAGED.

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File No 21	66 11/28/87	SPRINGDALE, AR	A/C Reg. N	No. N201CQ	Time	(Lc1) - 1740 CST	
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUN					· · · · · · · · · · · · · · · · · · ·	
2. WEATHER CONDITI	ON - ICING CONDITI	- CONTINUED - PILOT I	N COMMAND				
Occurrence #2	LOSS OF CONTROL						
Finding(s) 3. WING - ICE 4. LIGHT CONDITION 5. STALL - INADVER	I - DUSK TENT - PILOT IN CO						
Occurrence #3 Phase of Operation							

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Injuri∈	20	
Type operating ber throate hold (at		SUBSTANTIAL		atal		Minor	None
Type of Operation -PERSONAL		Fire		1	0	0	0
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - BENSON B-8M	Eng Make/M	lodel - MCCULLOCH (	0-100-3				
Landing Gear - TRICYCLE-FIXED	Number Eng	ines - 1			ll Warning	System	- NO
Max Gross Wt - 600		e - RECIPROCAT	ING-CARBURETOR				
No. of Seats - 1	Rated Powe	er - 90 HP					
Environment/Operations Information							
Weather Data	Itinerary				oximity		
Wx Briefing - NO RECORD OF BRIE	FING Last Depart			OFF AIRP	ORT/STRIP		
Method - N/A Completeness - N/A	FOUNTAIN	HILLS,AZ					
Completeness - N/A Basic Weather - VMC	Destination LOCAL		AIr	port Dat	a		
Wind Dir/Speed- 270/010 KTS	LUCAL			Pupway T	dent - N	1/4	
, , , , , , , , , , , , , , , , , , ,	ATC/Airspace				.th/Wid - N	•	
Lowest Sky/Clouds - 25000 FT	······	ght Plan - NONE			iurface - D		
Lowest Ceiling - NONE		arance - NONE			itatus - D		
Obstructions to Vision- NONE	Type Apch/L	ndg - NONE		-			
Precipitation - NONE		_					
Condition of Light - DAYLIGHT							
Personnel Information		, ,					
Pilot-In-Command	Age - 52 Biennial Flight R	Medical	Certificate -			/ERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flight T				
PRIVATE	Current	- YES Tota	al - 8	3	Last 24 H	irs -	0
SE LAND GYROPLANE	Months Since	- 1 Make - C-150 Ins	e/Model~ I	1 2		ays-	11 24
GTROFLANE	Anchart Type	Mul	ti-Eng - UNK/N	R	Rotorcraf		11
Instrument Rating(s) - NONE							
Narrative							

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File No 20	98 3/28/87	FOUNTAIN HILLS,AZ	A/C Reg. No. N282A	Time (Lc1) - 1240 MST
Occurrence #1 Phase of Operation	LOSS OF CONTROL CLIMB	- IN FLIGHT		
		- PILOT IN COMMAND NED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Probable Cause				

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

Brief of Accident

File No 2091 4/03/87 ASHF0	RK,AZ A	/C Reg. No. N1451	D	Т	ime (Lcl)	I) - 0900 MST		
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Air	craft Damage			Inju	ries		
, , , , , , , , , , , , , , , , , , ,		BSTANTIAL		Fatal	Serious		n None	
Type of Operation -PERSONAL	Fir	e	Crew	0	0	1	0	
Flight Conducted Under -14 CFR 91	NO	NE	Pass	0	0	0	0	
Accident Occurred During -LANDING								
Make/Model - NORTH AMERICAN P51D	Eng Make/Model	- PACKARD V 1650					∋d - YES/YE	
Landing Gear - TAILWHEEL-ALL RETRACTAB					tall Warni	ng Syste	∋m - NO	
Max Gross Wt - 10500		- RECIPROCATING-C	ARBURET	OR				
No. of Seats - 2	Rated Power	- 1490 HP						
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING	•	oint		OFF AI	RPORT/STRI	Р		
Method - N/A	PRESCOTT, AZ							
Completeness - N/A	Destination		A	irport Da	ata			
Basic Weather - VMC	LOCAL			_				
Wind Dir/Speed- VARIABLE/005 KTS						- N/A		
Visibility - 50.0 SM	ATC/Airspace					- N/A		
Lowest Sky/Clouds - CLEAR	Type of Flight P				Surface			
Lowest Ceiling - NONE	Type of Clearanc			Runway	Status	- HIGH V	/EGETATION	
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE						
Precipitation - NONE Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 49	Medical Cert					TMTT	
Certificate(s)/Rating(s)	Biennial Flight Review			Time (He		AIVER5/I	_ 1 141 1	
COMMERCIAL		S Total				4 Hrs -		
SE LAND, ME LAND	Months Since - 21	S Total Make/Mode		880 551				
JE LAND, ME LAND	Aircraft Type - P-	51 The third	et-	105	Last J	0 Days-		
	Anchart Type - P-	Multi-Eng			Lasi 9	U Days-	30	
		muiti"Eng	9 -	151				
Instrument Rating(s) - AIRPLANE								

THE NORTH AMERICAN P-51D EXPERIENCED A TOTAL LOSS OF ENGINE POWER AFTER CRUISING AT 10,000 FEET MSL FOR 45 MINUTES. ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL. THE AIRCRAFT COLLIDED WITH SOME TREES PRIOR TO COMING TO REST IN AN OPEN FIELD. THE LANDING GEAR WAS NOT EXTENDED PRIOR TO THE FORCED LANDING. THE PILOT REPORTED THAT THE RPM READ ZERO EVEN THOUGH THE ENGINE WAS WINDMILLING. TEAR DOWN OF THE ENGINE REVEALED A FAILED BEARING ON THE VERTICAL ACCESSORY DRIVE SHAFT. THE FAILURE ALLOWED THE SHAFT TO SHIFT UPWARDS DISENGAGING THE GEARS. THE VERTICAL SHAFT DRIVES THE MAJORITY OF THE ACCESSORIES (MAGS,PUMPS,TACH,ETC.).

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File No. - 2091 4/03/87 ASHFORK, AZ A/C Reg. No. N1451D Time (Lc1) - 0900 MST Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Findina(s) 1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL 2. ENGINE ACCESSORIES - DISCONNECTED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND 4. GEAR EXTENSION - NOT PERFORMED -\_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 5. TERRAIN CONDITION - HIGH OBSTRUCTION(S) \_\_\_\_\_ Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 1

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Brief of Accident

File No 2040 4/20/87 TUCS0	A/C Reg. No. N6509P Time (Lc1) - 1007 MST					T	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damag MINOR	e	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -STANDING		Fire NONE	Crew Pass Other	0 0 0	0 0	1 0 0	0 0 2
Aircraft Information Make/Model - CESSNA P210N II Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4000 No. of Seats - 6	Number Eng Engine Typ	Model - CONTINENT gines - 1 be - RECIP-FUE er - 285 HP	L INJECTED		Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 100/003 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	TUCSON, AZ Destination GUAYMAS, M ATC/Airspace Type of Fl	1X Ight Plan - VFR earance - NONE		ON AIR irport D TUCSON Runway Runway Runway	ata	ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 63 Biennial Flight F Current Months Since Aircraft Type	Review -YES To -17 Ma	l Certificate Flight tal - 4 ke/Model- 1 strument-	Time (H 521 500	ours) Last 24	Hrs - ) Days- U	2

# Instrument Rating(s) - AIRPLANE

----Narrative----

A C-172 COLLIDED WITH A C-210N WHILE TXG. THE C-172 WAS TXG ALONG A 75 FT WIDE PARALLEL TWY AFTER LANDING. THE C-210N WAS TXG FROM A RAMP AREA TO HIS DEP RWY. THE C-210N ROUTE INTERSECTED THE C-172 ROUTE AT THE PARALLEL TWY WHERE THE COLLISION OCCURRED. PLTS OF BOTH ACFT RPRTED FUEL TRUCKS OBSTRUCTING THEIR VIEW, BUT NEITHER ADJUSTED TAXI SPEEDS. THE PLT OF THE C-210N STOPPED HIS ACFT AFTER INTRUDING 17 FT ONTO THE PARALLEL TWY. ACCORDING TO PSN AND TIME DATA DERIVED FROM ATC TRANSCRIPTS THE C-172 TRAVELED 3,300 FT IN 93 SEC EQUATING TO A SPEED GREATER THEN 24 MPH. THE C-172 DID NOT ATTEMPT TO STOP, BUT ACCELERATED AND UNSUCCESSFULLY SWERVED TO AVERT THE COLLISION. THE C-172 WING PASSED OVER THE PROP OF C-210N SEVERING THE WING TIP.

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File No. - 2040 4/20/87 TUCSON, AZ A/C Reg. No. N6509P Time (Lcl) - 1007 MST . . . . . . . . . . . . . . . . . ON GROUND COLLISION WITH OBJECT Occurrence #1 Phase of Operation STANDING - ENGINE(S) OPERATING · • Finding(s) 1. OBJECT - AIRCRAFT MOVING ON GROUND 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT 4. REMEDIAL ACTION - IMPROPER - PILOT OF OTHER AIRCRAFT ----------Probable Cause----

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

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

#### Brief of Accident

File No 2040 4/20/87 TUCSON	N, AZ	AZ A/C Reg. No. N3028U			ime (Lcl) -	1007 MS	Г 
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Da SUBSTANTIA	5	Fatal	Injur Serious	ies Minor	None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	-	Fire NONE	Crew Pass Other	0 0 0	0 0 0	0 0 1	2 0 0
Aircraft Information Make/Model - CESSNA 172E Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number I	Éngines - 1 Type - RECIPR	IENTAL 0-300D OCATING-CARBURE	S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 100/003 KTS Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	TUCSON Destinatio LOCAL ATC/Airspac Type of J Type of 0	ce Flight Plan - NC Clearance - NC	INE	ON AIR Airport D TUCSON Runway Runway Runway	ata Ident - Lth/Wid - Surface -		150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Months Sin	t Review YES	Total -	t Time (H 1692 400 57	ours) Last 24 Last 30	Hrs - Days- Days-	MIT 2 50 201 1

#### Instrument Rating(s) - AIRPLANE

#### ----Narrative----

A C-172 COLLIDED WITH A C-210N WHILE TXG. THE C-172 WAS TXG ALONG A 75 FT WIDE PARALLEL TWY AFTER LANDING. THE C-210N WAS TXG FROM A RAMP AREA TO HIS DEP RWY. THE C-210N ROUTE INTERSECTED THE C-172 ROUTE AT THE PARALLEL TWY WHERE THE COLLISION OCCURRED. PLTS OF BOTH ACFT RPRTED FUEL TRUCKS OBSTRUCTING THEIR VIEW, BUT NEITHER ADJUSTED TAXI SPEEDS. THE PLT OF THE C-210N STOPPED HIS ACFT AFTER INTRUDING 17 FT ONTO THE PARALLEL TWY. ACCORDING TO PSN AND TIME DATA DERIVED FROM ATC TRANSCRIPTS THE C-172 TRAVELED 3,300 FT IN 93 SEC EQUATING TO A SPEED GREATER THEN 24 MPH. THE C-172 DID NOT ATTEMPT TO STOP, BUT ACCELERATED AND UNSUCCESSFULLY SWERVED TO AVERT THE COLLISION. THE C-172 WING PASSED OVER THE PROP OF C-210N SEVERING THE WING TIP.

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File No. - 2040 4/20/87 TUCSON, AZ A/C Reg. No. N3028U Time (Lcl) - 1007 MST -----------\_\_\_\_\_ \_\_\_\_\_ ON GROUND COLLISION WITH OBJECT Occurrence #1 Phase of Operation TAXI - FROM LANDING Finding(s) 1. OBJECT - AIRCRAFT PARKED 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI) 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI) 4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND(CFI) \_\_\_\_\_ ----Probable Cause----

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

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

Brief of Accident

File NO 2188 5/1/	File No 2188 5/17/87 TUCSON,AZ			A/C Reg. No. N5762G Time (Lcl) - 1400				
Basic Information Type Operating Certificate-	NONE (GENERAL	AVIATION)	Aircraft SUBSTANI		Fatal	Injur Serious	ies Minor	None
Type of Operation - Flight Conducted Under - Accident Occurred During -			Fire NONE	Crew Pass Other	0 0	0 0 0	0 0 0	1 1 2
Aircraft Information Make/Model - GREAT LAKES Landing Gear - TAILWHEEL-A Max Gross Wt - 1800 No. of Seats - 2		Number	Engines - 1 Type - RECI	MING AEIO-360-B10 P-FUEL INJECTED 80 HP		Installed/A tall Warnir		•
Environment/Operations Inform Weather Data Wx Briefing - NO RECORD Method - N/A		Itinerary Last Dep ELOY,A	arture Point Z		Airport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/007 K	(TS	Destinati TUCSON	- · ·			ALLEY AIRPO	IRT 30	
Visibility - 50.0 Lowest Sky/Clouds - 2	SM 25000 FT THIN E NONE NONE NONE	Type of	Flight Plan - Clearance -		Runway Runway	Lth/Wid - Surface -	3000/	75
Personnel Information Pilot-In-Command		lge - 51	N	edical Certificat	e - VALID	MEDICAL-NO	WAIVERS,	LIMIT
$C_{-}$	E	Biennial Fligh			it Time (H			
Certificate(s)/Rating(s)		Current	- YES	Total - 1	0029	Last 24	Hrs -	25
PRIVATE SE LAND			ce - 23 /pe - PA-28	Make/Model-				291

Instrument Rating(s) - NONE

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----Narrative----

A GREAT LAKES 2T-1A-2 NOSED OVER DURING LANDING. THE PILOT INDICATED THAT HE HAD CONTACTED THE AIRPORT ON THE UNICOM FREQUENCY AND WAS INFORMED THAT THE WINDS WERE FAVORING RUNWAY 30. ON SHORT FINAL APPROACH TO RUNWAY 30 THE PILOT GLANCED A WIND SOCK LOCATED AT THE INTERSECTION OF RUNWAYS 30 AND 21. IT INDICATED THAT WINDS TO BE FROM 210 AT APPROXIMATELY 10 KNOTS. THE PILOT THEN STATED, "AFTER TOUCHDOWN A WIND GUST OR TWISTER HIT AND THREW TAIL RIGHT AND THE PLANE WENT LEFT. " THE PILOT THEN APPLIED RIGHT RUDDER AND THEN THE AIRCRAFT WENT RIGHT. THE LEFT MAIN LANDING GEAR COLLAPSED ALLOWING THE LEFT WING TO TOUCH THE GROUND. THE AIRCRAFT THEN FLIPPED OVER.

A/C Reg. No. N5762G File No. - 2188 5/17/87 TUCSON, AZ Time (Lcl) - 1400 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - GUSTS 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND \_\_\_\_\_ NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

Brief of Accident

	ircraft Damage					
			Fatal	Injur Serious		None
F	ire	Crew Pass	0	1	0	0
Number Engine Engine Type	s - 1 - RECIPROCATI		S			
				,		
Destination LOCAL ATC/Airspace Type of Flight Type of Cleara	Plan - NONE nce - NONE		Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
Biennial Flight Revi Current - Months Since -	ew YES Tota 11 Make C-310 Inst	Fligh 1 - 1 e/Model- rument-	nt Time (Ho 5000 1145 150	ours) Last 24 Last 30 Last 90	Hrs - Days- Days-	2 20 90
	Eng Make/Mode Number Engine Engine Type Rated Power Itinerary ING Last Departure SCOTTSDALE,A Destination LOCAL ATC/Airspace Type of Flight Type of Cleara Type Apch/Lndg Age - 59 Biennial Flight Revin Current - Months Since -	Eng Make/Model - LYCOMING TV Number Engines - 1 Engine Type - RECIPROCATI Rated Power - 270 HP Itinerary Last Departure Point SCOTTSDALE,AZ Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED Age - 59 Medical Biennial Flight Review Current - YES Tota Months Since - 11 Make Aircraft Type - C-310 Inst	Eng Make/Model - LYCOMING TVO-435-B1A Number Engines - 1 Engine Type - RECIPROCATING-CARBURE Rated Power - 270 HP Itinerary Itinerary Last Departure Point SCOTTSDALE,AZ Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING Age - 59 Medical Certificat Biennial Flight Review Fligh Current - YES Total - 1 Months Since - 11 Make/Model- Aircraft Type - C-310 Instrument-	Eng Make/Model - LYCOMING TVO-435-B1A ELT Number Engines - 1 S Engine Type - RECIPROCATING-CARBURETOR Rated Power - 270 HP Itinerary Airport i SCOTTSDALE,AZ Destination OFF AI SCOTTSDALE,AZ Destination Airport D. LOCAL Runway ATC/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type of Clearance - NONE Runway Type Apch/Lndg - FORCED LANDING Age - 59 Medical Certificate - VALID Biennial Flight Review Flight Time (He Current - YES Total - 15000 Months Since - 11 Make/Model - 1145 Aircraft Type - C-310 Instrument - 150	Eng Make/Model - LYCOMING TVO-435-B1A ELT Installed/A Number Engines - 1 Stall Warning Engine Type - RECIPROCATING-CARBURETOR Rated Power - 270 HP Itinerary Airport Proximity OFF AIRPORT/STRIP SCOTTSDALE,AZ Destination Airport Data LOCAL Runway Ident - ATC/Airspace Runway Surface - Type of Flight Plan - NONE Runway Surface - Type of Clearance - NONE Runway Status - Type Apch/Lndg - FORCED LANDING Age - 59 Medical Certificate - VALID MEDICAL-WA Biennial Flight Review Flight Time (Hours) Current - YES Total - 15000 Last 24 Months Since - 11 Make/Model - 1145 Last 30 Aircraft Type - C-310 Instrument - 150 Last 90	Eng Make/Model - LYCOMING TVO-435-B1A ELT Installed/Activated - Number Engines - 1 Stall Warning System - Engine Type - RECIPROCATING-CARBURETOR Rated Power - 270 HP Itinerary Airport Proximity UNG Last Departure Point OFF AIRPORT/STRIP SCOTTSDALE,AZ 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 - FORCED LANDING Age - 59 Medical Certificate - VALID MEDICAL-WAIVERS/LIMI Biennial Flight Review Flight Time (Hours) Current - YES Total - 1500 Last 24 Hrs - Months Since - 11 Make/Model - 1145 Last 30 Days- Aircraft Type - C-310 Instrument- 150 Last 90 Days-

----Narrative----

A BELL 47G-3B-1 COLLIDED WITH TREES AND WAS SUBSEQUENTLY DESTROYED BY FIRE AFTER A LOSS OF POWER IN A REMOTE WILDERNESS AREA. THE PILOT REPORTED THE ENGINE WENT TO IDLE DURING FLIGHT. HE WAS UNABLE TO REGAIN ENGINE RPM BY MANIPULATION OF THE THROTTLE. THE PILOT WAS FORCED TO ENTER AUTOROTATION. THE PILOT WAS FORCED TO ENTER TREES DURING THE LANDING. THE AIRCRAFT WAS EXAMINED BY THE FAA. THE EXAMINING INSPECTOR STATED HE WAS UNABLE TO ESTABLISH CONTROL CONTINUITY OF THE HELICOPTERS THROTTLE LINKAGE.

File No 21	97 6/02/87	PAYSON, AZ	A/C Reg. No. N73916	Time (Lc1) - 0905 MST
Occurrence #1 Phase of Operation				
Finding(s) 1. THROTTLE/POWER	LEVER,LINKAGE - NOT	ENGAGED		
Occurrence #2 Phase of Operation				
Finding(s) 2. TERRAIN CONDITI 3. OBJECT - TREE(S	ON - MOUNTAINOUS/HIL )	LY		
Probable Cause			·····	
The National Transpo is/are finding(s) 1	rtation Safety Board	l determines that <sup>.</sup>	the Probable Cause(s) of this accid	dent

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

Brief of Accident

-Basic Information								
Type Operating Certificate	-NONE (GENERAL A	VIATION)	Aircraft Da SUBSTANTIA		Fatal	Inju Serious		None
Type of Operation Flight Conducted Under Accident Occurred During	-14 CFR 135	TIC, PASSENGER	Fire NONE	Crew Pass	0 0	1 0	0 5	0 0
-Aircraft Information Make/Model - BELL 206L- Landing Gear - SKID Max Gross Wt - 4250 No. of Seats - 7	.3	Number Engi	odel - ALLISO nes - 1 e - TURBOS	N 250-C30P HAFT	ELT :	Installed// tall Warnin	Activated	- YES/NO
-Environment/Operations Infor Weather Data Wx Briefing - TV WX Method - TV/RADIC Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 320/007 Visibility - 50.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	KTS SM CLEAR NONE NONE NONE DAYLIGHT		ght Plan - NOI Irance - NOI Idg - FOI	NE NE RCED LANDING	OFF AII Airport Da Runway Runway Runway Runway Runway	Ident Lth/Wid Surface Status	- N/A - N/A - DIRT - HIGH VE	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND HELICOPTER		e - 33 ennial Flight Re Current Months Since	Med eview - YES - 1		e - VALID t Time (Ho 6700 K/NR	ours) Last 24 Last 30	AIVERS/LI 4 Hrs - ) Davs- U	MIT 3 NK/NR
	- AIRPLANE							

THE SECOND TURN WHEN HE STRUCK A UNMARKED SINGLE STRAND POWER CABLE. THE PLT NOTICED A BRIGHT ELECTRICAL FLASH IN THE AREA OF THE ACFTS WINDSHIELD CENTER POST. HE IMMEDIATELY ENTERED AUTOROTATION AT APRX 80 FT AGL AND 60 KTS INDICATED AIRSPEED. THE TERRAIN BELOW THE ACFT WAS A VEGETATED DRY FLAT SANDY WASH. THE HELO LANDING HARD COLLAPSING THE SKID TYPE LANDING GEAR AND THEN ROLLED OVER ON ITS RIGHT SIDE. THE PLT ALSO STATED THAT HE DID NOT SEE THE WIRES PRIOR TO THE COLLISION. THE WIRES WERE STRUNG ACROSS THE WASH WITH THE POLES MASKED BY CANYON WALLS ON EACH SIDE OF THE WASH. THE PLT DID NOT GIVE ANY INDICATION OF MECHANICAL FAILURE OR MALFUNCTION.

.

File No 21	99 7/02/87	BENSON, AZ	A/C Reg.	No. N2123X	Time (Lcl) - 1400 MST
Occurrence #1 Phase of Operation		SION WITH OBJECT			
Finding(s) 1. OBJECT - WIRE,T 2. VISUAL LOOKOU		PILOT IN COMMAND			
Occurrence #2 Phase of Operation		TOUCHDOWN			
Finding(s) 3. AUTOROTATION -	IMPROPER - PILOT 1				
Occurrence #3 Phase of Operation	ROLL OVER LANDING - FLARE/	TOUCHDOWN			
Probable Cause					

is/are finding(s) 2,3

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

Brief of Accident

File No 2130 7/03/87 KIRKL	AND, AZ	A/C Reg. No	D. N7SD	T	ime (Lcl) -	1258 MST	
-Basic Information Type Operating Certificate-NONE (GENERA		Aircraft Dama	age		Injur		
		DESTROYED	_	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	1	0	0	1
Accident Occurred During -MANEUVERING		NUNE	Pass	0	0	0	0
-Aircraft Information							
Make/Model - DAVIS MIDGET MUSTANG			G 0-290		Installed/A		•
Landing Gear – TAILWHEEL-ALL FIXED Max Gross Wt – 1250		es - 1			tall Warnin	g System	- YES
No. of Seats - 1	Rated Power		CATING-CARBURE	IUR			
NO. OF SEALS - I		- 135 1	٦ <b>٢</b> 				
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		e Point			RPORT/STRIP		
Method - N/A	PRESCOTT, AZ						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			·			
Wind Dir/Speed- 200/014 KTS				Runway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NONE	E	Runway	Surface -	DIRT	
Lowest Ceiling - NONE	Type of Clear	ance - NONI	E	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	g - NONE	E				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 26	Medio	cal Certificat	e ~ VALID	MEDICAL-NO	WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Fligh	t Time (H	ours)		
COMMERCIAL	Current -			1200	Last 24	Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since -	16 I	Make/Model- UN	K/NR	Last 30	Days-	60
	Aircraft Type -	UNK/NR	Instrument- UN	K/NR		Days-	
		,	Multi-Eng - UN	K/NR	Rotorcr	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE							

----Narrative----

DURING A LOW LEYEL AEROBATIC FLIGHT, THE AIRCRAFT COLLIDED WITH THE TERRAIN AFTER COMPLETING A ROLL. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED. THE PLT PERFORMED THE LAST ROLL IN VIEW OF TWO FRIENDS DRIVING IN A CAR NEAR THE ACC SCENE. SEVERAL MANEUVERS WERE PERFORMED OVER THE CAR AND DURING THE RECOVERY FROM THE LAST ROLL THE FRIENDS SAW THE ACFTS BELLY HIT THE GROUND. THE AIRPLANE HIT A 4 FT DEEP DEPRESSION IN THE GROUND.

File No 2130	7/03/87	KIRKLAND, AZ	A/C Reg. No. N7SD	Time (Lc1) - 1258 MST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND

2. AEROBATICS - PERFORMED - PILOT IN COMMAND

3. OSTENTATIOUS DISPLAY - PILOT IN COMMAND

4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

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

\_\_\_\_\_

----Probable Cause----

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

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

÷., Brief of Accident File No. - 2183 11/11/87 MESA.AZ A/C Reg. No. N3153Y Time (Lcl) - 1430 MST ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Iniuries Fatal SUBSTANTIAL Serious Minor None Type of Operation -PERSONAL Fire Crew O O 0 1 Flight Conducted Under -14 CFR 91 NONE 0 0 0 Pass 1 Accident Occurred During -LANDING ----Aircraft Information---- 
 Number Engines - 1
 Stall Wenning Control
 Make/Model - SADLER VAMPIRE Landing Gear - TRICYCLE-FIXED Max Gross Wt - 700 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 50 HP \_\_\_\_\_ ----Environment/Operations Information----Weather Data Itinerary Airport Proximity - NO RECORD OF BRIEFING OFF AIRPORT/STRIP Wx Briefing Last Departure Point Method - N/A MESA.AZ Completeness - N/A Basic Weather - VMC Destination Airport Data LOCAL Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 50.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds -CLEAR Type of Flight Plan - NONE Runway Surface - GRAVEL Lowest Ceiling -Type of Clearance - NONE NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT \_\_\_\_\_ ----Personnel Information----Age - 56 Pilot-In-Command Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current- YESTotal- 2100Last 24 Hrs -Months Since- 2Make/Model-39Last 30 Days-PRIVATE 0 
 39
 Last 30 Days- UNK/NR

 50
 Last 90 Days- 39
 SE LAND Aircraft Type - C-152 Instrument-

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING A LOCAL PLEASURE FLIGHT, WHILE CLIMBING TO ALTITUDE, THE ENGINE QUIT. A FORCED LANDING WAS MADE ON A DIRT ROAD WHERE DURING THE LANDING ROLL THE AIRCRAFT COLLIDED WITH A DITCH. EXAMINATION OF THE ENGINE REVEALED THAT THE REAR CYLINDER NEXT TO THE GEAR BOX CONTAINED A BURNT PISTON. A HOLE WAS BEGINNING TO BURN THROUGH THE CENTER OF THE PISTON HEAD. ALSO, MOLTEN ALUMINIUM WAS FOUND SPRAYED ONTO THE CYLINDER WALLS. ACCORDING TO THE ENGINE DISTRIBUTOR, THIS WAS INDICATIVE OF DETONATION CAUSED BY IMPROPER GRADE/OCTANE FUEL.

11/11/87 File No. - 2183 MESA,AZ A/C Reg. No. N3153Y Time (Lc1) - 1430 MST -------Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation CLIMB - TO CRUISE Finding(s) 1. ENGINE ASSEMBLY, RING - BURNED 2. ENGINE ASSEMBLY, PISTON - BURNED 3. FLUID, FUEL GRADE - IMPROPER 4. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - 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) 5. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Brief of Accident (Continued)

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

Brief of Accident

Basic Information Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft			Injur		
Turne of Original Line Dur	THEOR	DESTROYI		Fatal	Serious		None
Type of Operation -BUS Flight Conducted Under -14	INESS	Fire NONE	Crew Pass	1	0	0	0
Accident Occurred During -DES		NONE	F 435	U	0	0	U
Aircraft Information							
Make/Model - CESSNA 182Q		lake/Model - CON	FINENTAL 0-470U		Installed/A		
Landing Gear - TRICYCLE-FIXED		er Engines – 1			tall Warnir	ıg System	n - YES
Max Gross Wt - 2800			PROCATING-CARBURE	FOR			
No. of Seats - 4	Ratec	l Power - :	230 HP				
Environment/Operations Informati				• • • • • • •	D		
Weather Data Wx Briefing - FSS	Itinerar	<sup>r</sup> y Departure Point			Proximity RPORT/STRIP		
Wx Briefing - FSS Method - ACFT RADIO				UFF AI	RPURI/SIRIP		
Completeness - UNK/NR	Destina	DULCE,CA		Airport D	a+a		
Basic Weather - VMC		EX,CA		inport b	αια		
Wind Dir/Speed- UNK/NR	E33E	.,		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airs	snace			Lth/Wid -	•	100
Lowest Sky/Clouds - N/A		of Flight Plan -	NONE		Surface -		100
Lowest Ceiling - UNK/					Status -		
Obstructions to Vision- NONE		pch/Lndg -		· · · · · · · · · · · · · · · · · · ·			
Precipitation - NONE							
Condition of Light - DAYL	IGHT						
Personnel Information							
Pilot-In-Command	Age - 45		Medical Certificat			IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Fli			t Time (H			
PRIVATE	Current	-	Total -	500		Hrs - l	
		Since - 12 Type - C-182	Make/Model- UN Instrument- UN	•		) Days- l ) Days- l	
• • • • • • • • • • • • • • • • • • •	Aircraft	Type - C-182	Multi-Eng - UN	•		haft - l	
Instrument Rating(s) - NO	NE						
Narrative					T		
REACHING HIS DESTINATION THE PI ENDICULAR TO A 55 FOOT TALL, UNM							
IDED WITH THE ELECTRICAL WIRES.	THE ATDODAET THEN DESC	ENDED INTO A CDI	THE LOW PASS FOR TH		FLECTRICAL		
S BEFORE COLLIDING WITH THE GROU			JOF OF RAILROAD ST		LECTRICAL		

File No 219	0 1/07/87 ESSEX,CA	A/C Reg.	No. N28MB	Time (Lcl) - 1145 PST
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OB MANEUVERING	JECT		
3. LOW PASS - ATTEM	ANSMISSION NING/DECISION - IMPROPER - PI PTED - PILOT IN COMMAND INADEQUATE - PILOT IN COMMAN			
	IN FLIGHT COLLISION WITH TER DESCENT - UNCONTROLLED	RRAIN		
Probable Cause	_			

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

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

.

Brief of Accident

File No 2118 2/24/87 MODES		A/C Reg. No. N8808E			Time (Lc1) - 0730 PST			
Basic Information Type Operating Certificate-AGRICULTURAL		aft Damage TANTIAL		Fatal	Inju Serious	ries Minor	None	
Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF	CATION Fire NONE		Crew Pass	0 0	0 0	0 0	1 0	
Mircraft Information Make/Model - EAGLE DW-1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4000 No. of Seats - 1	Eng Make/Model - L Number Engines - Engine Type - F Rated Power -	1 RECIP-FUEL INJE			Installed/ tall Warni		d - NO -N/ m - YES	
nvironment/Operations Information								
leather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt		ON AIR	STRIP			
Method - N/A	MODESTO, CA							
Completeness - N/A	Destination		Α	irport D				
Basic Weather - VMC	LOCAL			AG STR				
Wind Dir/Speed- LIGHT AND VARIABLE						- UNK/NR		
Visibility - 25.0 SM	ATC/Airspace					- 1900/	100	
Lowest Sky/Clouds - CLEAR	Type of Flight Plar					- DIRT		
Lowest Ceiling - NONE	Type of Clearance			Runway	Status	- DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE						
Precipitation - NONE Condition of Light - DAYLIGHT		•						
·····								
Personnel Information Pilot-In-Command	Age - 44	Medical Cert	ificato				TMTT	
Certificate(s)/Rating(s)	Age - 44 Biennial Flight Review	medical cert		Time (H		AIVERS/L	114111	
COMMERCIAL	Current - YES	Total	- 7			4 Hrs -		
SE LAND	Months Since - 21	Make/Mod		800		0 Days-		
JE LAND	Aircraft Type - UNK/N	NP Instrume	er" nt-	20	Last 3	0 Days- 0 Days-		
	Andrait type on the	at That dile		20	Last 5	C Days	100	

Instrument Rating(s) - NONE

----Narrative----

DURING AN AERIAL APPLICATION FLIGHT, THE PILOT STATED THAT JUST AFTER THE AIRCRAFT BECAME AIRBORNE, IT BEGAN TO LOSE ALTITUDE AND STRUCK A CANAL BANK AT THE END OF THE DIRT STRIP. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS. THE ACFT WAS LOADED WITH 220 GALLONS OF FUNGICIDE AND 40 GALS OF FUEL.

File No 21	18 2/24/87	MODESTO,CA	A/C Reg. No. N8808E	Time (Lcl) - 0730 PST	
Occurrence #1 Phase of Operation	IN FLIGHT COLLIS TAKEOFF - INITIA				
Finding(s) 1. TERRAIN CONDITI 2. AIRSPEED - IN 3. PROPER CLIMB RA	ADEQUATE - PILOT IN				

----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

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERA		craft Damage			Injur		
		STROYED	<b>0</b>	Fatal	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	e NE	Crew Pass	0	1	0	0
Accident Occurred During -MANEUVERING	NUI		Pass	2	I	U	0
Aircraft Information							
Make/Model - PIPER PA-28-161	Eng Make/Model	- LYCOMING 0-32	O-D3G	ELT I	[nstalled/A	ctivated ·	- UNK/NF
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warnir	ig System ·	- YES
Max Gross Wt - 2447	Engine Type		-CARBURE1	FOR			
No. of Seats - 4	Rated Power	- 160 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		bint		OFF AIF	RPORT/STRIP	)	
Method - N/A	VAN NUYS,CA		_				
Completeness - N/A	Destination		4	Airport Da	ata		
Basic Weather ~ VMC	LOCAL				T al a sa t		
Wind Dir/Speed- CALM						N/A	
Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight P				Lth/Wid - Surface -		
Lowest Ceiling - NONE	Type of Clearance				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			Kuliway	Status	IN/ A	
Precipitation - NONE	Type Apch/ Lhug						
Condition of Light - NIGHT(DARK)							
Personnel Information Pilot-In-Command	Age - 23	Medical Ce	rtificate		MEDICAL-NO	WATVERS/	тмтт
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (Ho			
PRIVATE	Current - YE	S Total		122	Last 24	Hrs - UN	K/NR
SELAND	Months Since - 8	 Make/M	odel-	111	Last 30	) Days- UN	
	Aircraft Type - PA	-28 Instru	ment- UNk	<td>Last 90</td> <td>) Days-</td> <td></td>	Last 90	) Days-	
			Eng - UNK			aft - UN	K/NR
Instrument Rating(s) - NONE							

----Narrative----

THE PLT & HIS 3 PASSENGERS MET AT A BAR THEN DECIDED TO GO ON A LOCAL NIGHT SCENIC FLT. SUBSEQUENTLY, THE ACFT CRASHED INTO THE OCEAN AS THE PLT WAS DEMONSTRATING LOW FLT OVER THE WATER. THE PLT & 1 PASSENGER WERE HOSPITALIZED & TREATED FOR INJURIES & HYPOTHERMIA. THE OTHER 2 PASSENGERS DIED FROM DROWNING. THE SURVIVING PASSENGER SAID THAT BEFORE THE FLT, SHE OBSERVED THE PLT CONSUME "ONE CORONA" AFTER SHE ARRIVED AT THE BAR. A CHECK OF THE PLT'S BLOOD SHOWED AN ALCOHOL LVL OF 0.02%.

File No 21	89 4/09/87	MALIBU,CA	A/C Reg. No. N43O4F	Time (Lcl) - 2111 PDT	
Occurrence #1 Phase of Operation	IN FLIGHT COLLISI MANEUVERING	ON WITH TERRAIN			
2. LIGHT CONDITION 3. TERRAIN CONDITI 4. PROPER ALTITU	DN - WATER,ROUGH	- 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) 2,3,5

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircrat	ft Damage			Iniu	uries	
, , , , , , , , , , , , , , , , , , ,		ANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	Fire		Crew	0	Ò		1
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 310Q	Eng Make/Model - CC		. IO-470-VO		Installed,		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2			S	stall Warn	ing System	- YES
Max Gross Wt - 5200	Engine Type - RE		INJECTED				
No. of Seats - 6	Rated Power -	260 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•	t		ON AIF	PORT		
Method - N/A	SAN JOSE,CA						
Completeness - N/A	Destination		A	irport [			
Basic Weather - VMC	LOWER LAKE,CA				FIELD		
Wind Dir/Speed- CALM Visibility - 25.0 SM	ATC/Airspace				/ Ident / Lth/Wid	- 30	50
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan				Surface		
Lowest Ceiling - UNK/NR	Type of Clearance				Status		
Obstructions to Vision- NONE	Type Apch/Lndg			Kanway	Status		
Precipitation - NONE	· ) = · · ; = · · ; = · · 29						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 39	Medical	Certificate	- VALIC	MEDICAL~V	WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review			Time (F			
COMMERCIAL	Current - UNK/NF	R Tota	.1 <sub>.</sub> – 1!			24 Hrs - U	
SE LAND, ME LAND	Months Since - UNK/NF	R Make	/Model- UNK,	/NR	Last 3	30 Days- U	
HELICOPTER	Aircraft Type - UNK/NF	R Inst	/Model- UNK, rument- UNK, i-Eng - UNK,	/NR	Last 9	0 Days- U	
		Mult	i-Eng - UNK,	/NR	Rotoro	craft - U	NK/NR
Instrument Rating(s) - AIRPLANE							
Narrative							
SSNA 310Q OVERRAN RWY 30 AND COLLIDED WIT	H TERRAIN OFF THE DEPARTURE PHALT RWY AND WAS UNABLE TO					)	

THRESHOLD. RWY 30 HAS A 380 FT DISPLACED THRESHOLD LEAVING 2,105 FT REMAINING FOR LANDING TOUCHDOWN AND ROLLOUT. THE OPERATORS MANUAL FOR THE CESSNA 310Q INDICATES AN APPROXIMATE DISTANCE OF 1,500 FT WOULD BE REQUIRED TO LAND OVER A 50 FT OBSTACLE. ACCORDING TO THE POLICE REPORT, THE PLT INDICATED THAT HE HAD MADE A NORMAL APPROACH AND LANDING, BUT THE ROLLOUT WAS "LONGER THAN NORMAL." THE PLT DID NOT INDICATE TO THE POLICE THAT THERE WAS ANY MECHANICAL FAILURES OR MALFUNCTIONS.

PAGE 46

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File No. - 2071 4/20/87 LOWER LAKE, CA A/C Reg. No. N69628 Time (Lcl) - 1140 PDT -----Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - HIGH VEGETATION 2. PLANNED APPROACH - POOR - PILOT IN COMMAND 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND -------Occurrence #2 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 5. ABORTED 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) 2,3

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

#### Brief of Accident

File No 2115 4/25/87 SHAFTE	ER,CA A/C	Reg. No. N86Z	Т	Time (Lcl) - 1015 PDT			
Basic Information Type Operating Certificate-NONE (GENERAL		aft Damage ROYED	Fatal	Injur Serious		None	
Type of Operation -AIRSHOW Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire ON G	Crew ROUND Pass		0 0	0 0	0	
Aircraft Information Make/Model - NORTH AMERICAN F-86F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 16550 No. of Seats - 1	Eng Make/Model - Number Engines - Engine Type - Rated Power -	1		Installed/A tall Warnin			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poi VAN NUYS,CA	nt	Airport ON AIR	Proximity PORT			
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/006 KTS	Destination SHAFTER,CA			R-MINTER FL	D 12		
Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Lth/Wid - Surface -	4520/	150	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 46 Biennial Flight Review	Medical Certifica Flio	te - VALID ht Time (H	MEDICAL-WA	IVERS/LIN	IIT	
PRIVATE SE LAND	Current - UNK/ Months Since - UNK/ Aircraft Type - UNK/	NR Total - NR Make/Model-	1600 270	Last 24 Last 30	Hrs - UN Days- UN Days- UN	IK/NR	

### Instrument Rating(s) - NONE

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#### ----Narrative----

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FOLLOWING AN AIRSHOW, THE PILOT TRANSMITTED WHILE ON FINAL APPROACH TO THE RUNWAY, THAT THE ENGINE HAD SEIZED. THE AIRCRAFT WAS LANDED WITH THE LANDING GEAR RETRACTED. DURING THE FLARE THE AIRCRAFT BECAME UNCONTROLLABLE, BOUNCED SEVERAL TIMES ON THE RUNWAY, AND BURST INTO FLAMES. POST CRASH INVESTIGATION CONFIRMED THAT THE ENGINE WAS NOT ROTATING (OR WINDMILLING) AND THAT THE EMERGENCY HYDRAULIC SYSTEM WAS NOT BEING USED. FURTHERMORE, THE EJECTION SEAT WAS DISABLED AND THE PILOT WAS NOT WEARING A PARACHUTE.

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Brief of Accident (Continued)							
File No 21	15 4/25/87 SHAFTER,CA	A/C Reg. No. N86Z	Time (Lcl) - 1015 PDT				
ccurrence #1 hase of Operation	LOSS OF POWER APPROACH - VFR PATTERN - FINAL APPROACH	•					
inding(s) 1. TURBINE ASSEMBL	Y - FAILURE,TOTAL						
ccurrence #2 hase of Operation	FORCED LANDING Descent - Emergency						
inding(s) 2. HYDRAULIC SYSTE 3. EMERGENCY PRO	M - NO PRESSURE CEDURE - NOT PERFORMED - PILOT IN COMMAND		· · · · · · · · · · · · · · · · · · ·				
ccurrence #3 hase of Operation	HARD LANDING Landing - Flare/Touchdown						
inding(s) 4. WHEELS UP LANDI 5. FLARE - NOT POS							

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

.

Brief of Accident

File No 2055 4/26/87 RUBIDOUX	,CA A/C R	∋g. No. N1O1DN	Time (Lc1) - 1130 PDT				
Type Operating Certificate-NONE (GENERAL A) Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	/IATION) Aircraf DESTRO Fire NONE	Crew	Fatal O O	Injur Serious O O	ries Minor 1 O	None 0 0	
Aircraft Information Make/Model - HUGHES 269B Landing Gear - SKID Max Gross Wt - 1670 No. of Seats - 3	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	ELT Installed/Activated - UNK/NR Stall Warning System - NO					
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/007 KTS Visibility - 3.000 SM Lowest Sky/Clouds - PART OBS Lowest Ceiling - 10000 FT BROKEN Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT		- NONE	ON AIR Airport Da FLA-BO Runway Runway Runway	ata B Ident - Lth/Wid - Surface -	UNK/NR UNK/NR ASPHALT DRY		
	e - 58 ennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Total -	nt Time (He 500 1	ours) Last 24	Hrs - Days-	IT 0 0 0	

#### Instrument Rating(s) - NONE

----Narrative----

A HUGHES 269B WENT OUT OF CONTROL AND COLLIDED WITH THE GROUND DURING A T/O TO A HOVER. THE PILOT HAD PURCHASED THE AIRCRAFT RECENTLY AND WAS LEARNING TO FLY IT. HE WAS SCHEDULED FOR HIS FIRST FLIGHT LESSON ON THE DAY OF THE ACCIDENT. THE CFI REPORTED THAT HE HAD TOLD THE STUDENT PILOT TO WAIT FOR HIM AND NOT TO TOUCH ANYTHING. WHILE WAITING FOR THE FLIGHT INSTRUCTOR, THE NON ROTORCRAFT RATED STUDENT PILOT STARTED THE AIRCRAFT, RAN IT UP TO FULL RPM, AND THEN BEGAN TO INCREASE THE COLLECTIVE PITCH CONTROL. THE HELICOPTER CLIMBED VERTICALLY TO A HIGH HOVER AND THE PILOT LOST CONTROL. THE PILOT STATED THAT HE HAD NOT RELEASED THE CYCLIC FRICTION BEFORE BECOMING AIRBORNE. THE PILOT INDICATED HE HAD ABOUT 500 HOURS OF FLIGHT TIME BUT DID NOT SPECIFY THE TYPE AND NO SUBSTANTIATION OF THE TIME COULD BE MADE.

File No 205	5 4/26/87	RUBIDOUX,CA	A/C Reg.	No. N101DN	Time (Lc1) - 1130 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL TAKEOFF	- IN FLIGHT			
Finding(s) 1. JUDGEMENT - POOR 2. INSTRUCTIONS,WRI		REGARDED - DUAL STUI	DENT		
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS: DESCENT - UNCONTE				
Finding(s) 3. DIRECTIONAL CONT 4. VERTICAL TAKEOFF		-			
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					<b>.</b>	•	
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Injur Serious		None
Type of Operation -AERIAL APPLI	CATION	Fire	Crev		0	0	1
Flight Conducted Under -14 CFR 137		NONE	Pass	s 0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - SCHWEIZER G-164B		del - P&W R-	1340	ELT	Installed/A	ctivated	- NO -N/#
Landing Gear - TAILWHEEL-ALL FIXED		nes - 1			tall Warnin	ng System	- YES
Max Gross Wt - 5200			OCATING-CARBUR	RETOR			
No. of Seats - 1	Rated Power	~ 600	HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIP	•	
Method - N/A	SAME AS AC	C/INC					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			-			
Wind Dir/Speed- 050/012 KTS						N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flig				Surface -		
Lowest Ceiling - NONE	Type of Clea			Runway	Status -		
Obstructions to Vision- NONE	Type Apch/Ln	ag - NU	NE			ROUGH	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	A				MEDION	TVED0 /1 TV	
Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Review Flight Time (Hours)					111
Certificate(s)/Rating(s)	Biennial Flight Re	Flig	ght lime (H		11		
COMMERCIAL Se land,me land	Biennial Flight Re Current Months Since	- YES	iotal -	500	Last 24	Hrs -	
HELICOPTER	Months Since		Instrument-	500		) Days- UN	200
HELIGOFIER	Aircraft Type		Multi-Eng -			) Days- haft –	
Instrument Rating(s) - AIRPLANE							
Instrument Kating(s) - AIRPLANE							

ENGINE QUIT. THE AIRCRAFT WAS TURNED INTO THE WIND AND WAS LANDED ON A ROUGH PLOWED FIELD. DURING THE LANDING ROLL THE AIRCRAFT NOSED OVER. THE ACFT WAS NOT EXAMINED AT THE SCENE. TO DATE, THE OPERATOR HAS NOT REPORTED ANY FAILURES OR MALFUNCTIONS OF THE ENGINE.

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4/28/87 A/C Reg. No. N3633B Time (Lcl) - 0810 PDT File No. - 2026 PLEASANT GROVE,CA \_\_\_\_\_ LOSS OF POWER Occurrence #1 Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ Occurrence #3 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Finding(s) 2. TERRAIN CONDITION - ROUGH/UNEVEN \_\_\_\_\_ 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

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

Brief of Accident

Type Operating Certificate-AGRICUL	TURAL AIRCRAFT	Aircra	ft Damage			Inju	ries	
			ANTIAL		Fatal			None
Type of Operation -AERIAL		Fire		Crew		-	1	0
Flight Conducted Under -14 CFR		NONE	l	Pass	0	0	0	0
Accident Occurred During -DESCENT								
Aircraft Information								
Make/Model - TEXAS HELICOPTER M	74L-WASP Eng Make/	Model - L	YCOMING VO-435		ELT	Installed/		
Landing Gear - SKID	Number Er	igines -	1		S	tall Warni	ng Syster	n - NO
Max Gross Wt - 2600			ECIPROCATING-CA	RBURETO	IR			
No. of Seats - 1	Rated Pow	er -	250 HP					
Environment/Operations Information								
Weather Data	Itinerary			A		Proximity		
Wx Briefing - NO RECORD OF BRI			it		OFF AI	RPORT/STRI	Р	
Method - N/A	SAME AS	•			_			
Completeness - N/A	Destination	i		Ai	rport D	ata		
Basic Weather - VMC	LOCAL				-	<del>.</del>		
Wind Dir/Speed- 130/010 KTS							- N/A	
Visibility - 30.0 SM	ATC/Airspace		1015			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Fl					Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Cl				Runway	Status	- DRY	
	Type Apch/	Lnag	- NUNE					
Precipitation - NONE Condition of Light - NIGHT(DA	( )							
	KK ) 							
Personnel Information								. /
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 43 Bioppiel Elicht						U WAIVER:	S/LIMII
COMMERCIAL	Biennial Flight Current		Total		Time (H		4 Hrs -	4
SE LAND, ME LAND	Months Since	- 163	Make /Mode	- 100	50	Last 2	0 Days-	4
HELICOPTER	Aircraft Tyr	= - CA - 7	Make/Mode Instrumen Multi-Eng	+-	43	Last 3	0 Days-	40 50
HEETOOT FER	Anciartiy		Multi-Eng	_	50	Rotorc	raft -	
					50	Rotore	iait	1005
Instrument Rating(s) - AIRPLA	NE							

File No. - 2100 5/11/87 HOLTVILLE,CA A/C Reg. No. N1001Z Time (Lcl) - 2000 PDT \_\_\_\_\_ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. ELECTRICAL SYSTEM, GENERATOR - FAILURE, TOTAL 2. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND 3. OBJECT - WIRE, TRANSMISSION 4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND 5. LIGHT CONDITION - DARK NIGHT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 4

Brief of Accident

	21/87 MENDO	TA,CA 	A/C Re	g. No. N4012	T 	ا 	ime (Lc1)	- 0530 PDI	
Basic Information Type Operating Certificat	e-AGRICULTURAL	AIRCRAFT	Aircraft SUBSTAN			Fatal	Inju Serious	ries Minor	None
Type of Operation Flight Conducted Under Accident Occurred During	-DESCENT	CATION	Fire NONE		Crew Pass	0 0	0 0	0 0	1 0
Aircraft Information Make/Model - AYRES S2R Landing Gear - TAILWHEEL Max Gross Wt - 3750 No. of Seats - 1	R-T34	Number E	/Model - P&W ngines - 1 ype - TUR wer -				Installed// tall Warnir		
Environment/Operations Info Weather Data Wx Briefing - NO RECO Method - N/A	ormation DRD OF BRIEFING	Itinerary Last Depa MENDOTA	nture Point		_ ~ ~ .		Proximity RPORT/STRIF	>	
	SM CLEAR NONE		e light Plan - learance -			Runway Runway		- DIRT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	)	Age - 46 Biennial Flight Current		Medical Cert Total		nt Time (H		·	1T 4
SE LAND HELICOPTER		Months Sind Aircraft Ty	e - 20 pe - UNK/NR	Make/Mode Instrume Multi-Eng	nt- UM	5000 NK/NR NK/NR	Last 90	) Days- UN ) Days- raft -	K/NR 50 300
Instrument Rating(s)									
Narrative JRING AN AGRICULTURAL APPLICAT JUNDARY. THE PILOT STATED THAT LIGHT AMOUNT OF CHEMICAL ON T PORTED MECHANICAL FAILURES OR	ION FLIGHT, TH DUE TO THE DAY HE WINDSHIELD, MALFUNCTIONS.	E AIRCRAFT STRUC	K A POLE THA WAY THE POL THE POLE TO	T WAS LOCATE E BLENDED IN AVOID THE CO	D 30 F WITH LLISIC	EET WITHI THE FIELD DN. THERE	N THE FIELD ALONG WITH WERE NO	)	
4		x							

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5/21/87 File No. - 2101 MENDOTA, CA A/C Reg. No. N4012Y Time (Lc1) - 0530 PDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. LIGHT CONDITION - DAWN 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. OBJECT - UTILITY POLE 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 5. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY) 6. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND ------Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

Brief of Accident

File No 2198 5/29/87 AVENAL,	CA A/C	Reg. No. N3274S	Т	ime (Lcl) -	- 1730 PST	
Basic Information Type Operating Certificate-NONE (GENERAL		aft Damage TANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Cre Pas		0	1 2	0 0
Aircraft Information Make/Model - CESSNA 182G Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800 No. of Seats - 4	Number Engines -	RECIPROCATING-CARBU	S	Installed/A tall Warnir		•
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 200/014 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 20000 FT THIN BU Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poi AVENAL,CA Destination LOCAL ATC/Airspace <n flight="" of="" pla<br="" type="">Type of Clearance Type Apch/Lndg</n>	n - NONE - NONE	OFF AI Airport D AVENAL Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	- N/A - N/A - DIRT - DRY	
	ge - 39 iennial Flight Review Current - NO Months Since - 23 Aircraft Type - C-18	Total - Make/Model-	ght Time (H 325 191	ours) Last 24 Last 30	Hrs - ) Days-	LIMIT 2 9 23

#### Instrument Rating(s) - NONE

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----Narrative----

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A CESSNA 182G COLLIDED WITH TREES DURING LANDING ROLLOUT ON A DIRT ROAD. THE PILOT INDICATED DURING A TELEPHONE INTERVIEW THAT THE MANIFOLD PRESSURE GRADUALLY DROPPED TO 18 POUNDS. THE AIRCRAFT WAS UNABLE TO MAINTAIN ALTITUDE AND THE PILOT LANDED THE AIRCRAFT ON A DIRT ROAD. DURING THE LANDING ROLL BOTH WINGS COLLIDED WITH TREES. THE PILOT STATED, "AFTER THINKING IT OUT I SUSPECT I ENCOUNTERED CARBURETOR ICE. I DID NOT PERFORM THE PROCEDURES." THE PILOT INDICATED ON HIS PILOT/OPERATOR ACCIDENT REPORT THAT HE SUSPECTED A POWER LOSS WHILE OVER 4,343 FEET MSL HIGH MOUNTAIN. HE ELECTED TO LAND ON A RIDGE ." THE PILOT ALSO INDICATED HE TOUCHED DN WITH TOO MUCH SPEED, SO HE ATTEMPTED TO LIFT OFF AGAIN, BUT COULD NOT GAIN ALTITUDE.

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AVENAL, CA A/C Reg. No. N3274S File No. - 2198 5/29/87 Time (Lcl) - 1730 PST Occurrence #1 LOSS OF POWER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. PLANNED APPROACH - POOR - PILOT IN COMMAND \_\_\_\_\_ Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - TREE(S) 5. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND 6. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----

Brief of Accident (Continued)

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

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

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Brief of Accident

File No 2196 6/02/87 OXNARD,CA	A/C R	eg. No. N7320A	т	ime (Lcl)	- 2212 PD	т
Basic Information Type Operating Certificate-NONE (GENERAL AV	(IATION) Aircraf DESTRO	t Damage YED	Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	Fire ON GRO	Crew UND Pass	0 0	0 0	1 1	. 0 . 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/ tall Warni		•
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- CALM Visibility - 1.000 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 600 FT OBSCURED Obstructions to Vision- FOG Precipitation - NONE Condition of Light - NIGHT(DARK)		- NONE	OFF AI Airport D OXNARD Runway Runway Runway	/ / Ident / Lth/Wid / Surface	- 25	
Ū	e - 57 ennial Flight Review	Medical Certificat Fligh	e - VALID t Time (F		AIVERS/LI	МІТ
PRIVATE	Current - YES Months Since - 2 Aircraft Type - C-152	Total - Make/Model-			4 Hrs - O Days-	1
SE LAND						

Instrument Rating(s) - NONE

#### ----Narrative----

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THE PILOT DEPARTED OXNARD ARPT ON A VFR FLT TO WHITEMANT ARPT, LOS ANGELES, CA. GRND WITNESS OBSVD THE AIRPLANE ENTER CLOUDS AND FOG AFTER CROSSING THE WESTERN EDGE OF THE ARPT BOUNDARY. THE AIRPLANE WAS THEN OBSVD IN A DESCENDING LEFT TURN SOUTH OF THE ARPT. WHERE IT COLLIDED WITH WIRES AND CRASHED. THE PLT REPTD THAT THE AIRPLANE SUSTAINED A POWER LOSS AND THAT HE WAS EXECUTING A FORCED LNDG; THE WITNESSES REPTD THAT THE ENGINE SOUND WAS STEADY THROUGHOUT THE CRASH SEQUENCE.

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6/02/87 File No. - 2196 OXNARD.CA A/C Reg. No. N7320A Time (Lc1) - 2212 PDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER CONDITION - LOW CEILING 3. WEATHER CONDITION - FOG 4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 6. OBJECT - WIRE, TRANSMISSION ----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 PAGE 61

Brief of Accident

File No 2200 6/06/87 FRESNO,CA	A/C Reg.	No. N76546	Ti	ime (Lc1) ~	2250 PDT	
Basic Information Type Operating Certificate-NONE (GENERAL AVIA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	ATION) Aircraft Da SUBSTANTIA Fire NONE	•	Fatal 0 0	Injur Serious O O	ries Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA 120 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1450 No. of Seats - 2	·······	OCATING-CARBURE	St	installed/A all Warnin		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR	Type of Clearance - NO Type Apch/Lndg - TR	NE	Runway Runway Runway	PORT SKY PARK Ident - Lth/Wid - Surface -		50
Certificate(s)/Rating(s) Bienr PRIVATE C SE LAND N	nial Flight Review Current - YES Months Since - 22	ical Certificat Fligh Total - Make/Model- Instrument-	t Time (Hc 860 860	ours) Last 24 Last 30	WAIVERS/ Hrs - Days- UN Days-	2 K/NR

Instrument Rating(s) - NONE

----Narrative----

A CESSNA 120 LANDED LEFT OF THE RUNWAY ON A ROUGH DIRT AREA AND NOSED OVER. THE PILOT INDICATED THAT THE AIRPORT IS NOT LIGHTED. THE RUNWAY IS EQUIPPED WITH WHITE REFLECTORS AND THE TAXIWAYS ARE EQUIPPED WITH AMBER REFLECTORS. THE PILOT STATED HE WAS UNABLE TO DISTINGUISH THE DIFFERENCE IN THE COLORED REFLECTORS WHILE IN FLIGHT. THE PILOT ALIGNED THE AIRCRAFT WITH AMBER PARALLEL TAXIWAY REFLECTORS ON THE LEFT AND WHITE RUNWAY REFLECTORS ON THE RIGHT. THE AIRCRAFT TOUCHED DOWN ON A PERPENDICULAR TAXIWAY JUST PAST AMBER REFLECTORS WHICH APPEARED TO BE RUNWAY END MARKINGS. THE AIRCRAFT ROLLED OUT ACROSS THE PERPENDICULAR TAXIWAY AND NOSED OVER IN THE ROUGH DIRT AREA BETWEEN THE RUNWAY AND THE PARALLEL TAXIWAY.

File No. - 2200 6/06/87 FRESNO.CA A/C Reg. No. N76546 Time (Lcl) - 2250 PDT -----Occurrence #1 ON GROUND COLLISION WITH TERRAIN Phase of Operation LANDING - ROLL Findina(s) 1. LIGHT CONDITION - NIGHT 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND IMPROPER USE OF FACILITY, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND З. 4. TERRAIN CONDITION - ROUGH/UNEVEN 5. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND 6. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Brief of Accident

Basic Information Type Operating Certificate-	AGRICULTUR	AL AIRCR	AFT A	ircraft	Damage			Inju	ries		
				SUBSTAN			Fatal	Serious		r	None
Type of Operation	AERIAL APP	LICATION		ire		Crew	0	0	0		1
Flight Conducted Under Accident Occurred During				NONE		Pass	0	0	0	•	0
Aircraft Information											
Make/Model - BELL 47G-5			Eng Make/Mode	1 - LYCC	MING VO-435-	-B1A		Installed/			
Landing Gear - SKID			Number Engine					Stall Warni	ng Syst	em – ľ	NO
Max Gross Wt - 2850			Engine Type		PROCATING-CA	ARBURE	TOR				
No. of Seats - 2			Rated Power	- 2	160 HP						
Environment/Operations Inform	ation	-					<b>.</b>				
Veather Data Wx Briefing - NO RECORD			tinerary Last Departure	Deint				Proximity RPORT/STRI	<b>D</b>		
Method - N/A	OF BRIEFI	NG	SAME AS ACC/				UFF A.	RPURI/SIRI	Р		
Completeness - N/A			Destination	TIAC			Airport [	ata			
Basic Weather - VMC			SALINAS,CA				SALINA				
Wind Dir/Speed- 200/005 K	TS								- N/A		
Visibility - 10.0	SM		TC/Airspace				Runway	/ Lth/Wid	- N/A		
	2000 FT		Type of Flight				Runwa	/ Surface	- DIRT		
		ERCAST	Type of Cleara				Runway	/ Status			
Obstructions to Vision- N			Type Apch/Lndg	-	FORCED LANDI	ING			SOFT		
Precipitation - N											
Condition of Light - D	AYLIGHI										
Personnel Information Pilot-In-Command		Age -	53		ledical Certi	ificat			ATVEDS /		
Certificate(s)/Rating(s)		Bienn	ial Flight Revi	ew ,			it Time (H		AIVEN3/		
COMMERCIAL, CFI		С	urrent -	YES	Total	- 1	3957	Last 2	4 Hrs -		5
SE LAND, ME LAND		М	onths Since -	8	Make/Mode	∍1-	4500	Last 3	0 Days-	UNK/I	NR
HELICOPTER		А	ircraft Type -	UNK/NR	Instrumer	nt-	193	Last 9	0 Days-	10	00
					Multi-Eng	9 -	490	Rotorc	raft -	794	47
Instrument Rating(s) -	AIRPLANE										
Jarrative											
HE END OF AN AERIAL APPLICATI	ON OPERATO		UTE TO THE ATRO	ORT THE	ENGINE OUT	г тнғ					
ELICOPTER ONTO A SOFT FIELD,											

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File No. - 2019 6/28/87 SALINAS,CA A/C Reg. No. N6288N Time (Lc1) - 0935 PDT Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND 3. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND 4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

13/ are 1 maring(3) 1,2,3

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL		Aircraft Dama	~~		Inju	ios	
Type operating certificate NoNE (GENERAL	AVIATION)	SUBSTANTIAL	ye	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under ~14 CFR 91		NONE	Pass	Ō	Ō	Ō	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Mode1 - HASTINGS THORP T18	Eng Make/Mod	del - LYCOMING	0-290G	ELT	[nstalled/#	Activate	d - NO -N/
Landing Gear - TAILWHEEL-RETRACTABLE MA	INS Number Engin	nes - 1		S	tall Warnin	ng Syste	m - NO
Max Gross Wt - 1200		- RECIPROC		TOR			
No. of Seats - 2	Rated Power	~ 135 H	P				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	re Point		ON AIR	PORT		
Method - N/A	OAKDALE,CA						
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	PATTERSON, (	CA		PATTER			
Wind Dir/Speed- 330/017 KTS						· 17	50
Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace				Lth/Wid -		
Lowest Ceiling - NONE		nt Plan - NONE rance - NONE			Surface - Status -	· DRY	1
Obstructions to Vision- NONE		ance None 1g - TRAFI		Kuliway	Status	DKT	
Precipitation - NONE	Type Apeny End	ig ikai	I TO TATTERN				
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - 54	Medica	al Certificat	e ~ VALID	MEDICAL-WA	IVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	/iew	Fligh	nt Time (He	ours)		
PRIVATE	Current ·	YES T	otal -	650		Hrs -	
SE LAND	Months Since		ake/Model-	450	Last 30		
	Aircraft Type	THORP18 I	nstrument-	0	Last 90	) Days-	UNK/NR
Instrument Rating(s) - NDNE							

AT THE END OF A PLEASURE FLIGHT, THE AIRCRAFT WAS LANDING WITH A 90 DEGREE CROSSWIND WITH A VELOCITY OF APPROXIMATELY 20 MPH. DURING THE LANDING ROLL, THE AIRCRAFT GROUND LOOPED, RAN OFF THE RUNWAY AND NOSED OVER. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS.

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File No. - 2132 7/17/87 PATTERSON, CA A/C Reg. No. N5ORH Time (Lcl) - 1730 PDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. WEATHER EVALUATION - POOR - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED -Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL . \_\_\_\_\_ \_\_\_\_\_ - -----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

Brief of Accident

Basic Information Type Operating Certificate-AGRICULTUR	ALAIRCRAFT Aircra	ft Damage		Inju	ries	
Type operating our throate Matrooling		ANTIAL	Fatal	-		None
Type of Operation -POSITIONING		Crew			0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	5 O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - GRUMMAN G-164B	Eng Make/Model - P Number Engines -	& W R1340	ELT	Installed/#		
Landing Gear - TAILWHEEL-ALL FIXED				Stall Warnir	ng System	- YES
Max Gross Wt - 4200	Engine Type - R		RETOR			
No. of Seats - 1	Rated Power -	600 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFI		t	OFF A	RPORT/STRI	5	
Method - N/A	BUTTON WILLOW, CA					
Completeness - N/A	Destination SAME AS ACC/INC		Airport [	στα		
Basic Weather - VMC	SAME AS ACC/INC		Bubuch	/Ident ·	- N/A	
Wind Dir/Speed- 360/006 KTS Visibility - 15.0 SM	ATC/Airspace			/ Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			/ Surface		
Lowest Ceiling - NONE	Type of Clearance			/ Status		
Obstructions to Vision- NONE	Type Apch/Lndg		Karma	Julu	BRI	
Precipitation - NONE	Type Apony Endg	HONE				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 36	Medical Certifica			D WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H			
COMMERCIAL	Current - YES Months Since - 20	Total -	3831	Last 24	4 Hrs -	2
SE LAND	Months Since - 20	Make/Model-		Last 30		
	Aircraft Type - C-150	Instrument-	0	Last 90	) Days-	65

File No 212	7 7/29/87 TA	FT,CA	A/C Reg. No. N6725K	Time (Lc1) - 1630 PDT
Occurrence #1 Phase of Operation	ON GROUND COLLISION LANDING - ROLL	WITH OBJECT		
3. PREFLIGHT PLANN	RAIN - SELECTED - PIL NG/PREPARATION - POOR INADEQUATE - PILOT I	- PILOT IN COMMA	ND	
4. VISUAL LOOKOUT - Probable Cause		N COMMAND	· · · · · · · · · · · · · · · · · · · ·	

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

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENE		noft Domogo			Tradium		
Type operating centificate-none (Gene		raft Damage STANTIAL		Fatal	Injur Serious		None
Type of Operation -BUSINESS	Fire		Crew				0
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91			Pass	õ	0 0	ó	õ
Accident Occurred During -LANDING				· ·	-	•	, i i i i i i i i i i i i i i i i i i i
Aircraft Information			/				
Make/Mode1 - CURTISS JN-4	Eng Make/Model -	CURTISS OX-X6		ELT 1	nstalled/A	ctivate	d - NO -N/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1		S1	all Warning	g Syste	m – NO
Max Gross Wt - 1650		RECIPROCATING-CA	RBURET	TOR			
No. of Seats - 2	Rated Power -	90 HP					
Invironment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - FSS Method - UNK/NR	Last Departure Po	int		OFF AIF	PORT/STRIP		
Completeness - UNK/NR	RUBIDOUX,CA Destination		,	Airport Da	+-		
Basic Weather - VMC	CORONA, CA		,	ampoint ba	ita		
Wind Dir/Speed- VARIABLE	CORDINA, CA			Runwav	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	an - NONE			Surface -	•	
Lowest Ceiling - NONE	Type of Clearance	- NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDI	NG				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information				==		•	
Pilot-In-Command	Age - 45 Biennial Flight Review Current - YES	Medical Certi	ficate	∋ - VALID	MEDICAL-WA	IVERS/L	IMIT
Certificate(s)/Rating(s) COMMERCIAL	Cuppopt - VES	Total	Fiighi	t lime (Ho	Last 24	Line -	
SE LAND, ME LAND, SE SEA	Months Since - 12	Make/Mode	1- 1-	300	Last 24 Last 30		
JE ENND, ME ENND, JE JEA	Aircraft Type - UNK	/NR Instrumen	, †-	53	Last 90		
		Multi-Eng	-	600	Rotorcra		
Instrument Rating(s) - AIRPLANE							

DURING A BUSINESS FLIGHT, THE ENGINE EXPERIENCED A LOSS OF ENGINE POWER. THE PILOT MADE A FORCED LANDING IN AN OPEN AREA WHERE DURING THE TOUCHDOWN, THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE PLT STALLED THE ACFT WHILE STILL SEVERAL FT OFF THE GROUND. THE ACFT RT WING DROPPED AND THE ACFT TURNED RT BEFORE CRASHING IN A CONSTRUCTION SITE PARKING LOT. ACCORDING TO AN ENGINE OVERHAUL FACILITY, THIS ENGINE HAD A COOLANT PUMP LOCATED DIRECTLY ABOVE THE CARBURETOR. THIS PUMP HAD A HISTORY OF LEAKING, AND WOULD CAUSE A SUBSTANTIAL POWER LOSS WHEN NOT MAINTAINED CORRECTLY. THE LEAKING COOLANT PUMP WOULD INTRODUCE CONTAMINATES THROUGH SEVERAL PORTS IN THE CARBURETOR.

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File No 21	68 8/05/87	RIVERSIDE, CA	A/C Reg. No. N3712	Time (Lc1) - 0720 PDT
Occurrence #1 Phase of Operation		OWER		
Finding(s) 1. COOLING SYSTEM, 2. FUEL SYSTEM,CAR		IATION		
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation		TOUCHDOWN		
Finding(s) 3. FLARE - PREMATU 4. ALTITUDE - MISJ				
Probable Cause				
The National Transpo	rtation Safety Boa	ard determines that th	e Probable Cause(s) of this accid	lent

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

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

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Brief of Accident

	8/05/87 BR	RENTWOOD, CA	A/C Re	g. No. N61PC		Ti	ime (Lcl) -	0630 PD	т
Basic Information Type Operating Certifica	ate-AGRICULTL			Damage			Injur	ies	
Type of Operation			SUBSTAN			atal 0	Serious	Minor	
Flight Conducted Under			Fire		Crew Pass	0	0	0	1
Accident Occurred During	g -DESCENT								
Aircraft Information									
Make/Model - HILLER l	UH-23-D	Eng Make/Mod Number Engin	lel - LYC	OMING 0-540		ELT I	[nstalled/A		
Landing Gear - SKID							tall Warnir	ng System	- NO
Max Gross Wt - 3100				IPROCATING-CA	ARBURETO	२			
No. of Seats - 2		Rated Power		305 HP 					
Environment/Operations In Weather Data	formation					innent f	)		
Wx Briefing - NO RE		Itinerary ING Last Departur	. Point				Proximity RPORT/STRIP		
Method - N/A	CORD OF BRIEF	SAME AS ACC				OFF AIR	FURI/SIRIF		
Completeness - N/A		Destination	7 1140		Δir	port Da	nta		
Basic Weather - VMC		LOCAL							
Wind Dir/Speed- UNK/N	R					Runway	Ident -	N/A	
Visibility - UNK/N	R	ATC/Airspace				Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds -	CLEAR	Type of Fligh	nt Plan -	NONE		Runway	Surface -	DIRT	
Lowest Ceiling -	NONE	Type of Clear	ance -	NONE		Runway	Status -	DRY	
Obstructions to Vision		Type Apch/Lnd	lg -	NONE					
Precipitation	- NONE								
Condition of Light	- DAYLIGHT								
Personnel Information									/
Pilot-In-Command Certificate(s)/Rating(s	-)	Age - 36 Biennial Flight Rev		Medical Cert				WAIVERS	/LIMII
COMMERCIAL	5)	Gunnent	VES					Hrs -	4
COMMERCIAL		Current -	10	Make/Medi	- 300	0	Last 24	) Davs-	
HELICOPTER		Months Since - Aircraft Type -		Instrumer	51 430		Last 90		
TILLIOUTTER		And and Type		Multi-Eng	g - UNK/N	NR	Rotorcr	aft -	•

File No 21	53 8/05/87	BRENTWOOD, CA	A/C Reg. No. N61PC	Time (Lcl) - 0630 PDT
Occurrence #1 Phase of Operation	•	NT/SYSTEM FAILURE/MALI RIAL APPLICATION	FUNCTION	
Finding(s) 1. MISC ROTORCRAFT 2. FUSELAGE,ATTACH	,TAIL BOOM - FAILU MENT - SEPARATION	RE,PARTIAL		
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		ION WITH TERRAIN/WATER Rolled	8	
Finding(s) 3. OBJECT - TREE(S				
Probable Cause				· · · · · · · · · · · · · · · · · · ·
The National Transpo is/are finding(s) 1,		rd determines that the	e Probable Cause(s) of this acci	dent

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

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### Brief of Accident

File No 2154 8/21/87 REDLAN	DS,CA	A/C Reg. No. N2GQ			Time (Lc1) - 0745 PDT			
Basic Information Type Operating Certificate-NONE (GENERAL		ircraft Damage DESTROYED		Fatal	Injur Serious		None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	F	ire DN GROUND	Crew Pass	<b>1</b> 1	0	0	0	
Aircraft Information Make/Model - QUICKIE Q-200 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1100 No. of Seats - 2	Number Engines	- CONTINENTAL 5 - 1 - RECIPROCATIN - 100 HP		S	Installed/A tall Warnin			
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure REDLANDS,CA Destination SAME AS ACC/J ATC/Airspace Type of Flight Type of Clearar Type Apch/Lndg	NC Plan - NONE		OFF AI Airport D REDLAN Runway Runway Runway	DS Ident - Lth/Wid - Surface -	26 4500/	75	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 72 Biennial Flight Revie Current - Y Months Since - 1 Aircraft Type - F	ew (ES Total 10 Make/ PA-32 Instr	Fligh - :	t Time (H 2320 50 <td>Last 24 Last 30 Last 90</td> <td>Hrs - UN</td> <td>K/NR K/NR K/NR</td>	Last 24 Last 30 Last 90	Hrs - UN	K/NR K/NR K/NR	

### Instrument Rating(s) - AIRPLANE

----Narrative----

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DURING A DEMO FLT THE ACFT WAS OBSERVED ON FINAL APPROACH WHEN IT COLLIDED WITH THE TERRAIN AND WAS CONSUMED BY FIRE. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED. THE PLT MADE A RADIO CALL AS HE TURNED TO THE BASE LEG. THERE WAS NO REPORT OF ANY EMERGENCY CONDITION. THE ACFT IMPACTED ROUGH TERRAIN ABOUT 400 YDS SHORT OF THE RWY. THE PLT/OWNER HAD BEEN RECHECKED BY FAA ON 10/23/86 BECAUSE HE WAS OBSERVED HAVING DIFFICULTY LNDG AND TAKING OFF IN THE QUICKIE TRI Q-200. THE PAX WAS A STU PLT TAKING A FAM RIDE IN THE ACFT. THE ACFT IS CONTROLLED BY A SINGLE CONTROL STICK BETWEEN THE TWO PLTS. IT IS NOT KNOWN WHO WAS FLYING THE ACFT AT THE TIME OF THE ACCT. THE ACFT WAS ESTIMATED TO BE ABOUT 200 LBS OVERWEIGHT WHEN IT CRASHED.

File No 21	54 8/21/87	REDLANDS, CA	A/C Reg. No. N2GQ	Time (Lc1) - 0745 PDT
Occurrence #1 Phase of Operation		- IN FLIGHT PATTERN - FINAL APPROA	АСН	
		) - PILOT IN COMMAND EEDED - PILOT IN COMM	MAND	
Occurrence #2 Phase of Operation		SION WITH TERRAIN/WATH ROLLED	ER	
Probable Cause				
The National Transpo	rtation Safety Boa	urd determines that th	ne Probable Cause(s) of this accid	dent

is/are finding(s) 1

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

Brief of Accident

File No 2175 8/23/87 RAMONA	,CA A/C Reg.	No. N6524J	Time (Lcl) - 1430 PDT				
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft Da DESTROYED	nage	Fatal	Injur Serious	ies Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	1 0	0 0	0 0	0 0	
-Aircraft Information Make/Model - SAWYER DF-9 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1050 No. of Seats - 1	Eng Make/Model - CONTIN Number Engines - 1 Engine Type - RECIPR Rated Power - 100	DCATING-CARBURE1	S	Installed/A tall Warnin			
-Environment/Operations Information Weather Data	T + /		Ainmont	Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point ROMONA,CA			RPORT/STRIP	,		
Completeness - N/A Basic Weather - UNK/NR	Destination LOCAL	1	Airport Da RAMONA				
Wind Dir/Speed- CALM Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan - NO	NE	Runway	Lth/Wid -	27 4000/ ASPHALT	50	
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance - NO Type Apch/Lndg - NO		Runway	Status -	DRY		
Personnel Information							
	Age - 34 Med Biennial Flight Review	ical Certificate	e - VALID : Time (He		IVERS/LIM	IT	
Certificate(s)/Rating(s) ATP.CFI	Current - UNK/NR	Total - 6	500		Hrs - UN	IK/NR	
SE LAND, ME LAND, SE SEA GLIDER	Months Since - UNK/NR Aircraft Type - UNK/NR	Make/Model- UNk Instrument- UNk Multi-Eng - UNk	(/NR (/NR	Last 30 Last 90	) Days- UN ) Days- UN Saft - UN	IK/NR IK/NR	

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING THE THIRD TEST FLT, THE PLT WAS TO FLY THE ACFT TO 6000 FT FOR SLOW FLT AND FLUTTER TESTING AT INCREASING SPEEDS TO 200 MPH. THE PLT WAS THEN TO COMPLETE A SHALLOW DESCENT TO TOUCH-DOWN WITH AN ON FINAL, OVER-THE-FENCE SPEED NOT TO EXCEED 75 MPH. INSTEAD, UPON REACHING APRX 300 FT AGL HE DOVE THE PLANE TO APRX 50 FT AND PROCEEDED TO DO A HIGH SPEED PASS DOWN THE RWY. AT THREE QUARTERS THE WAY DOWN THE RWY A LOUD BANG WAS HEARD AND A PIECE OF THE ELEVATOR SEPARATED FROM THE ACFT. THE PLANE DOVE SLIGHTLY THEN COLLIDED WITH THE TERRAIN.

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File No 21	75 8/23/87	RAMONA,CA	A/C Reg. No. N6524J	Time (Lc1) - 1430 PDT
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE MANEUVERING	NT/SYSTEM FAILURE/N	MALFUNCTION	
3. AIRSPEED - EXCE	NTIONAL - ELEVATOR - SEPARAT SSIVE - PILOT IN CO IMITS OF AIRCRAFT	DMMAND	IN COMMAND	
Occurrence #2 Phase of Operation			ATER	
Probable Cause				
The National Transpo is/are finding(s) 2,		rd determines that	the Probable Cause(s) of this accid	lent

Brief of Accident

-Basic Information								
Type Operating Certificate-NONE (GENERA		ft Damage		_		uries		
		ANTIAL		Fatal	Serious	Mino		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire		rew	0	0 0	0		
Accident Occurred During -LANDING	NONE	٢	ass	0	0	0	, i	0
-Aircraft Information								
Make/Model - GEIGER DRAGONFLY	5	DLKSWAGEN D-60		ELT	[nstalled/	Activate	ed - NO ·	-N/A
Landing Gear - TAILWHEEL-ALL FIXED					tall Warn	ing Syste	em - NO	
Max Gross Wt - 640	Engine Type - R		BURFI	OR				
No. of Seats - 2	Rated Power -	65 HP						
-Environment/Operations Information								
Weather Data	Itinerary			Airport A	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t		ON AIR	PORT			
Method - N/A	SAME AS ACC/INC							
Completeness - N/A	Destination		Α	irport Da	ata			
Basic Weather - VMC	LOCAL			OHIO				
Wind Dir/Speed- 240/010 KTS					Ident			
Visibility - 4.000 SM	ATC/Airspace				Lth/Wid			
Lowest Sky/Clouds - PART OBS	Type of Flight Plan				Surface		LT	
Lowest Ceiling - NONE	Type of Clearance			Runway	Status	- DRY		
Obstructions to Vision- HAZE	Type Apch/Lndg		RN					
Precipitation - NONE		FULL STOP						
Condition of Light - DUSK								
-Personnel Information	·							
Pilot-In-Command	Age - 60 Biennial Flight Review Current - YES	Medical Certif	icate	- VALID	MEDICAL-W	VAIVERS/I	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	F	light	Time (Ho	ours)			
PRIVATE	Current - YES	Total	- 1	650	Last 2	24 Hrs -	UNK/NR	
SE LAND	Months Since - 2					30 Days-		
	Aircraft Type - DRAGO				Last 9	90 Days-	23	
		Multi-Eng	-	4				
Instrument Rating(s) - NONE								
-Narrative								

SUBSTANTIAL DAMAGE.

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File No. - 2169 9/14/87 CHINO,CA A/C Reg. No. N157JG Time (Lcl) - 1844 PDT -----------Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - MISJUDGED - PILOT IN COMMAND 2. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND ---------Probable Cause----

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

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

Brief of Accident

File No 2181 9/2	2/87 BUTTO	NWILLOW, CA	A/C Re	g. No. N6607Q	1	[ime (Lcl) -	1230	PDT
-Basic Information Type Operating Certificate	-AGRICULTURAL	AIRCRAFT	Aircraft			Injur		
Type of Operation		CATTON	SUBSTAN Fire		Fatal rew O	Serious O	Mino O	
Flight Conducted Under Accident Occurred During	-14 CFR 137	CATION	NONE		ass 0	0	0	
-Aircraft Information Make/Model - GRUMMAN G1	64B	Eng Make	e/Model - P 8	W R-1340-AN1	ELT	Installed/A	ctivat	ed - N0 -N/
Landing Gear - TRICYCLE-F	IXED	Number (	Engines - 1		9	Stall Warnin	g Syst	em - NO
Max Gross Wt - 4500				IPROCATING-CAR	BURETOR			
No. of Seats - 1		Rated Po	ower -	600 HP				
-Environment/Operations Infor	mation	- · · ·				<b>D</b>		
Weather Data		Itinerary				Proximity		
Wx Briefing - NO RECOR	D OF BRIEFING		arture Point		UFF AI	RPORT/STRIP		
Method - N/A			VILLOW,CA		A			
Completeness - N/A		Destinatio			Airport [	Jata		
Basic Weather - VMC		SAME A:	S ACC/INC		Duran	. Televet		
Wind Dir/Speed- 004 KTS Visibility - 6.0		ATC / Admension					N/A N/A	
Lowest Sky/Clouds -		ATC/Airspac	se Flight Plan -	NONE		/ Lth/Wid  - / Surface  -		
	NONE		Clearance -				DIRI	
Obstructions to Vision-				FORCED LANDIN		Jatus -	UKT	
Precipitation -		туре арсі	i/ Linug	FURCED LANDIN	G			
Condition of Light -								
-Personnel Information								
Pilot-In-Command		Age - 38		Medical Certif	icate - VALIC	MEDICAL-WA	IVERS/	LIMIT
Certificate(s)/Rating(s)		Biennial Fligh	: Review	F	light Time (H	lours)		
PRIVATE,COMMERCIAL		Current	- YES		- 19444		Hrs -	UNK/NR
SE LAND, ME LAND		Months Sind	ce - 6	Make/Model	- 16000	Last 30	Days-	UNK/NR
		Aircraft Ty	/pe - 23	Instrument	- 105	Last 90		
				Multi-Eng	- 850	Rotorcr	aft -	44
Instrument Rating(s)	- AIRPLANE							

----Narrative----

1

DURING AN AERIAL APPLICATION FLIGHT, AFTER PULLING OUT OF A PASS OVER A FIELD THE PLT HEARD A LOUD BANG FOLLOWED BY SEVERE ENGINE VIBRATION. THE ACFT LOST POWER AND THE PILOT MADE A FORCED LANDING IN A PLOWED FIELD. DURING THE LANDING ROLL THE ACFT NOSED OVER. EXAMINATION REVEALED THAT THE ENGINE HAD MULTIPLE ROD FAILURES, NUMBERS 1,2,3, AND 5.

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File No. - 2181 9/22/87 BUTTONWILLOW, CA A/C Reg. No. N6607Q Time (Lcl) - 1230 PDT Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL \_\_\_\_\_ \_ \_ \_ \_ \_ \_ \_ -----------------Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ------Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 2. TERRAIN CONDITION - SOFT \_\_\_\_\_ ----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

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Air	craft Damage			Injuri	es	
Type operating der till feate None (deneka		STROYED		Fatal			None
Type of Operation -PERSONAL	Fir	-	Crew	1			0
Flight Conducted Under -14 CFR 91	ON	GROUND	Pass	1	0	0	0
Accident Occurred During -DESCENT							
Make/Model - STOOPIN SCORPION	Eng Make/Model	- ROTORWAY RW-1	33	ELT 1	installed/Ac	tivated	- NO -N/
Landing Gear - SKID	Number Engines				all Warning:	System	- NO
Max Gross Wt - 1385	Engine Type		-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 133 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
W× Briefing ~ NO RECORD OF BRIEFING	Last Departure P	oint		OFF AIF	PORT/STRIP		
Method - N/A	BROWNS VALLEY,	CA					
Completeness - N/A	Destination			Airport Da	ita		
Basic Weather - VMC	LOCAL			_			
Wind Dir/Speed- 120/010 KTS						N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight P				Surface -		
Lowest Ceiling - NONE	Type of Clearanc			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							() T. M.T.T.
Pilot-In-Command	Age - 37 Biennial Flight Review	Medical Ce			MEDICAL-NO	WAIVERS/	
Certificate(s)/Rating(s) STUDENT	Current - N/	A Total		it Time (Ho			1
STUDENT		A IOTAI	- 	120	Last 24 Last 30		6
	Months Since - N/ Aircraft Type - N/	A Make/M	odel-	125	Last 90		7
	All chart Type - N/	a instru	ment-	0	Rotorcra		
					ROTOPERA	.i	125
Instrument Rating(s) - NONE							
-Narrative							

BEGAN THE DESCENT.

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File No 21	82 11/14/87	BROWNS VALLEY,CA	A/C Reg. No. N19NS	Time (Lcl) - 1145 PDT
Occurrence #1 Phase of Operation		OWER		
Finding(s) 1. POWERPLANT - FA 2. MAINTENANCE,A		ER - MANUFACTURER		
Occurrence #2 Phase of Operation		NCY		
Finding(s) 3. AUTOROTATION -	ATTEMPTED - PILOT	IN COMMAND		
Occurrence #3 Phase of Operation				
Finding(s) 4. TERRAIN CONDITI 5. OBJECT - TREE(S	)			
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accio	lent

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

## Brief of Accident (Continued)

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Brief of Accident

Type of Operation-BUSINESSFireCrewOOFlight Conducted Under-14 CFR 137NONEPassOOAccident Occurred During-DESCENT-Aircraft Information Make/Model- TEXAS HELICOPTER WASP/M74L Landing GearEng Make/Model- LYCOMING VO-435-A1F Stall Warning Engine TypeELT Installed/Act Stall WarningMax Gross Wt2800Engine Type- RECIPROCATING-CARBURETOR Rated PowerStall Warning	Minor None O 1
SUBSTANTIALFatalSeriousType of Operation-BUSINESSFireCrew00Accident Occurred During-DESCENTNONEPass00-Aircraft InformationMake/Model- TEXAS HELICOPTER WASP/M74LEng Make/Model- LYCOMING V0-435-A1FELT Installed/ActLanding Gear- SKIDNumber Engines- 1Stall WarningMax Gross Wt- 2800Eng ine Type- RECIPROCATING-CARBURETORNo. of Seats-1Rated Power- 265 HP	Minor None O 1
Flight Conducted Under       -14 CFR 137       NONE       Pass       O       O         Accident Occurred During       -DESCENT       -Aircraft Information       Make/Model       - LYCOMING V0-435-A1F       ELT Installed/Act         -Aircraft Information       Make/Model       - TEXAS HELICOPTER WASP/M74L       Eng Make/Model       - LYCOMING V0-435-A1F       ELT Installed/Act         Landing Gear       - SKID       Number Engines       1       Stall Warning         Max Gross Wt       - 2800       Engine Type       - RECIPROCATING-CARBURETOR         No. of Seats       -       1       Stall Warning          Weather Data       Itinerary       Airport Proximity         Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point       OFF AIRPORT/STRIP         Method       - N/A       Destination       Airport Data         Basic Weather       - VMC       LOCAL       Runway Ident       - N         Wind Dir/Speed- 320/012 KTS       Runway Ident       - NONE       Runway Surface       - D         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan       NONE       Runway Status       - D         Obstructions to Vision       NONE       Type Apch/Lndg       NONE       Precipitation       -	-
Accident Occurred During -DESCENT         -Aircraft Information Make/Model - TEXAS HELICOPTER WASP/M74L Landing Gear - SKID       Eng Make/Model - LYCOMING VO-435-A1F       ELT Installed/Act         Max Gross Wt - 2800       Engine Figines - 1       Stall Warning         Max Gross Wt - 2800       Engine Type - RECIPROCATING-CARBURETOR         No. of Seats - 1       Rated Power - 265 HP	
-Aircraft Information Make/Model - TEXAS HELICOPTER WASP/M74L Eng Make/Model - LYCOMING VO-435-A1F ELT Installed/Act Landing Gear - SKID Number Engines - 1 Stall Warning Max Gross Wt - 2800 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 265 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A PETALUMA,CA Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed 320/012 KTS Visibility - 30.0 SM ATC/Airspace Runway Ident - N Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - D Lowest Ceiling - NONE Type Apch/Lndg - NONE Runway Status - D Obstructions to Vision- NONE Type Apch/Lndg - NONE	0 0
Make/Model- TEXAS HELICOPTER WASP/M74L Landing GearEng Make/Model- LYCOMING VO-435-A1F Number EnginesELT Installed/Act Stall Warning Stall WarningMax Gross Wt- 2800 Max Gross Wt- 2800 Rated Power- RECIPROCATING-CARBURETOR Rated Power- RECIPROCATING-CARBURETOR Rated Power-Environment/Operations Information Weather DataItinerary PETALUMA,CAAirport Proximity OFF AIRPORT/STRIP Detata-Environment/Operations- N/A PETALUMA,CAPETALUMA,CA DestinationOFF AIRPORT/STRIP Airport DataBasic Weather- VMC Uisibility- S0.0 SMATC/Airspace Type of Flight Plan - NONERunway Ident Runway Surface - D Runway StatusObstructions to Vision- NONENONE Type Apch/Lndg- NONE Runway Status- D Status	
Landing GearSKIDNumber Engines1Stall WarningMax Gross Wt2800Engine Type- RECIPROCATING-CARBURETORNo. of Seats-1Rated PowerEnvironment/Operations InformationWeather DataItineraryAirport ProximityWx Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/APETALUMA,CAOFF AIRPORT/STRIPMethod- N/ADestinationAirport DataBasic Weather- VMCLOCALRunway Ident- NWind Dir/Speed-320/012 KTSRunway Ident- NVisibility- 30.0 SMATC/AirspaceRunway Lth/WidNLowest Sky/Clouds- CLEARType of Flight PlanNONERunway StatusDObstructions to Vision-NONEType Apch/Lndg- NONERunway StatusDPrecipitation- NONEType Apch/Lndg- NONERunway Status- D	
Max Gross Wt2800Engine Type- RECIPROCATING-CARBURETOR Rated PowerNo. of Seats1Rated Power- 265 HP-Environment/Operations Information Weather DataItineraryAirport Proximity OFF AIRPORT/STRIP DestinationWeather DataItineraryAirport Proximity OFF AIRPORT/STRIPWethod- N/APETALUMA,CACompleteness- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed-320/012 KTSRunway IdentVisibility- 30.0 SMATC/AirspaceLowest Sky/Clouds- CLEARType of Flight PlanLowest Ceiling- NONEType of ClearanceObstructions to Vision-NONEType Apch/LndgPrecipitation- NONEType Apch/Lndg	
No. of Seats -1Rated Power-265 HP-Environment/Operations Information Weather DataItineraryAirport Proximity OFF AIRPORT/STRIPWeather DataItineraryAirport Proximity OFF AIRPORT/STRIPWethod- N/APETALUMA,CACompleteness - N/ADestinationAirport DataBasic Weather - VMCLOCALRunway Ident - NWind Dir/Speed- 320/012 KTSATC/AirspaceRunway Ident - NLowest Sky/Clouds -CLEARType of Flight Plan - NONERunway Surface - DLowest Ceiling -NONEType of Clearance - NONERunway Status - DObstructions to Vision-NONEType Apch/Lndg - NONERunway Status - D	System - NO
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A PETALUMA,CA Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 320/012 KTS Runway Ident - N Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - N Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - D Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - D Obstructions to Vision- NONE Type Apch/Lndg - NONE	
Weather DataItineraryAirport ProximityWx BriefingNO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/APETALUMA,CAOFF AIRPORT DataCompleteness- N/ADestinationAirport DataBasic Weather- VMCLOCALRunway Ident- NWind Dir/Speed-320/012 KTSRunway Ident- NVisibility- 30.0 SMATC/AirspaceRunway Lth/Wid- NLowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Surface- DDostructions to Vision- NONEType Apch/Lndg- NONERunway Status- DPrecipitation- NONEType Apch/Lndg- NONE- NONE- NONE	
Wx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point PETALUMA,CAOFF AIRPORT/STRIPMethod- N/APETALUMA,CAAirport DataCompleteness- N/ADestination LOCALAirport DataBasic Weather- VMCLOCALRunway Ident- NWind Dir/Speed-320/012 KTSRunway Ident- NVisibility- 30.0 SMATC/AirspaceRunway Lth/Wid- NLowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Surface- DLowest Ceiling- NONEType of Clearance- NONERunway Status- DObstructions to Vision-NONEType Apch/Lndg- NONERunway Status- DPrecipitation- NONEType Apch/Lndg- NONE- NONE- NONE	
Method- N/APETALUMA,CACompleteness- N/ADestinationAirport DataBasic Weather- VMCLOCALRunway Ident- NWind Dir/Speed-320/012 KTSRunway Ident- NVisibility- 30.0 SMATC/AirspaceRunway Lth/WidNLowest Sky/Clouds- CLEARType of Flight Plan- NONERunway SurfaceDLowest Ceiling- NONEType of Clearance- NONERunway Status- DObstructions to Vision-NONEType Apch/Lndg- NONERunway Status- DPrecipitation- NONEType Apch/Lndg- NONE- NONE- NONE	
Completeness - N/ADestinationAirport DataBasic Weather - VMCLOCALNonway Ident - NWind Dir/Speed- 320/012 KTSRunway Ident - NVisibility - 30.0 SMATC/AirspaceRunway Lth/Wid - NLowest Sky/Clouds - CLEARType of Flight Plan - NONERunway Surface - DLowest Ceiling - NONEType of Clearance - NONERunway Status - DObstructions to Vision- NONEType Apch/Lndg - NONERunway Status - D	
Basic Weather- VMCLOCALWind Dir/Speed- 320/012 KTSRunway Ident- NVisibility- 30.0 SMATC/AirspaceRunway Lth/Wid- NLowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Surface- DLowest Ceiling- NONEType of Clearance- NONERunway Status- DObstructions to Vision-NONEType Apch/Lndg- NONERunway Status- D	
Wind Dir/Speed- 320/012 KTSRunway Ident- NVisibility- 30.0 SMATC/AirspaceRunway Lth/Wid- NLowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Surface- DLowest Ceiling- NONEType of Clearance- NONERunway Status- DObstructions to VisionNONEType Apch/Lndg- NONERunway Status- DPrecipitation- NONE- NONE- NONE- NONE- NONE	
Visibility - 30.0 SM ATC/Airspace Runway Lth/Wid - N Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - D Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - D Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - D Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - D Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - D Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE	
Precipitation - NONE	RY
Condition of Light - DAYLIGHT	
-Personnel Information	
Pilot-In-Command Age - 47 Medical Certificate - VALID MEDICAL-WAIV	ERS/LIMIT
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
COMMERCIAL,CFI Current - YES Total - 6000 Last 24 H	rs - 2
SE LAND Months Since - 6 Make/Model - 1000 Last 30 D	ays- 40
HELICOPTER Aircraft Type - BELL47 Instrument- 20 Last 90 D	ays- 80
Rotorcraf	t - 5200
Instrument Rating(s) - NONE	

DURING AN AERIAL APPLICATION FLIGHT, WHILE ON THE LAST PASS, THE AIRCRAFT STRUCK A POWER LINE THAT BECAME ENTANGLED IN THE ROTOR BLADES. THE PILOT WAS UNABLE TO MAINTAIN CONTROL OF THE AIRCRAFT AND COLLIDED WITH THE TERRAIN. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRCRAFT PRIOR TO THE ACCIDENT.

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Time (Lc1) - 1345 PST File No. - 2185 12/11/87 A/C Reg. No. N51843 PETALUMA,CA \_\_\_\_\_ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. VISUAL LOOKOUT - INADEQUATE - 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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENEI	RAL AVIATION)	Aircraft Damage			Injur	ies	
		DESTROYED		Fatal			None
Type of Operation -PERSONAL	ſ	-ire	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 - BEDE BD-5	Eng Make/Mode	el - HONDA EB2		ELT 1	Installed/A	ctivated	- NO -N/
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine	es - 1		St	tall Warnin	g System	- NO
Max Gross Wt - 890		- RECIPROCATING	-CARBURE	TOR			
No. of Seats - 1	Rated Power	- 110 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFI				OFF AIF	RPORT/STRIP		
Method - N/A	SAN DIEGO,CA	7					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 290/009 KTS					Ident -		
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 4000 FT SC/					Surface -		
Lowest Ceiling - NONE	Type of Cleara			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	g - NUNE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	1~~ 00	Medical Ce					/
	Age - 36 Riceptel Elight Devi					WAIVERS	
Certificate(s)/Rating(s) ATP,CFI	Biennial Flight Rev Current -		Figh	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Last 24	Hne - II	
SE LAND, ME LAND	Months Since -	2 Make/Ma	- Mel-UN	2024 K/ND	Last 30		
JE LAND, ME LAND	Aircraft Type -	B-76 Instru	ment-	420	Last 90		
	Anciarciype			325		aft -	
Instrument Rating(s) - AIRPLANE							

DURING THE FIRST TEST FLIGHT OF AN EXPERIMENTAL AIRCRAFT, THE AIRCRAFT WAS OBSERVED IN A RIGHT DESCENDING ROLL WHICH EVENTUALLY COLLIDED WITH THE TERRAIN. DUE TO EXTENSIVE IMPACT DAMAGE, SEVERAL OF THE AIRCRAFTS COMPONENTS WERE TOO BADLY DAMAGED TO DETERMINE IF THERE WERE ANY MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRCRAFT PRIOR TO THE ACCIDENT. OF THE COMPONENTS THAT WERE EXAMINED, THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS.

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File No 218	4 12/24/87	CHULA VISTA,CA	A/C Reg.	No. N29DT	Time (Lc1) - 1210 PST
Occurrence #1 Phase of Operation	LOSS OF CONTROL · UNKNOWN	- IN FLIGHT			
Finding(s) 1. AIRCRAFT CONTROL 2. LACK OF TOTA		- PILOT IN COMMAND /PE OF AIRCRAFT - PILC	T IN COMMAND		
Occurrence #2 Phase of Operation		-	2		
Finding(s) 3: TERRAIN CONDITIO	N - MOUNTAINOUS/H:	LLY			
Probable Cause					
The National Transpor	tation Safety Boar	d determines that the	Probable Cause(	s) of this acc	cident

is/are finding(s) 1,2

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

Brief of Accident

File No 2102 11/04/87 DURANGO,CO		A/C Reg. No. N8266U		Time (Lcl) - 1234 MST			
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft Damage DESTROYED		Injuries Fatal Serious Minor None				
Type of Operation -SIGHT SEEING Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Crew	-	1 1	0 0	0 0	
-Aircraft Information Make/Model - PIPER PA-28-181 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2558 No. of Seats - 4	Eng Make/Model - LYCOMING 0-360-A4A Number Engines - 1 Engine Type - RECIPROCATING-CARBURE Rated Power - 180 HP		Stall Warning System - YES				
Environment/Operations Information							
Weather Data	Itinerary		Airport Proximity				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP			
Method - N/A	DURANGO, CO		Advant Data				
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Data				
Wind Dir/Speed- CALM	LUCAL		Bubyay	Ident -	N/A		
Visibility ~ 75.0 SM	ATC/Airspace		Runway Ident – N/A Runway Lth/Wid – N/A				
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE		Runway Surface - N/A				
Lowest Ceiling - NONE	Type of Clearance - NONE		Runway Status - N/A				
Obstructions to Vision- NONE	Type Apch/Lndg -		Rannay	Statas	17.5		
Precipitation - RAIN							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 27 M	edical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	ΙT	
Certificate(s)/Rating(s)	ennial Flight Review Flight Time (Hours)						
COMMERCIAL, CFI	Current - YES	Total -				4	
SE LAND, ME LAND	Months Since - 6	Make/Model-					
	Aircraft Type - UNK/NR			Last 90	Days-	365	
		Multi-Eng -	270				

Instrument Rating(s) - AIRPLANE

----Narrative----

THE TWO PAX HAD CHARTERED N8266U FOR A SIGHTSEEING FLIGHT OF THE LOCAL AREA. THE CHARTER PLT, A CFI FOUND THAT ONE OF THE PAX WAS A PLT AND PERMITTED HIM TO FLY THE ACFT. THE PAX EXPRESSED AN INTEREST IN SPOTTING ELK AND FLEW THE ACFT INTO A CANYON, BELOW THE CANYON RIDGE LINE. THE ACFT APPROACHED THE END OF THE CANYON AND THE PLT EXECUTED A LEFT TURN. THE BACK SEAT PAX STATED THE STALL WARN HORN SOUNDED DURING THE TURN. THE CFI TOOK CONTROL OF THE ACFT BUT WAS UNABLE TO RECOVER BEFORE THE ACFT COLLIDED WITH TREES. THE TERRAIN RISES TO ABOVE 10,000 FT. THE CALCULATED CLIMB RATE WAS DETERMINED TO BE 200 FT PER MIN APPROX.

11/04/87 DURANGO, CO A/C Reg. No. N8266U Time (Lcl) - 1234 MST File No. - 2102 \_\_\_\_\_ -----LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE З. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT PASSENGER 4. TERRAIN CONDITION - BOX CANYON 5. AIRSPEED - NOT MAINTAINED - PILOT PASSENGER 6. SUPERVISION - INADEQUATE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. OBJECT - TREE(S) \_\_\_\_\_ 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) 1,5,6

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

Brief of Accident

File No 2078 11/10/87 KEENE	SBURG, CO	N65110	Time (Lc1) - 1446 MST				
Basic Information Type Operating Certificate-AGRICULTURAL Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT		Aircraft Damag DESTROYED Fire ON GROUND	e Crew Pass	Fatal 1 0	Injur Serious O O	Minor	None O O
Aircraft Information Make/Model - BOEING A75N1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4000 No. of Seats - 1	Number Engir Engine Type	del - P & W R-9 nes - 1 - RECIPROCA - 450 HP	TING-CARBURE	S	Installed/A tall Warnin		•
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 010/002 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC Destination LOCAL ATC/Airspace Type of Fligh Type of Clear	C/INC ht Plan - NONE		OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 38 Biennial Flight Rev Current - Months Since - Aircraft Type -	/iew	l Certificat Fligh tal - ke/Model- strument-	t Time (H	ours)	) WAIVERS/ Hrs - ) Days- UN ) Days-	3 K/NR

## Instrument Rating(s) - AIRPLANE

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----Narrative----

THE COMMERCIAL AG PLT WAS STARTING A SPRAY RUN ON A NEW FIELD. DURING THE FIRST PASS, THE AIRCRAFT STRUCK POWER LINE WIRES. THE AIRCRAFT ROLLED LEFT AND IMPACTED THE TERRAIN IN A WINGS LEVEL, NOSE LOW ATTITUDE. AN IMMEDIATE POST CRASH FIRE DESTROYED THE AIRCRAFT. THE PLT WAS FATALLY INJURED. THE PLT WAS FAMILIAR WITH THE LOCAL AREA, HOWEVER THERE IS NO EVIDENCE TO INDICATE THAT HE HAD SURVEYED THIS PARTICULAR FIELD PRIOR TO BEGINNING OPERATIONS. EVIDENCE AND WITNESS STATEMENTS INDICATE THAT THE DECISION TO BEGIN THE NEW FIELD WAS MADE SOLELY ON THE BASIS OF HAVING ENOUGH CHEMICAL LEFT FOR ABOUT TWO MORE PASSES. WITNESS STATEMENTS INDICATE THAT THE ACFT PULLED UP IN AN ATTEMPT TO AVOID THE WIRES, BUT THE ATTEMPT FAILED. WIRE IMPACT DAMAGED THE LEFT WING MAIN STRUTS AND BOTH LEFT WINGS FAILED PRIOR TO IMPACT, ACCORDING TO A WITNESS' STATEMENT.

File No. - 2078 11/10/87 Time (Lcl) - 1446 MST KEENESBURG, CO A/C Reg. No. N65110 Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND \_\_\_\_\_ \_\_\_\_\_ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 4. WING, BRACING STRUT - SHEARED 5. WING - COLLAPSED 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) 1,4,5

Brief of Accident

3asic Information Type Operating Certificate-NONE (GENERA)	AVIATION) Aircraf	t Damage		Injur	ies	
Type operating certificate none (deneral	SUBSTA		Fatal			None
Type of Operation -PERSONAL	Fire		rew O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pa	ass O	0	0	1
Accident Occurred During -TAXI						
Aircraft Information			_			
Make/Model - CESSNA 172	Eng Make/Model - LY			Installed/4		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		-	tall Warnir	ng System	- NO
Max Gross Wt - 2150 No. of Seats - 4	Engine Type - RE Rated Power -		SURFICE			
NO. OF SEATS - 4	Rated Power -					
Environment/Operations Information	Thisses			Dunistr		
Weather Data	Itinerary Last Departure Point		ON AIR	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	NORFORK, MA		UN AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	GROTON, CT		GROTON			
Wind Dir/Speed- UNK/NR			Runway	Ident -	23	
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	5000/	150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
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 - 23 Biennial Flight Review	Medical Certif	icate - VALID	MEDICAL-NO		
Certificate(s)/Rating(s)	Biennial Flight Review	F	liaht Time (H	ours)	,	21011
PRIVATE	Current - UNK/NR	Total	- 244	Last 24	Hrs -	2
SE LAND	Months Since - UNK/NR	Make/Model	- 53	Last 30	) Days- UN	NK/NR
	Aircraft Type - UNK/NR	Instrument	- 18	Last 90	) Days-	26
Instrument Rating(s) - NONE						

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File No 203	0 7/31/87 GROTON,CT	A/C Reg. No. N53461	Time (Lcl) - 1700 EDT	
	ON GROUND COLLISION WITH OBJECT TAXI - FROM LANDING			
3. LIGHT CONDITION 4. CLEARANCE - NO	JUDGED - PILOT IN COMMAND - SUNGLARE T MAINTAINED - PILOT IN COMMAND PERCEPTION - 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) 1,3,5

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Brief of Accident

File No 2020 9/11	I/87 GAYLORDSVILLE,CT	A/C Reg. No. N	2186B	Time (Lc1) - 211	O EDT
Basic Information Type Operating Certificate-	•	Aircraft Damage DESTROYED	Fatal		nor None 0 0
Type of Operation - Flight Conducted Under - Accident Occurred During -		Fire NONE	Crew 1 Pass O	0 0	0 0
Aircraft Information Make/Model - PIPER PA-28 Landing Gear - TRICYCLE-FI Max Gross Wt - 3000 No. of Seats - 4	3-236 Eng Make/ XED Number Er	(Model - LYCOMING O- gines - 1 pe - RECIPROCATI	540-J3A5D ELT	Installed/Activ Stall Warning Sy	vated - NO -N/A
Environment/Operations Inform Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - PARTIAL,L Basic Weather - VMC Wind Dir/Speed- 120/008 K Visibility - 7.0 Lowest Sky/Clouds - L Lowest Ceiling - Obstructions to Vision-F Precipitation - N Condition of Light - N	Itinerary Last Depar HYANNIS, MTD BY PILOT Destination POUGHKEE SM ATC/Airspace JNK/NR Type of F1 900 FT OVERCAST Type of C1 GG Type Apch/ JONE	MA PSIE,NY ight Plan - IFR	OFF A Airport [ Runway Runway Runway	Proximity IRPORT/STRIP Data y Ident - N/A y Lth/Wid - N/A y Surface - N/A y Status - N/A	l l
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Biennial Flight Current	Review - YES Tota - 6 Make - PA-23 Inst	Certificate - VALII Flight Time (H 1 - 1058 /Model- 133 rument- 91 i-Eng - 219	Hours) Last 24 Hrs	s - 2 /s- 88
Instrument Rating(s) - Narrative HE PILOT OF THE PIPER PA-28-236		GHT WHEN HE REPORTE	D & FAILURE OF HTS		
DLLOWED BY LOSS OF HIS ATTITUDE JRN ON THE RADAR SCOPE. THE AIR ROM 6000 FT TO 5000 FT IN PREPAR ND THEN THE AIRCRAFT DISAPPEARED DRIZONTAL STABILIZER AND THE VER ET THE RECENCY OF EXPERIENCE REC	INDICATOR AND DIRECTIONAL GYR TRAFFIC CONTROLLER ISSUED "NO RATION FOR AN INSTRUMENT APPRO FROM THE RADAR SCOPE. IT WAS RTICAL STABILIZER SEPARATED FR	O. THE AIRCRAFT WAS GYRO" RADAR VECTOR ACH. THE PILOT ACKN FOUND SCATTERED OV OM THE AIRCRAFT. TH	OBSERVED TO MAKE A S. THE AIRCRAFT WAS OWLEDGED THE DESCEN ER 1/2 MILE WITH BO E PILOTS LOG BOOK 3	A 360 DEGREE S CLEARED NT CLEARANCE DTH INDICATED HE	

WEATHER INDICATED A 900 FT CEILING WITH FOG.

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9/11/87 File No. - 2020 GAYLORDSVILLE.CT A/C Reg. No. N2186B Time (Lcl) - 2110 EDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. VACUUM SYSTEM - FAILURE, TOTAL 2. FLIGHT/NAV INSTRUMENTS, ATTITUDE GYRO - INOPERATIVE 3. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - INOPERATIVE Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - NORMAL Finding(s) 4. WEATHER CONDITION - FOG 5. LIGHT CONDITION - NIGHT 6. SPATIAL DISORIENTATION - PILOT IN COMMAND Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. WING, SPAR - FAILURE, TOTAL 8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 9. FLIGHT CONTROL, ELEVATOR - FAILURE, TOTAL 10. FLIGHT CONTROL, RUDDER SURFACE - FAILURE, TOTAL 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) 1,6,8

Brief of Accident (Continued)

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

Brief of Accident

File No 2177 6	5/24/87 	HILLIARD,FL	۶ 	/C Reg. No.	N57169	7	ime (Lcl) -	· 0235 ED	)T 
-Basic Information									
Type Operating Certifica	te-ON-DEM	AND AIR TAXI	Air	craft Damag	ge		Injur		
Name of Carrier	-BANKAI	R INC.	DE	STROYED		Fatal	Serious	Minor	None
Name of Carrier Type of Operation Flight Conducted Under	-NON SC	HED,DOMESTIC	,CARGO Fir	`e	Crew		0	0	0
Flight Conducted Under	-14 CFF	135	IN	I FLIGHT	Pass	s 1	0	0	0
Accident Occurred During	DESCEN	IT - UNCONTROI	LED						
Aircraft Information									
		IONAL 690A	Eng Make/Model	- GARRETT 1	PE331-5-251	IK ELT	Installed/A	ctivated	I - YES/YE
Landing Gear - TRICYCLE	-RETRACTA	BLE	Number Engines			5	Stall Warnir	ng System	n - YES
Max Gross Wt - 10300			Engine Type						
No. of Seats - 2			Rated Power	- 715 HF					
Environment/Operations Inf	ormation-								
Weather Data			tinerary			Airport	Proximity		
Wx Briefing - FSS			Last Departure F	oint			RPORT/STRIF	<b>)</b>	
Method - TELEPH	IONE		JACKSONVILLE, F						
Completeness - FULL			Destination			Airport D	ata		
Basic Weather - VMC			ATLANTA, FL						
Wind Dir/Speed- CALM			· · · · · · · · · · · · · · · · · · ·			Runwa	/Ident -	N/A	
Visibility - 5.0	SM	A	TC/Airspace					N/A	
Lowest Sky/Clouds -			Type of Flight F	lan - IFR				N/A	
Lowest Ceiling -			Type of Clearand					N/A	
Obstructions to Vision			Type Apch/Lndg			·····,			
	- NONE		· ) [= - · · [= - · · ] = · · = 3						
Condition of Light	- NIGHT(C	DARK)	•						
Personnel Information									
Pilot-In-Command		Age -	34	Medica	al Certifica	ate - VALIC	MEDICAL-NO	) WAIVERS	/LIMIT
Certificate(s)/Rating(s	;)	Bienn	ial Flight Review	I	Flig	ght Time (H	lours)		
ATP		Cu	urrent - YE	S To	otal -	6129	Last 24	Hrs -	3
SE LAND, ME LAND		Mo	onths Since - 2	2 Ma	ake/Model-	170	Last 30	) Days-	61
-		Α	ircraft Type - P#	-34 Ir	nstrument-	565	Last 90	) Days-	
			2.		ulti-Eng -			-	

# Instrument Rating(s) - AIRPLANE

----Narrative----

RADAR DATA INDICATED THE ACFT CLIMBED NORMALLY TO 9,200 FEET AT WHICH TIME SOME MANUEVER WAS PERFORMED WITH THE ACFT. THE ACFT THEN ENTERED A NEAR VERTICAL DIVE AND THE LAST RADAR HIT WAS AT 6,900 FEET. EXAMINATION OF THE ACFT REVEALED IT EXPERIENCED AN INFLIGHT STRUCTUAL BREAKUP AND THERE WAS NO EVIDENCE TO INDICATE PREBREAKUP FAILURE OR MALFUNCTION OF THE ACFT STRUCTURE, FLIGHT CONTROLS, ENGINES, ENGINE MOUNTS, AUTOPILOT, OR SYSTEMS. THE OPERATOR REPORTED ONE EMPLOYEE OVERHEARD THE PLT AND PASSENGER TALK ABOUT ROLLING THE ACFT PRIOR TO DEPARTURE, AND TWO COMPANY EMPLOYEES REPORTED BEING ONBOARD WHEN THE PILOT HAD ROLLED IT ON PRIOR OCCASIONS. ONE OF THESE WAS AT NIGHT.

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File No. - 2177 6/24/87 HILLIARD, FL A/C Reg. No. N57169 Time (Lc1) - 0235 EDT ABRUPT MANEUVER Occurrence #1 Phase of Operation CLIMB - TO CRUISE Finding(s) 1. AEROBATICS - PERFORMED - PILOT IN COMMAND 2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 5. LIGHT CONDITION - DARK NIGHT Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

Brief of Accident (Continued)

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

Brief of Accident

File No 2135	10/20/87	JACKSONVILL	.E,FL A/	FL A/C Reg. No. N8193M Time (Lc1) - 2106 EDT			EDT			
-Basic Information Type Operating Certif Name of Carrier Type of Operation Flight Conducted Under Accident Occurred Dur	-TAMPA -NON SC -14 CFR	AIRWAYS HED,DOMESTIC 135	DES	GROUND	Crew Pass	Ō	Injur Serious 1 O	Mino 0 0	0	2
-Aircraft Information Make/Model - CESSNA Landing Gear - TRICY( Max Gross Wt - 380( No. of Seats - 2	210M CLE-RETRACTA	BLE	Eng Make/Model - Number Engines - Engine Type -	CONTINENTAL	10-520	ELT	Installed/A tall Warnir	Activat	ed - YES-	·UNK/N
-Environment, Operations ] Weather Data Wx Briefing - NO F Method - N/A Completeness - N/A	nformation- ECORD OF BR	IEFING	tinerary Last Departure Po TAMPA,FL Destination	int			Proximity RPORT/STRIF ata	5		
Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 7 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Visi Precipitation Condition of Light	2.0 SM 10000 F 25000 F on- NONE - NONE	A T SCATTERED T BROKEN	JACKSONVILLE,FL NTC/Airspace Type of Flight Pl	an - NONE - NONE	ANDING	Runway Runway Runway	Ident - Lth/Wid - Surface -	- N/A - N/A - N/A - N/A		
-Personnel Information Pilot-In-Command Certificate(s)/Rating COMMERCIAL SE LAND,ME LAND		Bienr C M	27 nial Flight Review Current - YES Months Since - 7 Nircraft Type - UNK	Total Make/ /NR Instr	Fligh	nt Time (He 1477 217 95	Last 24	Hrs - Days-	7 UNK/NR	
Instrument Rating		ANE								

DURING A PART 135 ON-DEMAND AIR TAXI CARGO FLT, THE PLT REPORTED AN ENG MALFUNCTION WHEN THE ACFT WAS APRX 15 MILES SW OF THE ARPT WHILE ON APCH TO LAND. THE FLT CONTINUED & THE PLT THEN REPORTED THAT THE ENG QUIT & THE FLT WAS 5 MILES SW OF THE ARPT. A SEARCH & RESCUE HELICOPTER WHICH HAD JUST LANDED AT THE ARPT FLEW TOWARDS THE ACFT TO OFFER ASSISTANCE, & DUE TO THE DARK NIGHT CONDITION SPOTTED & GUIDED IT TOWARDS A SUITABLE LANDING LOCATION. WHILE DESCENDING THE ACFT FLEW BETWEEN TWO TREES WHICH SEVERED A 1 1/2 FT SECTION OF EACH WINGTIP. AS THE ACFT CONTINUED THE LEFT WING COLLIDED WITH A TREE. THE ACFT SPUN TO THE LEFT AND COLLIDED WITH TERRAIN. AFTER THE PLT EVACUATED THE ACFT, IT WAS CONSUMED BY POSTCRASH FIRE. POSTCRASH EXAM OF THE ENG REVEALED THAT IT SEIZED DUE TO OIL EXHAUSTION. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR OIL EXHAUSTION. EVIDENCE OF OIL LEAKAGE WAS FOUND ON THE FUSELAGE BUT NO SOURCE OF THE LEAK WAS FOUND. THE OIL FILLER CAP WAS FOUND PROPERLY SECURED.

File No. - 2135 10/20/87 JACKSONVILLE, FL A/C Reg. No. N8193M Time (Lc1) - 2106 EDT . . . . . . . . . . . . . . . . Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 1. FLUID,OIL - EXHAUSTION \_\_\_\_\_ \_\_\_\_\_ Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 2. LIGHT CONDITION - DARK NIGHT 3. OBJECT - TREE(S) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

Brief of Accident (Continued)

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

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

Brief of Accident

File No 2013 10/31/87 S	ARASOTA,FL A/C Reg. No. N2746Q			т	ime (Lcl) -	1615 EST	Г
Basic Information Type Operating Certificate-NONE (GE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	·	Aircraft Damag SUBSTANTIAL Fire NONE	e Crew Pass	Fatal O O	Injur Serious O O	ies Minor O O	None 1 1
Aircraft Information Make/Model - PIPER PA-28R-201T Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 2150 No. of Seats - 4	E Number Eng	e - RECIP-FUE	L INJECTED		Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 070/015 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 4000 FT Lowest Sky/Clouds - 4000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depart MONTGOMER Destination SAME AS A ATC/Airspace SCATTERED Type of Fli BROKEN Type of Cle	Y,AL CC/INC ght Plan - NONE		ON AIR Airport D SARASO Runway Runway Runway	ata TA-BRADENTO Ident - Lth/Wid - Surface -	14 7003/	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 66 Biennial Flight R Current Months Since Aircraft Type	eview ~YES To -18 Mai	l Certificat Fligh tal - ke/Model- strument-	t Time (H 1650 750	ours) Last 24	Hrs - Days- Ui	2

Instrument Rating(s) - NONE

----Narrative----

DRG ARRIVAL, WHILE BEING TRANSFERRED FROM TAMPA APCH CTL TO TWR CTL, THE PLT WAS CLRD TO LND ON RWY 14. BFR LNDG, HE WAS ADZD THE WIND WAS FM 070 DEG AT 15 KTS. RWY 4 WAS AVAILABLE, BUT IT WAS NOT SUGGESTED BY THE TWR CTLR OR REOD BY THE PLT. THE PLT STATED THAT DRG THE LNDG, THE ACFT ENCTRD A STRONG GUST OF WIND & TOUCHED DOWN HARD. SUBSEQUENTLY, IT WENT OFF THE RGT SIDE OF THE RWY INTO A GRASS AREA & WAS DAMAGED. DRG THE OCCURRENCE, THE NOSE & RGT MAIN GEAR FAILED.

10/31/87 A/C Reg. No. N2746Q Time (Lc1) - 1615 EST File No. - 2013 SARASOTA, FL Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND 4. WEATHER CONDITION - GUSTS 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED -\_\_\_\_\_ Occurrence #2 GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 7. LANDING GEAR - OVERLOAD ----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

Brief of Accident

File No 2011 11/03/87 06	RLANDO, FL	A/C Reg. I	No. N888DJ	Т	ime (Lc1) -	- 2105 EST	
Basic Information Type Operating Certificate-ON-DEMAND Name of Carrier -BIZJET,	INC.	Aircraft Dau SUBSTANTIA		Fatal	Injur Serious		None
Type of Operation -NON SCHE	,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 13 Accident Occurred During -LANDING		NONE	Pass	-	0	0	3
Aircraft Information							
Make/Model - LEAR JET 35A Landing Gear - TRICYCLE-RETRACTABLI Max Gross Wt - 17000 No. of Seats - 10	Number Eng	e - TURBOF			Installed/A tall Warnir		
Environment/Operations Information							
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departo TETERBORO			Airport H ON AIRH	•		
Completeness - UNK/NR	Destination	,		Airport Da	ata		
Basic Weather - IMC	ORLANDO, FI	L		ORLAND	) INTL		
Wind Dir/Speed- 009/013 KTS						- 18R	
Visibility - 2.000 SM Lowest Sky/Clouds - 500 FT S Lowest Ceiling - 900 FT C Obstructions to Vision- NONE Precipitation - RAIN	VERCAST Type of Clea		ર	Runway	Lth/Wid - Surface - Status -	ASPHALT	200
Condition of Light - NIGHT(DAR	()						
Personnel Information							
Pilot-In-Command	Age - 38	Med	ical Certifica	te - VALID	MEDICAL-NO	) WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Re	eview	Flig	nt Time (Ho	ours)		
ATP	Current	- YES	Total -			i Hrs - UNM	
SE LAND, ME LAND	Months Since	- 5	Make/Model-	2675	Last 30	) Days- UNH	
	Aircraft Type	- 25	Make/Model- Instrument- U Multi-Eng - U	NK/NR NK/NR	Last 90 Rotorcr	) Days- UNH `aft - UNH	
Instrument Rating(s) - AIRPLAN							
Instrument Rating(s) - AIRPLANE Narrative HE ACFT MADE A HARD LDG DURING HEAVY RAIM							
INT, THE ACFT WAS THROWN INTO A 60 DEG E AGL. THE PLT STATED THAT AT 100 TO 150 Y. THE ACFT STRUCK THE RWY WITH A HIGH S AR LOOSE FROM THE MOUNT & DAMAGE THE WIN	BANK WITH AIRSPEED FLUG FT AGL, THE ACFT GAINE SINK RATE WHICH BLEW A	CTUATIONS PLUS ED ALT VERY SV TIRE, BROKE A	S OR MINUS 20 N WIFTLY & DROPPN A WHEEL & CAUSH	KTS ABOUT 4 ED VERY SW1 ED THE LEF1	100 TO 600 FTLY TO TH		
WAGE WAS SUBSEQUENTLY DISCOVERED DURING WIND SHEAR. PAX ABOARD THE FLT STATED T FERROR NU ON THE SAME ACET FLOWN BY TH	A WALKAROUND INSPECTION THAT THEY HAD SUSTAINED	DN. THE PLT HA	AD RECENTLY REC D LDG EARLIER	CEIVED GROU IN THE DAY	AT		

TETERBORD, NJ ON THE SAME ACFT FLOWN BY THE SAME CREW. THE PLT WAS GIVEN A REMEDIAL FLIGHT REVIEW AS A RESULT OF THIS ACCIDENT BY THE FAA.

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File No. - 2011 11/03/87 Time (Lc1) - 2105 EST ORLANDO,FL A/C Reg. No. N888DJ \_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. WEATHER CONDITION - WINDSHEAR 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND 5. WEATHER CONDITION - RAIN \_\_\_\_\_ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Occurrence #3 HARD LANDING 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) 1,3,5

Brief of Accident

ON) Aircraft Damag SUBSTANTIAL Fire NONE	F Crew	I atal Serio 0 1		
HONE	Pass		0 0	0 0
Engine Type - RECIPROCA	TING-CARBURETOR		ed/Activate rning Syste	:d - NO -N/. :m - NO
ast Departure Point SAME AS ACC/INC stination LOCAL /Airspace ype of Flight Plan - NONE ype of Clearance - NONE	Air	OFF AIRPORT/S port Data Runway Ident Runway Lth/Wi Runway Surfac	- N/A d - N/A æ - N/A	
l Flight Review rent - UNK/NR To ths Since - UNK/NR Ma	Flight T tal - 1080 ke/Model- UNK/N	'ime (Hours) )O Las IR Las	t 24 Hrs - t 30 Davs-	UNK/NR 66
	Engine Type - RECIPROCA Rated Power - 60 HP 	Engine Type - RECIPROCATING-CARBURETOR Rated Power - 60 HP 	Engine Type - RECIPROCATING-CARBURETOR Rated Power - 60 HP 	Rated Power - 60 HP nerary Airport Proximity ast Departure Point OFF AIRPORT/STRIP SAME AS ACC/INC stination Airport Data LOCAL Runway Ident - N/A /Airspace Runway Lth/Wid - N/A ype of Flight Plan - NONE Runway Surface - N/A ype of Clearance - NONE Runway Status - N/A ype Apch/Lndg - NONE 51 Medical Certificate - VALID MEDICAL-WAIVERS/L 1 Flight Review Flight Time (Hours) rent - UNK/NR Total - 10800 Last 24 Hrs - ths Since - UNK/NR Make/Model- UNK/NR Last 30 Days- craft Type - UNK/NR Instrument- UNK/NR Rotorcraft -

File No 21	50 11/03/87	DAVIE,FL	A/C Reg. No. N53736	Time (Lc1) - 1250 EST
Occurrence #1 Phase of Operation				
2. STALL/SPIN - IN 3. ALTITUDE - INAD	ING/DECISION - IMP ADVERTENT - PILOT EQUATE - PILOT IN ( MAINTAINED - PILOT	COMMAND	)	
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATER ROLLED		
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	(GENERAL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -EXECU Flight Conducted Under -14 CFI	TIVE/CORPORATE	Fire	Crew		0	0	2
	R 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAXI							
-Aircraft Information		_					4
Make/Model - LEARJET 35A	Eng Make/N	Iodel - GARRETT TFE-	731-2-2B		nstalled/A		
Landing Gear - TRICYCLE-RETRACT				St	all Warnir	ng System ·	- YES
Max Gross Wt - 17000		e - TURBOFAN	UDUCT				
No. of Seats - 10	Rated Powe	er - 3500 LBS T					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NWS	Last Depart			ON AIRF	ORT		
Method - TELEPHONE	W. PALM E	3CH,FL					
Completeness - UNK/NR	Destination			Airport Da			
Basic Weather - IMC	SAME AS A	ACC/INC			RSBURG/CLE		
Wind Dir/Speed- 240/008 KTS					Ident -		150
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid - Surface -		150
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 400 (		ght Plan - IFR earance - IFR			Status -		
Obstructions to Vision- HAZE		.ndg - ILS-COMP	IFTE	Runway	status -	DRT	
Precipitation - NONE							
Condition of Light - DAYLIG	чт						
6					MEDICAL-NO	) WAIVERS/L	IMIT
-Personnel Information Pilot-In-Cómmand	Age - 42	Medical C	ertifica				
Pilot-In-Cómmand	Age - 42 Biennial Flight R			nt Time (Ho	urs)	- •	
		eview - YES Total	Fligh -	nt Time (Ho 9700	Last 24		1
Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight R	eview - YES Total	Fligh -	nt Time (Ho 9700	Last 24		
Pilot-In-Command Certificate(s)/Rating(s) ATP	Biennial Flight R Current	Peview - YES Total - 6 Make/ e - 35A Instr	Fligh - Model- ument-	nt Time (Ho 9700 3600 500	Last 24 Last 30	Hrs -	K/NR
Pilot-In-Command Certificate(s)/Rating(s) ATP	Biennial Flight R Current Months Since	Peview - YES Total - 6 Make/ e - 35A Instr	Fligh - Model-	nt Time (Ho 9700 3600 500	Last 24 Last 30	Hrs - ) Days- UNH	K/NR

ASSEMBLY. WHEN THE SCREW FAILED THE VALVE BODY SEPARATED ALLOWING LOSS OF ALL USABLE HYDRAULIC FLUID. THE SOURCE OF THE MIGRATING ELEMENTAL HYDROGEN INTO THE FRACTURE AREA COULD NOT BE DETERMINED. THE VALVE ASSEMBLY HAD BEEN INSTALLED IN THE ACFT SINCE MANUFACTURE IN 1977 AND HAD ACCUMULATED 5,642 HOURS. THE VALVE IS MAINTAINED ON CONDITION.

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11/04/87 File No. - 2009 CLEARWATER, FL A/C Reg. No. N900JE Time (Lcl) - 1800 EST --------------\_\_\_\_\_ Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAXI - FROM LANDING Finding(s) 1. FLT. CONTROL SYST, BOOST SYSTEM - FAILURE, PARTIAL 2. FLUID, HYDRAULIC - LOSS, TOTAL 3. LANDING GEAR, NORMAL BRAKE SYSTEM - LOSS, TOTAL 4. BRAKES(NORMAL) - NOT POSSIBLE -5. BRAKES(EMERGENCY) - ATTEMPTED - PILOT IN COMMAND 6. BRAKES(EMERGENCY) - NOT ATTAINED -\_\_\_\_\_ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI - FROM LANDING Finding(s) 7. 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, 3, 4, 6

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Brief of Accident

Type Operating Certificate-NONE (GENERA	•		<b>F</b> 1 <b>1</b>	Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN Fire ON GROU	Cre		Serious O O	Minor O O	None 1 4
Aircraft Information						
Make/Model - RAVEN S-66A Landing Gear - N/A Max Gross Wt - 1600 No. of Seats - UNK/NR	Eng Make/Model - N/A Number Engines - N/A Engine Type - UNK Rated Power - N/A	/NR		Installed/A tall Warnir		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC		Airport I OFF AII	Proximity RPORT/STRIF	•	
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport Da	ata		
Wind Dir/Speed- 020/003 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan -	NONE	Runway	Ident - Lth/Wid - Surface -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - 5000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		NONE			N/A N/A	
Personnel Information						
<pre>Pilot-In-Command   Certificate(s)/Rating(s)</pre>	Age - 47 Biennial Flight Review	Medical Certific Fli	ate – VALID ght Time (Ho	MEDICAL-₩A burs)	IVERS/LI	TIM
COMMERCIAL,ATP SE LAND,ME LAND,SE SEA FREE BALLOON	Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR		162 3540	Last 30 Last 90	Hrs - U Days- U Days- aft -	NK/NR 375
Instrument Rating(s) - AIRPLANE						
Narrative	LLY OPEN, THE FLT CONTINUED					

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File No 2010 11/05/87 NAPLES,FL	A/C Reg. No. N4094G Time (Lcl) - 1745 EST
Occurrence #1 FORCED LANDING Phase of Operation DESCENT - EMERGENCY	
Finding(s) 1. BALLOON EQUIPMENT,ENVELOPE - OPEN 2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND	· · · · · · · · · · · · · · · · · · ·
Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN	
Finding(s) 3. OBJECT - WIRE,TRANSMISSION 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND	
Probable Cause	
The National Transportation Safety Board determines that the Pr is/are finding(s) 2	robable Cause(s) of this accident

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

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Brief of Accident

File No 2114 11/08/87 D.	AYTONA BEACH,FL	A/C Reg. No. N	т	ime (Lcl) -	1500 EST		
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -INSTRUCT Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	IONAL 1	Fire NONE	Crew Pass	0 0	0 0	0 0	2 0
Aircraft Information Make/Model - PIPER PA-44-180 Landing Gear - TRICYCLE-RETRACTABL Max Gross Wt - 3800 No. of Seats - 4	E Number Er	(Model - LYCOMING O- ngines - 2 ype - RECIPROCATI yer - 180 HP		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIE Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 080/009 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 3300 FT Lowest Ceiling - 10000 FT Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary FING Last Depar SAME AS Destination LOCAL ATC/Airspace SCATTERED Type of F1 BROKEN Type of C1	ight Plan - NONE earance - VFR 'Lndg - TRAFFIC FULL ST	PATTERN OP	ON AIR Airport D DAYTON Runway Runway Runway Runway	ata A BEACH REG Ident - Lth/Wid - Surface - Status -	07L 7500/ ASPHALT DRY	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Biennial Flight Current Months Since	Medical Review - YES Tota - 1 Make - PA-44 Inst	Certificate	e - VALID t Time (H 720 <td>Last 24 Last 30 Last 90</td> <td></td> <td>(/NR (/NR (/NR</td>	Last 24 Last 30 Last 90		(/NR (/NR (/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE PRACTICING SHORT FIELD LANDINGS, THE STUDENT PLT FLARED THE ACFT PREMATURELY RESULTING IN A HARD LANDING & SUBSTANTIAL DAMAGE. THE ACFT WAS THEN TAXIED TO THE RAMP.

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File No 2114	11/08/87 DAYTONA BEACH,FL	A/C Reg. No. N269ER	Time (Lc1) - 1500 EST	
	D LANDING DING - FLARE/TOUCHDOWN			
	DUAL STUDENT MAINTAINED - DUAL STUDENT UATE - PILOT IN COMMAND(CFI)			
Probable Cause				

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

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Brief of Accident

File No 2054 11/09/87 TAL	LAHASSEE,FL	A/C Reg.	No. N4612C		ime (Lcl) -	2046 EST	
-Basic Information Type Operating Certificate-ON-DEMAND	ΔTR TΔXT	Aircraft Da			Injur	ies	
Name of Carrier -TOPP OF TA		SUBSTANTIA		Fatal			None
Type of Operation -NON SCHED.	DOMESTIC.CARGO	Fire			0		1
Type of Operation -NON SCHED, Flight Conducted Under -14 CFR 135		NONE	Pass		õ	Ō	ò
Accident Occurred During -LANDING							
Make/Model - CESSNA T-210N			ENTAL TSIO-520		Installed/#		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng				Stall Warnir	ng System	- YES
Max Gross Wt - 4000			FUEL INJECTED				
No. of Seats - 2	Rated Powe	r - 310	HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Depart			ON AI	RPORT		
	PANAMA CI	TY,FL					
Completeness - FULL	Destination			Airport [			
Basic Weather - VMC	SAME AS A	CC/INC			ASSEE MUNIC		
Wind Dir/Speed- 090/005 KTS					/Ident -		
Visibility - 7.0 SM	ATC/Airspace				/Lth/Wid -		150
Lowest Sky/Clouds - 4300 FT SC					/ Surface -		
Lowest Ceiling - 10000 FT OV				Runwa	/ Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - TR	AFFIC PATTERN				
Precipitation - NONE Condition of Light - NIGHT(DARK)							
Condition of Light - NIGHT(DARK)							
-Personnel Information							
Pilot-In-Command	Age - 44		ical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R			ht Time (H			
	Current	- YES	Total -	2971	Last 24	Hrs -	6
SE LAND, ME LAND	Months Since Aircraft Type	- 5	Make/Model- Instrument-	1665	Last 30	) Days- UN	
	Aircraft Type	- UNK/NR	Instrument-	6/1	Last 90	) Days-	41/
			Multi-Eng -	115			
Instrument Rating(s) - AIRPLANE							

REVEALED THE LEFT MAIN GEAR DOWN LOCK ACTUATOR TO HAVE A RAPID LEAK DUE TO A TORN O RING. THE EMERGENCY HAND PUMP HANDLE WAS FOUND WITH THE PISTON CONNECTING PIN INSTALLED BUT THE PIN WAS NOT INSTALLED IN THE PISTON. THE ACFT WAS DAMAGED 43 HOURS BEFORE THIS ACCIDENT WHEN IT WAS LANDED IN A SWAMP AFTER AN ENGINE FAILURE.

File No. - 2054 11/09/87 TALLAHASSEE,FL A/C Reg. No. N4612C Time (Lc1) - 2046 EST \_\_\_\_\_ Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation DESCENT - NORMAL Finding(s) 1. LANDING GEAR, GEAR LOCKING MECHANISM - LEAK 2. MAINTENANCE, MAJOR REPAIR - IMPROPER - COMPANY MAINTENANCE PSNL 3. FLUID, HYDRAULIC - EXHAUSTION 4. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - DISABLED \_\_\_\_\_ Occurrence #2 GEAR NOT EXTENDED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - DISCONNECTED 6. GEAR EXTENSION - NOT POSSIBLE -----Probable Cause----

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

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Brief of Accident

File No 2099 11/09/87 ST. PE	TERSBURG, FL A/C R	eg. No. N82811	Т	ime (Lcl) -	2152 ES	т
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf SUBSTAI	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	0 0	1 0	0 1
Aircraft Information Make/Model - PIPER PA-28-161 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/Model - LYG Number Engines - 1 Engine Type - REG Rated Power -		S	Installed/A tall Warnin	ctivated g System	- YES-UNK/NI - YES
Environment/Operations Information Weather Data Wx Briefing - PATWAS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 160/007 KTS Visibility - 13.0 SM Lowest Sky/Clouds - 2000 FT SCATT Lowest Ceiling - 8000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	· · · · · · · · · · · · · · · · · · ·	- NONE	ON AIR Airport D ALBERT Runway Runway Runway	ata WHITTED	ASPHALT	
	Age - 40 Biennial Flight Review Current - NO Months Since - UNK/NR Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (H 126 30 3	lours) Last 24 Last 30 Last 90	Hrs - Days- U	4 NK/NR 50
Instrument Rating(s) - NONE						
Narrative HE PLT, FAMILIAR WITH THE ARPT, OVERFLEW IT 2 ADIO AS WELL AS TO OBSERVE THE WIND SOCK. AFT IGHTS HE ELECTED TO LAND ON RWY 36 RATHER THA LOATED OVER THE NUMBERS, TOUCHED DOWN APRX 52 EAWALL, HE APPLIED FULL UP ELEVATOR. THE ACFT ANDED IN TAMPA BAY IN APRX 18 FEET OF WATER. ROM THE SOUTH. THE RWY LIGHTS WERE CHECKED BY NICOM FREQUENCY 122.95, & FOUND TO OPERATE SA	ER OBSERVING A NORTHERLY W N DIVERT TO ST. PETERSBURG B FT FROM THE DEPARTURE END THEN BECAME AIRBORNE MOME THE PLT STATED THAT AFTER FAA PERSONNEL TO INSURE TH	IND & BEING UNABLE CLEARWATER INTL AF O OF THE RWY, & AS NTARILY, FLEW OVER THE ACCIDENT HE OBS HAT THEY COULD BE A	TO ACTIVA RPT. THE A IT APPROA THE SEAWA SERVED THE ACTIVATED	TE THE CFT CHED THE LL AND WINDS TO B BY USING TH	E	

File No. - 2099 11/09/87 ST. PETERSBURG, FL A/C Reg. No. N82811 Time (Lc1) - 2152 EST \_\_\_\_\_\_ Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. COMM/NAV EQUIPMENT, RECEIVER - NOT SWITCHED 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 6. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 7. LIGHT CONDITION - DARK NIGHT \_\_\_\_\_ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 8. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 9. TERRAIN CONDITION - WATER \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.5.8

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

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Brief of Accident

File No 2103 11/12/87 Z	EPHYRHILLS, FL	A/C Reg. No. N6369H			Time (Lcl) - 1200 EST			
Basic Information Type Operating Certificate-NONE (GE Type of Operation -INSTRUCT Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	IONAL F	ircraft Damage SUBSTANTIAL ire NONE	Crew Pass	Fatal 0 0	Injur Serious O O		None 1 0	
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engine	- RECIPROCATING-		S	Installed/A tall Warnir		•	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIE Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 040/006 KTS Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary FING Last Departure SAME AS ACC/ Destination LOCAL ATC/Airspace SCATTERED Type of Flight Type of Cleara	INC Plan - NONE		ON AIR Airport D ZEPHYR Runway Runway Runway	ata HILLS Ident - Lth/Wid - Surface -			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 37 Biennial Flight Revi Current - Months Since - Aircraft Type -	N/A Total N/A Make/Mo	Fligh	t Time (H	ours)		•	
Instrument Rating(s) - NONE								

----Narrative----

AFTER SUCCESSFUL COMPLETION OF 6 DUAL TOUCH-AND-GO LANDINGS, THE STUDENT PLT DEPARTED TO PERFORM 3 TOUCH-AND-GO LANDINGS FOR HER FIRST SOLO FLIGHT. THE INSTRUCTOR PLT STATED THAT THE APCH TO THE FIRST LANDING APPEARED TO BE LOW & AFTER TOUCHDOWN, THE ACFT BOUNCED, AFTER WHICH THE PLT FLARED THE ACFT. IT THEN TOUCHED DOWN ON THE NOSE LANDING GEAR CAUSING IT TO COLLAPSE. THE ACFT THEN SLID TO A STOP.

File No. - 2103 11/12/87 ZEPHYRHILLS, FL A/C Reg. No. N6369H Time (Lc1) - 1200 EST \_\_\_\_\_ \_\_\_\_\_ Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND 2. FLARE - INADEQUATE - PILOT IN COMMAND 3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND \_\_\_\_\_\_ Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, NOSE GEAR - OVERLOAD 6. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL ----Probable Cause----

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

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

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## National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (G		ft Damage		Injur	ries	
	DESTR		Fatal			None
Type of Operation -PERSONA	AL Fire	Crev		0		1
Flight Conducted Under -14 CFR Accident Occurred During -STANDIN	٩G	OUND Pass		0	0	0
-Aircraft Information						
Make/Model - MANDLEY STEEN SKYE						
Landing Gear - TAILWHEEL-ALL FIXE				tall Warnir	ng System	- NO
Max Gross Wt - 900	Engine Type - R		RETOR			
No. of Seats - 2	Rated Power -	250 HP				
-Environment/Operations Information						
Weather Data	Itinerary [EFING Last Departure Poin			Proximity		
Wx Briefing - NO RECORD OF BRI		t	ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A Basic Weather - VMC	Destination LABELLE,FL		Airport D ROTOND			
Wind Dir/Speed- 090/008 KTS	LADELLE, FL				UNK/NR	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 2500 FT		- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	-			
Precipitation - NONE	······································					
	Г ,					
Condition of Light - DAYLIGHT						
-Personnel Information						
 Personnel Information Pilot-In-Command	Age - 62	Medical Certifica			IVERS/LI	MIT
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 62 Biennial Flight Review	Medical Certifica Flig	ght Time (H	ours)		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES	Flig Total -	ght Time (H 5481	ours) Last 24	Hrs - U	NK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Review Current - YES Months Since - 8	Flig Total - Make/Model-	ght Time (H 5481 37	ours) Last 24 Last 30	Hrs - U ) Days- U	NK/NR NK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YES	Flig Total - Make/Model-	ght Time (H 5481 37 373	ours) Last 24 Last 30	Hrs - U	NK/NR NK/NR

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 File No. - 2126
 11/16/87
 PLACIDA,FL
 A/C Reg. No. N44JM
 Time (Lc1) - 1452 EST

 Occurrence #1
 FIRE

 Phase of Operation
 STANDING - STARTING ENGINE(S)

 Finding(s)
 .

 1. ENGINE ASSEMBLY - FIRE

 2. FIRE EXTINGUISHING EQUIPMENT - NOT OBTAINED - PILOT IN COMMAND

 3. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - 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) 2

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Brief of Accident

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft	Damage		Inj	uries	
		SUBSTANT		Fatal	Serious		
Type of Operation -INSTRUCTIO	INAL	Fire	Crew		0	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	6 O	0	0	1
Aircraft Information							
Make/Model - PIPER PA-28RT-201			MING 10-360-C1C6				ed - YES/N
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2400		gines - 1	P-FUEL INJECTED	51	tall Warn	ing Syste	em - YES
No. of Seats - 4	Rated Pow		200 HP				
Environment/Operations Information							
Weather Data Wx Briefing - FSS	Itinerary Last Depar	tuno Doint		Airport F ON AIRF			
Method - TELEPHONE	SAME AS			UN AIRF			
Completeness - UNK/NR	Destination	•		Airport Da	ata		
Basic Weather - VMC	LOCAL			MELBOUR			
Wind Dir/Speed- 120/015 KTS	200112				Ident	- 09L	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid	- 6000/	/ 100
Lowest Sky/Clouds - 25000 FT SC	ATTERED Type of F1	ight Plan -	NONE	Runway	Surface	- ASPHAL	_T
Lowest Ceiling - NONE		earance -		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/		TRAFFIC PATTERN				
Precipitation - NONE			TOUCH AND GO				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 22		ledical Certifica				TMTT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (Ho	ours)		
COMMERCIAL, CFI	Current	- YES	Total -			24 Hrs -	
SE LAND, ME LAND	Months Since		Make/Model-	200		30 Days-	
	Aircraft Typ	e - PA-28	Instrument- Multi-Eng -	110 13	Last	90 Day <b>s</b> -	194
Instrument Rating(s) - AIRPLANE							
RING AN INSTRUCTIONAL FLT WHILE PRACTICIN							

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File No 21	25 11/16/87	MELBOURNE, FL	A/C Reg. No. N539FT	Time (Lc1) - 1630 EST	
Occurrence #1 Phase of Operation 1. PROPER GLIDEPAT 2. PROPER TOUCHDOW 3. SUPERVISION - I	APPROACH - VFR P H - NOT MAINTAINED N POINT - NOT ATTA	- DUAL STUDENT INED -	ACH	5	
Occurrence #2 Phase of Operation		TOUCHDOWN			
Finding(s) 4. FLARE - IMPROPE		ž			
Occurrence #3 Phase of Operation		TOUCHDOWN			
Probable Cause					

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

Brief of Accident

File No 2061 11/19/87	OKEELANTA, FL	A,FL A/C Reg. No. N89741			Time (Lcl) - 1700 EST				
-Basic Information Type Operating Certificate-NONE (		rcraft Damage ESTROYED		Fatal	Injur Serious		None		
Type of Operation -PERSON Flight Conducted Under -14 CFR Accident Occurred During -DESCEN		≏e DNE	Crew Pass	1 1	0 0	0 0	0 0		
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engines	- RECIPROCATING		S	Installed/A tall Warnin				
Environment/Operations Information-									
Weather Data	Itinerary				Proximity				
Wx Briefing - NO RECORD OF BR Method - N/A	IEFING Last Departure F CLEWISTON,FL	Point		OFF AI	RPORT/STRIP				
Completeness - N/A Basic Weather - IMC	Destination LOCAL		L.	lirport D	ata				
Wind Dir/Speed- 190/010 KTS				Runway	Ident -	N/A			
Visibility - 7.0 SM	ATC/Airspace					N/A			
Lowest Sky/Clouds - 1700 F	T SCATTERED Type of Flight F	Plan - NONE		Runway	Surface -	N/A			
Lowest Ceiling - 5000 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	Type Apch/Lndg			Runway	Status -	N/A			
-Personnel Information									
Pilot-In-Command	Age - 24	Medical Ce							
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H					
PRIVATE	Current - YE	ES Total	-	96	Last 24	Hrs - UN	•		
SE LAND	Months Since - 7 Aircraft Type - C	-152 Instru	Model- ument- UNM -Eng - UNM	K/NR	Last 90	Days- UN Days- UN aft - UN	K/NR		

Instrument Rating(s) - NONE

----Narrative----

THE ACFT CRASHED INTO A WILDLIFE MANAGEMENT AREA IN A STEEP NOSE DOWN ATTITUDE WITH ABOUT 20 DEGS FLAPS EXTENDED. THE STATED PURPOSE OF THE FLT WAS TO SPOT DEER & A SUITABLE AREA IN WHICH TO HUNT. TORSIONAL DAMAGE TO THE AIRFRAME SUGGESTED THAT THE ACFT WAS SPINNING AT IMPACT. WITNESSES IN THE AREA STATED THAT THERE WERE HEAVY RAIN SQUALLS & THUNDERSTORMS IN THE AREA AT THE TIME OF THE ACCIDENT. THE PLT WAS WEARING A SEAT BELT BUT NO SHOULDER HARNESS. THE PAX WAS WEARING NEITHER SEAT BELT NOR SHOULDER HARNESS & HE WAS PARTIALLY EJECTED FROM THE ACFT ON IMPACT. THE NON INSTRUMENT RATED PLT HELD AN EXPIRED MEDICAL CERTIFICATE. THERE WAS NO EVIDENCE OF ANY PREIMPACT MALFUNCTION OR FAILURE OF THE AIRFRAME, ENGINE NOR RELATED COMPONENTS. ALL COMPONENTS NECESSARY TO SUSTAIN FLT WERE FOUND ATTACHED TO THE ACFT.

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File No. - 2061 11/19/87 OKEELANTA, FL A/C Reg. No. N89741 Time (Lcl) - 1700 EST \_\_\_\_\_ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - THUNDERSTORM 2. WEATHER CONDITION - RAIN 3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 4. AIRSPEED - NOT MAINTAINED - 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) 3,4

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

#### Brief of Accident

File No 2122 11/19/87 ROSELAN	D,FL A/C Re	A/C Reg. No. N36066 Time (Lcl) - 1410 EST				
-Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AVIATION) Aircraft SUBSTAN Fire NONE	TIAL Crew	Fatal O O	Injur Serious O 1		None 0 0
-Aircraft Information Make/Model - PIPER PA-28R-201 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2150 No. of Seats - 4	Eng Make/Model - LYC Number Engines - 1 Engine Type - REC Rated Power -	IP-FUEL INJECTED		nstalled/A all Warnin		
· · · · · · · · · · · · · · · · · · ·	Itinerary Last Departure Point FORT PIERCE,FL Destination PENSACOLA,FL ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	IFR IFR	Airport Da Runway Runway Runway Runway	PORT/STRIP ta Ident - Lth/Wid - Surface -	N/A N/A	₹F
	ge - 34   iennial Flight Review Current - YES Months Since - 9 Aircraft Type - UNK/NR	Fligh Total - Make/Model-	it Time (Ho 905 132 122	urs) Last 24 Last 30	Hrs -	2

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS PREFLIGHTED APPROX 20 MIN AFTER REFUELING WITH NO DISCREPANCIES NOTED. THE PLT HAD DIFFICULTY STARTING THE ACFT. MECHANICS FLUSHED THE ACFT FUEL LINES AND DECLARED THE ACFT OK. NO WATER WAS FOUND IN THE FUEL SUMPS OR STRAINER DURING THE PLTS PREFLT. THE ACFT WAS STARTED AND DEPT ON ITS FLT. APPROX 20 MIN AFTER TAKEOFF THE ACFT ENG QUIT. ATTEMPTS TO RESTART WERE UNSUCCESSFUL. BECAUSE HE WAS IFR THE PLT REQUESTED VECTORS FOR AN EMERGENCY LNDG. THE ACFT WAS VECTORED TOWARD HIGHWAY I-95. THE ACFT BROKE OUT OF THE OVERCAST AT 1000 FT AGL. WHILE ATTEMPTING TO LAND ON A HWY COLLIDED WITH TREES. THE ACFT SLID INTO A FENCE BEFORE STOPPING. DURING POST ACC INSPECTION THE ENG RAN NORMALLY WHILE CONNECTED TO AN EXTERNAL FUEL SOURCE. ANALYSIS OF THE ACFT FUEL SHOWED IT CONTAINED .010 PERCENT WATER.

Time (Lcl) - 1410 EST File No. - 2122 11/19/87 ROSELAND, FL A/C Reg. No. N36066 Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - CONTAMINATION 2. FLUID, FUEL - WATER 3. FUEL SUPPLY - IMPROPER - UNKNOWN Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 4. OBJECT - TREE(S) Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - TREE(S) 6. OBJECT - FENCE ----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

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U U Brief of Accident

-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION) A	ircraft Damage			Injur	ries	
(), pro - pr		DESTROYED		Fatal		Mino	r None
Type of Operation -INSTRUC	TIONAL F	ire	Crew	1 0	0	0	0
Flight Conducted Under -14 CFR		IONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - CESSNA 172N		- LYCOMING 0-32	20-D2J				ed ~ YES/YE
Landing Gear - TRICYCLE-FIXED					all Warnir	ng Syst	em – YES
Max Gross Wt - 2150		- RECIPROCATING	G-CARBURE	FOR			
No. of Seats - 4	Rated Power	- 160 HP					
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRII	Itinerary			Airport P			
Wx Briefing ~ NO RECORD OF BRI	EFING Last Departure			OFF AIR	PORT/STRIP	>	
Method - N/A Completeness - N/A	DAYTONA BEACH	ł,FL					
Completeness - N/A	Destination		4	Airport Da	ta		
Basic Weather - VMC	LOCAL			_			
Wind Dir/Speed- 110/015 KTS	470 (4)					N/A	
Visibility - 7.0 SM Lowest Sky/Clouds - 2000 FT	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 2000 FT	SCATTERED Type of Flight	Plan - NONE			Surface -		
Lowest Ceiling - 3300 FT Obstructions to Vision- NONE				Runway	Status -	• N/A	
	Type Apch/Lndg	- NUNE					
Precipitation - RAIN Condition of Light - DAYLIGHT							
-Personnel Information Pilct-In-Command	1						
Certificate(s)/Rating(s)	Age - 20 Biennial Flight Revie	Medical Ce		≇ - VALID t Time (Ho		JWAIVE	K2/LIMII
STUDENT	Current - N			44		Hne -	1
STODENT	Months Since - N				Last 30		
	Aircraft Type - N				Last 90		
		Multi-	Eng - UNA	K/NR	Rotorcr	raft -	UNK/NR
Instrument Rating(s) - NONE							

PRACTICE LANDINGS, TAKEOFFS, STALLS & SLOW FLT. WITNESSES STATED THEY OBSERVED THE ACFT FLYING AT A VERY LOW ALTITUDE JUST BEFORE IT COLLIDED WITH A HOUSE & CAME TO REST IN THE WOODS BEHIND IT. THE ACFT WAS ALSO OBSERVED AT NEAR TREETOP HEIGHT, APRX 1 MI FROM THE ACDNT SITE. WITNESSES DESCRIBED LOUD ENG SOUNDS AS THE ACFT FLEW OVER AN INTERCOASTAL WATERWAY BEFORE THE CRASH. A POST CRASH EXAM OF THE ACFT, ENG, & RELATED COMPONENTS REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION PRIOR TO IMPACT.

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File No. - 2060 11/24/87 PALM COAST,FL A/C Reg. No. N246ER Time (Lc1) - 1445 EST ------Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 2. OBJECT - RESIDENCE 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND 4. LACK OF TOTAL EXPERIENCE - 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

Brief of Accident

File No 2059 11/25/87 FORT		A/C Reg. No			ime (Lc1) -		
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dama SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire					
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE		0 0			
Aircraft Information	<b>F</b>						
Make/Model - MOONEY M-22 Landing Gear - TRICYCLE-RETRACTABLE	Eng Make/ Number Fr	'Model - LYCOMING naines - 1			tall Warnir		
Max Gross Wt - 3680	Fngine Ty	/pe - RECIP-FU		5		ig system	163
No. of Seats - 4	Rated Pow	ver - 310 H	P				
Environment/Operations Information							
Weather Data	Itinerary			Airport I			
Wx Briefing - FSS Method - TELEPHONE	Last Depar	ture Point		ON AIR	PORT		
	DAYTONA						
Completeness - FULL	Destination			Airport Da		TTONAL	
Basic Weather - VMC	SAME AS	ACC/INC		-	CIE INTERNA Ident -	· 09	
Wind Dir/Speed- 110/012 KTS Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -	-	200
Lowest Sky/Clouds - 3000 FT SCA	TTERED Type of F1	; ight Plan - IFR			Surface -		200
Lowest Ceiling - NONE	Type of Cl	earance - IFR			Status -		
Obstructions to Vision- NONE	Type of Cl Type Apch/	Lnda - TRAF	FIC PATTERN	······			
Precipitation - NONE							
Condition of Light - NIGHT(DARK)							
Personnel Information							
<pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>	Age - 49 Biennial Flight	Poviow	Flig	te - VALID ht Time (H	MEDICAL-WA	AIVERS/LIM.	11
PRIVATE	Current	- YES T	otal -	827	last 24	l Hrs -	7
SE LAND, ME LAND	Months Since	e - 18 N	ake/Model-	497		) Davs- UN	, K/NR
	Aircraft Typ	e - 18 M De - UNK/NR I M	nstrument- ulti-Eng -	528 39	Last 90 Rotorcr	) Days- raft - UN	33 K/NR
Instrument Rating(s) - AIRPLANE							

PLT STATED THAT ON LANDING ROLL AT APPROXIMATELY 30 TO 35 KNOTS THE NOSE LANDING GEAR BEGAN TO SHIMMY AND TURN TO THE LEFT. FULL RIGHT BRAKE AND RUDDER COULD NOT CORRECT THE LEFT TURNING TENDENCY OF THE AIRCRAFT. THE AIRCRAFT RAN OFF THE LEFT SIDE OF THE RUNWAY INTO SAND AND THE NOSE LANDING GEAR SEPARATED AND THE MAIN LANDING GEARS COLLAPSED. POST ACCIDENT INSPECTION OF THE NOSE LANDING GEAR REVEALED NO EVIDENCE TO INDICATE THE CAUSE OF THE SHIMMY AND LEFT TURNING TENDENCY.

Time (Lc1) - 2320 EST File No. - 2059 11/25/87 FORT PIERCE, FL A/C Reg. No. N7739M \_\_\_\_\_ \_\_\_\_\_ LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. LIGHT CONDITION - DARK NIGHT Occurrence #2 GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 4. LANDING GEAR, NOSE GEAR - SEPARATION 5. LANDING GEAR, MAIN GEAR - COLLAPSED \_\_\_\_\_ ----Probable Cause----

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

Brief of Accident

File No 2057 11/29/87	NEW PORT RICHEY,FL	A/C Reg. No. N62083 lime (LCl			c1) - 1252 EST		
Basic Information Type Operating Certificate-NONE ((	GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor Nom			
Type of Operation -PERSONA Flight Conducted Under -14 CFR Accident Occurred During -DESCENT	91 -	Fire NONE	Crew ( Pass (	0 1 0 0	0 3	0 0	
Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4	Number Engi Engine Type	del – LYCOMING O- nes – 1 – RECIPROCATI – 160 HP	320-D2J	ELT Installed/A Stall Warnir	ctivated ·	· YES/YE	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRI Method - N/A	Itinerary EFING Last Departu	re Point	OFI	ort Proximity - AIRPORT/STRIF	,		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 290/013 KTS	SAME AS AC Destination DAYTONA BE	ACH,FL	Rui		N/A		
Visibility - 7.0 SM Lowest Sky/Clouds - 3000 F1 Lowest Ceiling - NDNE	ATC/Airspace SCATTERED Type of Flig Type of Clea Type Apch/Ln	ht Plan - NONE rance - NONE dg - FORCED	Rui Rui	nway Lth/Wid - nway Surface - nway Status -	GRASS/TU	?F	
Personnel Information Pilot-In-Command	Age - 25	Medical	Certificate - V	ALID MEDICAL-NO	WAIVERS/I	.IMIT	
Certificate(s)/Rating(s)	Biennial Flight Re	view	Flight Time	e (Hours)	1		
PRIVATE SE LAND	Age - 25 Biennial Flight Re Current Months Since Aircraft Type	- UNK/NR Tota - UNK/NR Make - UNK/NR Inst	/Model-UNK/NR rument- 0	Last 24 Last 30 Last 90	) Days- UN Days- UN Days- UN	(/NR (/NR (/NR	
Instrument Rating(s) - NONE							

500 FT AGL. HE ATTEMPTED A TURN BACK TO THE AIRPORT AND STALLED IN THE TURN AND CRASHED.

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Time (Lc1) - 1252 EST File No. - 2057 11/29/87 NEW PORT RICHEY, FL A/C Reg. No. N62083 Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ENGINE ASSEMBLY, VALVE, EXHAUST - FOULED 2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - COMPANY MAINTENANCE PSNL ----------Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 3. EMERGENCY PROCEDURE - DISREGARDED - PILOT IN COMMAND 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND \_\_\_\_\_ 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

Brief of Accident (Continued)

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

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

#### Brief of Accident

File No 2121 11/29/87 QUINCY	,FL A/C	A/C Reg. No. N9492T Time (Lc1) -			1730 EST		
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING			Fatal 0 0	Injur Serious O O	ies Minor 1 O	None 0 0	
Aircraft Information Make/Model - CESSNA 210 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4	Number Engines - Engine Type - R	CONTINENTAL IO-470E 1 ECIP-FUEL INJECTED 260 HP		nstalled/A all Warnin			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/003 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 25000 FT THIN Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poir SAME AS ACC/INC Destination LOCAL ATC/Airspace BKN Type of Flight Plar Type of Clearance Type Apch/Lndg	- VFR - VFR	Runway Runway	ORT MUNI Ident - Lth/Wid - Surface -			
	Age - 36 Biennial Flight Review Current - YES Months Since - 11 Aircraft Type - C-150	Flig - Total Make/Model-	nt Time (Hc 242 136	urs) Last 24 Last 30	Hrs -	3 JNK/NR	

Instrument Rating(s) - NONE \_\_\_\_\_

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----Narrative----

THE PLT STATED THAT HE PERFORMED A PRELANDING CHECK ON FINAL APCH BUT FAILED TO LOWER THE LANDING GEAR. HE CONTINUED THE APCH, & JUST PRIOR TO TOUCHDOWN, WAS ADVISED THAT THE GEAR WAS NOT DOWN. THE APCH TO LANDING WAS CONTINUED & THE ACFT SLID TO A STOP. HE FURTHER STATED THAT THE GEAR WARNING HORN WAS INOPERATIVE. ACCORDING TO FAA PERSONNEL THE GEAR WARNING HORN OPERATED SATISFACTORILY.

 File No. - 2121
 11/29/87
 QUINCY,FL
 A/C Reg. No. N9492T
 Time (Lc1) - 1730 EST

 Occurrence #1
 GEAR NOT EXTENDED

 Phase of Operation
 LANDING - FLARE/TOUCHDOWN

 Finding(s)
 1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

 2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

 3. WHEELS UP LANDING - INADVERTENT 

 -----Probable Cause--- 

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

Brief of Accident

Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage	e		Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model ~ CESSNA 172K		odel – LYCOMING C			nstalled/A		
Landing Gear ~ TRICYCLE-FIXED					all Warnir	ig System	- YES
Max Gross Wt - 2150		e - RECIPROCAT	FING-CARBURE	FOR			
No. of Seats - 4	Rated Power	∽ - 150 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFIN				ON AIRP	PORT		
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A	Destination		1	Airport Da			
Basic Weather - VMC	LOCAL				LA REGIONA		
Wind Dir/Speed- 290/008 KTS Visibility - 7.0 SM	ATC/Airspace				Ident - Lth/Wid -	34	150
Lowest Sky/Clouds - N/A	· · ·	ghit Plan - NONE			Surface -		150
Lowest Ceiling - 9000 FT BRO	KEN Type of Clea	arance - NONE			Status -		
Obstructions to Vision- NONE		ndg - TRAFFI	C PATTERN		010100	2	
Precipitation - NONE		FULL S					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 29	Medical	Certificate	∋ - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	eview	Fligh:	t Time (Ho	ours)		
PRIVATE	Current	- UNK/NR Tot	tal -	95	Last 24	Hrs - UN	•
SE LAND	Months Since	- UNK/NR Mak	tal - ke/Model- UNA strument- UNA lti-Eng - UNA	<td>Last 30</td> <td>Days- UN</td> <td></td>	Last 30	Days- UN	
	Aircraft Type	- UNK/NR Ins	strument- UN	<td>Last 90</td> <td>Days- UN</td> <td></td>	Last 90	Days- UN	
		Mul	Iti-Eng - UNA	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) ~ NONE							

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File No 215	51 11/29/87	PENSACOLA, FL	A/C Reg. No. N84613	Time (Lc1) - 1418 CST	
Occurrence #1 Phase of Operation		TOUCHDOWN			
	RATE - NOT MAINTAI	IN COMMAND NED - PILOT IN COMMAND INED - PILOT IN COMMAN			
Occurrence #2 Phase of Operation					
Finding(s) 4. TERRAIN CONDITIO					
Probable Cause					
The National Transpor	tation Safety Boa	rd determines that the	Probable Cause(s) of this	accident	

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

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

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### Brief of Accident

Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Injur	ies	
	DESTRO		Fatal			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 - BEECH K-35	Eng Make/Model - CO			nstalled/A		
Landing Gear ~ TRICYCLE-RETRACTABLE	Number Engines - 1		St	all Warnir	ng System ·	- YES
Max Gross Wt - 2950	Engine Type - REG					
No. of Seats - 4	Rated Power -	250 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport P			
Wx Briefing ~ NO RECORD OF BRIEFING	Last Departure Point		ON AIRP	ORT		
Method - N/A	CRESCENT CITY,FL		1 (			
Completeness - N/A Basic Weather - VMC	Destination UNK/NR		Airport Da	ιτα IEST AEROBO		
Wind Dir/Speed- 160/005 KTS	UNK/ NR				18	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - N/A	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - 8000 FT BROKE				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			010100	2	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information	· · · · · · · · · · · · · · · · · · ·					
Pilot-In-Command	Age - 61 Biennial Flight Review	Medical Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	ΙT
	Biennial Flight Review	Fligh	nt Time (Ho	urs)		
COMMERCIAL, ATP		Total - 1			Hrs - UN	
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UN	IK/NR	Last 30	Days- UN	
	Months Since - UNK/NR Aircraft Type - UNK/NR	Instrument- UN		Last 90	Days- UN	
		Multi-Eng - UN	IK/NR	Rotorcr	aft - UN	
Instrument Rating(s) - AIRPLANE						

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File No. - 2094 12/01/87 CRESCENT CITY, FL A/C Reg. No. N125LE Time (Lc1) - 0845 EST Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - CONTAMINATION 2. FLUID, FUEL - WATER 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation MANEUVERING Finding(s) 4. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND 5. AIRSPEED(VS) - NOT MAINTAINED - 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) 4,5 Factor(s) relating to this accident is/are finding(s) 1,2,3

Brief of Accident

Basic Information		Demos		Tradu		
Type Operating Certificate-NONE (GENERAL A	VIATION) Aircraft SUBSTAN		Fatal		uries Minor	None
Type of Operation -PERSONAL	Fire	Crew			0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -APPROACH						
Aircraft Information						
Make/Model - CESSNA A185F	Eng Make/Model - CON	TINENTAL IO-520D			Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 3350	Engine Type - REC Rated Power -					
No. of Seats - 4	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary		•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point PINE ISLAND,FL		ON AIR	PIKIN		
Method - N/A Completeness - N/A	Destination		Airport Da	a+a		
Basic Weather - VMC	SAME AS ACC/INC		•	BROTHERS	FARM	
Wind Dir/Speed- 030/006 KTS	SAME AS ACC/INC				- 36	
Visibility - 7.0 SM	ATC/Airspace				- 1350 -U	NK/NR
Lowest Sky/Clouds - N/A	Type of Flight Plan -	NONE			- GRASS/TU	
Lowest Ceiling - 12000 FT BROKEN	Type of Clearance -				- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -					
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT	·					
Personnel Information						
		Medical Certifica			AIVERS/LIM	I I
	ennial Flight Review	Flig Total -	ht Time (H		4 11	
PRIVATE SE LAND ME LAND SE SEA ME SEA					24 Hrs - 80 Days- UNH	1 / /ND
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 6 Aircraft Type - C-185F	Make/Mouel-	220		0 Days- UN 0 Days-	
	An chart Type - C-185F	Multi-Eng -	86	Last	o Days	20
		Harti Eng	00			
Instrument Rating(s) - NONE						
Narrative						
	FINAL APCH. AS A RESULT T					

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File No. - 2139 12/02/87 NAPLES, FL A/C Reg. No. N60925 Time (Lc1) - 0905 EST Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 3. TERRAIN CONDITION - DIRT BANK Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 4. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

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Brief of Accident

File No 2077 12/02/87 SA	N ANTONIO,FL	A/C Reg. No. N2405F			ime (Lc1) -	1610 EST	
Basic Information Type Operating Certificate-NONE (GEN Type of Operation -INSTRUCTI Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	ONAL	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	0 0	-	Minor O O	None 1 0
Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Eng Engine Typ	Nodel - LYCOMING 0- gines - 1 be - RECIPROCATI er - 110 HP	235-L2C NG-CARBURET	ELT I St	installed/A all Warnin	ctivated g System	- YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 320/008 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 4000 FT S Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depart ORMOND BE Destination BROOKSVIL ATC/Airspace CATTERED Type of Fli	cure Point ACH,FL LE,FL ight Plan - VFR earance - NONE .ndg - STRAIGH PRECAUT	A T-IN	Airport P OFF AIR irport Da Runway Runway Runway Runway Runway	Proximity PORT/STRIP ata	N/A N/A DIRT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 20 Biennial Flight F Current	Medical Review	ı - <sup>°</sup>	: Time (Ho 61	ours) Last 24	Hrs -	4
Instrument Rating(s) - NONE Narrative THE STUDENT PLT BECAME LOST WHILE ON A SOL	O X-C TRAINING FLT. H		TACT HIS NO		TOWER		
DESTINATION AIRPORT VIA UNICOM. HE STATED CONTACT & WAS UNSUCCESSFUL IN DOING SO. HE THE STUDENT STATED THAT HE HAD RECEIVED TR THE NEAREST FACILITY TO HIM, BUT HE FAILED NOT CONTACT THEM OR SOME OTHER FACILITY.	THAT HE FLEW AROUND F THEN ATTEMPTED TO LA AINING IN LOST PROCED TO DO SO. THE STUDEN	OR 20 OR 25 MINS A ND IN A FIELD WHER DURES & KNEW HOW TO	TTEMPTING T E THE ACFT CONTACT ST	O MAKE UN FLIPPED L . PETERSE	NICOM JPSIDE DOWN BURG FSS,		

and the second sec

12/02/87 A/C Reg. No. N2405F File No. - 2077 SAN ANTONIO,FL Time (Lcl) - 1610 EST ----------MISCELLANEOUS/OTHER Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 2. INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - FLIGHT INSTRUCTOR(ON GROUND) 3. PROPER ASSISTANCE - NOT SELECTED - PILOT IN COMMAND 4. RADAR ASSISTANCE TO VFR AIRCRAFT - NOT OBTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND ----Probable Cause----

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

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

Brief of Accident

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-Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	AL AVIATION) Aircraft SUBSTAN Fire NONE	TAL Crew	Fatal O O	Injur Serious O O	Minor O	
Accident occurred burning -Descent						
-Aircraft Information Make/Model - BEECH C-45H Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 8625 No. of Seats - 10	Eng Make/Model - P & Number Engines - 2 Engine Type - RECI Rated Power - 4	PROCATING-CARBURE	S	Installed/A tall Warnin		
-Environment/Operations Information						
Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Departure Point SAME AS ACC/INC		Airport ON AIR	Proximity PORT		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 270/005 KTS	Destination LOCAL		Airport D OPA LO Rupway	СКА	27L	
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	Runway Runway	Lth/Wid - Surface - Status -	3503/ ASPHAL	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 40 M Biennial Flight Review	ledical Certificat Fligh	e – VALID t Time (H	MEDICAL-NO	WAIVER	S/LIMIT
COMMERCIAL, FLT ENG	Biennial Flight Review Current - UNK/NR	Total -	1500	Last 24	Hrs -	UNK/NR
	Months Since - UNK/NR	Make/Model-	50	Last 30	Days-	UNK/NR

----Narrative----

WHILE PRACTICING SHORT FIELD LANDINGS THE PLT FLARED THE ACFT FOR LANDING AFTER WHICH IT STALLED, DESCENDED RIGHT WING LOW, THEN CRASHED ONTO THE RWY. THE ACFT THEN TOUCHED DOWN ON THE NOSE LANDING GEAR CAUSING IT TO COLLAPSE, & SLID OFF THE RWY.

File No 2137	12/04/87 MIAMI,FL	A/C Reg. No. N4209V	Time (Lc1) - 0900 EST
	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. FLARE - EXCESSIVE 2. STALL/MUSH - INAD	- PILOT IN COMMAND VERTENT - PILOT IN COMMANE		
Occurrence #2 I Phase of Operation	NOSE GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENER/	N AVIATION)	Aircraft	Damage		Iniu	nios	
Type operating certificate none (dener)	AL AVIATION)	SUBSTAN		Injuries Fatal Serious M			None
Type of Operation -INSTRUCTION	AL	Fire			0		1
Flight Conducted Under -14 CFR 91		NONE	Pas	s O	0	0	2
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 310F			ITINENTAL IO-470D	ELT	Installed/	Activated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE		gines - 2			Stall Warnin	ng System	- YES
Max Gross Wt - 6830 No. of Seats - 5		pe - RE( er -	IP-FUEL INJECTED				
NO. OF SEALS - 5	Rated Powe	er -	260 HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	G Last Depar SAME AS A			ON AI	REAL		
Completeness - N/A	Destination			Airport [	)ata		
Basic Weather - VMC	LOCAL			OPA L			
Wind Dir/Speed- 320/013 KTS				_		- 36R	
Visibility - 15.0 SM	ATC/Airspace			Runwa	/ Lth/Wid	- 4374/	244
Lowest Sky/Clouds - CLEAR	Type of F1				/ Surface		
Lowest Ceiling - NONE	Type of Cle				/ Status	- DRY	
Obstructions to Vision- NONE	lype Apch/l		TRAFFIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT			FULL STOP				
-Personnel Information Pilot-In-Command	Age - 27		Medical Certific	ate - VALI		WATVERS	
Certificate(s)/Rating(s)	Biennial Flight I	Review	Fli	ght Time (H	Hours)		
COMMERCIAL	Current	- YES	Total -	400	Last 24	1 Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since	- 18	Tota] - Make/Model- Instrument-	29	Last 30	) Days- UN	IK/NR
	Aircraft Type	∋ - 310K	Instrument-	UNK/NR	Last 90	) Days-	100
			Multi-Eng - I	UNK/NR	Rotorci	raft - UN	NK/NR
Instrument Rating(s) - AIRPLANE							
						·	
-Narrative							
PLT STATED THAT HE HAD MADE THREE TOUCH 8			LANDING, WHILE ATION OF THE LAN				

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File No 2076	12/05/87	OPA LOCKA,FL	A/C Reg. No. N317L	Time (Lcl) - 1140 EST

Occurrence #1 GEAR COLLAPSED Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - FAILURE, TOTAL

----Probable Cause----

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

Brief of Accident

File No 2136 12/10/87	File No 2136 12/10/87 DAYTONA BEACH,FL A/C Reg.			. N8767C Time (Lc1) - C				
Basic Information Type Operating Certificate-NONE (	GENERAL AVIATION)	Aircraft Damag SUBSTANTIAL	e	Fatal	Injur Serious		None	
Type of Operation -PERSON Flight Conducted Under -14 CFR Accident Occurred During -DESCEN	91	Fire NONE	Crew Pass	0 0	0 0	0 0	1 1	
Aircraft Information Make/Model - PIPER PA-18-135 Landing Gear - TAILWHEEL-ALL FIX Max Gross Wt - 1500 No. of Seats - 2	ED Number E Engine 1	Model - LYCOMING ingines - 1 ype - RECIPROCA wer - 135 HP	TING-CARBURE	· S	Installed/A tall Warnin			
Environment/Operations Information-								
Weather Data	Itinerary			•	Proximity			
Wx Briefing - FSS		rture Point		ON AIR	PORI			
Method - TELEPHONE Completeness - UNK/NR	SAME AS Destinatio			Airport D	a+a			
Basic Weather - VMC	LOCAL	/11			CREEK			
Wind Dir/Speed- 120/004 KTS	LOCAL					UNK/NR		
Visibility - 7.0 SM	ATC/Airspac	20			Lth/Wid -			
Lowest Sky/Clouds - 15000 F					Surface -	• .		
	T OVERCAST Type of C					UNK/NR		
Obstructions to Vision- NONE		/Lndg - NONE						
Precipitation - NONE								
Condition of Light - DAYLIGH	Т							
Personnel Information								
Pilot-In-Command	Age - 39	Medica	1 Certificat		MEDICAL-WA	TVERS/ITMT	т	
Certificate(s)/Rating(s)	Biennial Flight			t Time (H		11200/2101	•	
COMMERCIAL	Current		tal -			Hrs - UNK	/NR	
SE LAND, ME LAND		e - 7 Ma				Days- UNK	•	
			strument-			Days-		
	-	Mu	lti-Eng -	10				

#### Instrument Rating(s) - AIRPLANE

#### ----Narrative----

ALTHOUGH THE PLT STATED THAT HE PERFORMED A PREFLT & ENG RUNUP PRIOR TO DEPARTURE WITH NO PROBLEM NOTED, SHORTLY AFTER TAKEOFF, WHILE CLIMBING THROUGH 350 FT, THE ENGINE RPM DROPPED TO & STAYED BETWEEN 1500 & 1600. THE PLT WAS UNABLE TO MAINTAIN ALTITUDE WHILE ATTEMPTING TO RETURN TO THE ARPT. THE ACFT COLLIDED WITH TREES, THEN THE GROUND. THE PAX STATED THAT THE ENG RPM WAS FLUCTUATING DURING THE GROUND CHECK. ACCORDING TO WITHESSES THE ENG DID NOT APPEAR TO BE DEVELOPING FULL POWER AT DEPARTURE. POSTCRASH EXAMINATION OF THE ENGINE REVEALED THAT THE CARBURETOR DISCHARGE NOZZLE WAS PLUGGED BY CONTAMINANTS. THE CARBURETOR HEAT & MIXTURE CONTROL CABLES WERE DISCONNECTED. ENG RUN REVEALED THAT THE LEFT MAGNETO WAS IMPROPERLY TIMED AND ALL LEADS OF THE RT MAGNETO WERE SHORTED. LAST ANNUAL INSPECTION WAS DONE ON 9/24/86.

File No. - 2136 12/10/87 DAYTONA BEACH, FL A/C Reg. No. N8767C Time (Lc1) - 0930 EST ------Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND 2. IGNITION SYSTEM, IGNITION LEAD - SHORTED 3. FUEL SYSTEM, CARBURETOR - CONTAMINATION 4. FUEL SYSTEM, CARBURETOR - BLOCKED (PARTIAL) 5. FUEL SYSTEM, FUEL CONTROL - DISCONNECTED 6. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND 7. MAINTENANCE, INSPECTION OF AIRCRAFT - NOT PERFORMED - OTHER MAINTENANCE PSNL Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 8. OBJECT - TREE(S) 9. AIRCRAFT WEIGHT AND BALANCE - 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) 1,2,6,7

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER)	ΔΙ ΔΥΤΔΤΤΩΝ) Δι	rcraft Damage		Injuries			
Type operating out thirdate none (dener		DESTROYED			Serious		None
Type of Operation -PERSONAL		re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	N	ONE	Pass	0	0	0	1
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - MOONEY M2OJ	Eng Make/Model	- LYCOMING IO-3	60	ELT I	nstalled/	Activated	I - YES/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			St	all Warni	n <mark>g</mark> System	I - YES
Max Gross Wt - 2740		- RECIP-FUEL IN	JECTED				
No. of Seats - 4	Rated Power	- 200 HP					
Environment/Operations Information							
Veather Data	Itinerary			Airport F			
Wx Briefing - TV WX	Last Departure	Point		OFF AIR	PORT/STRI	Р	
Method ~ TV/RADIO	PUNTA GORDA,F	L					
Completeness - UNK/NR	Destination			Airport Da	ita		
Basic Weather - VMC	PINE HILL,AL						
Wind Dir/Speed- UNK/NR						- N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface		
Lowest Ceiling - NONE	Type of Clearan			Runway	Status	- WATER-C	ALM
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-					
Precipitation - NONE		FORCED LA	NDING				
Condition of Light - DAYLIGHT							
Personnel Information	4	Madiaal Oa					MAT T
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 71 Biennial Flight Revie			nt Time (Ho		AIVER5/LI	MII
COMMERCIAL				6600		4 Hrs -	2
SE LAND, ME LAND			odel-	650	Last 3	0 Davs- U	
SE EAND, ME EAND	Months Since - 1 Aircraft Type - M	-20 Instru	ment-	400	Last 9	0 Days-	
		Multi-	Eng -	2800		0 20,0	
Instrument Rating(s) - AIRPLANE							

TOTAL LOSS OF POWER. ATTEMPTS TO RESTART WERE UNSUCCESSFUL. THE ACFT WAS THEN DITCHED APRX 11 NAUTICAL MILES & 146 DEGREES FROM ST. THERESA, FL, NEAR A FISHING VESSEL. THE PLT & PASSENGER THEN EVACUATED THE ACFT & WERE TRANSPORTED TO LAND. THE ACFT HAS NOT BEEN RECOVERED THEREFORE NO DETERMINATION COULD BE MADE AS TO THE LOSS OF POWER REPORTED BY THE PLT.

File No 21	45 12/11/87	ST THERESA, FL	A/C Reg. No. N4324H	Time (Lc1) - 0929 CST
Occurrence #1 Phase of Operation	LOSS OF ENGINE PO CRUISE - NORMAL	WER		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation		сү		
Occurrence #3 Phase of Operation	LANDING			
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Board	d determines that th	e Probable Cause(s) of this accid	ent

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# National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 2144 12/12/87 FELLS	A/C Reg. No. N8	Time (Lc1) - 0745 EST					
-Basic Information Type Operating Certificate-NONE (GENERA		Aircraft Damage SUBSTANTIAL	Injuries Fatal Serious Minor None				
Type of Operation -BUSINESS		Fire	Crew	0	0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	ō	õ	õ	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - PIPER PA-18-150		el - LYCOMING 0-3					- YES-UNK/
Landing Gear - TAILWHEEL-ALL FIXED	Number Engin			-	all Warnin	ng System	- NU
Max Gross Wt - 1625 No. of Seats - 2	Rated Power	- RECIPROCATIN - 150 HP	IG-CARBURE	TUR			
-Environment/Operations Information Weather Data	Itinerary			Airport F	Provimity		
Wx Briefing - NO RECORD OF BRIEFING		e Point			PORT/STRI	<b>b</b>	
Method - N/A	SAME AS ACC						
Completeness - N/A	Destination	,		Airport Da	ita		
Basic Weather - VMC	LOCAL			•			
Wind Dir/Speed- 200/006 KTS				Runway	Ident ·	- N/A	
Visibility - 4.000 SM	······································				Lth/Wid ·		
Lowest Sky/Clouds - 2500 FT SCAT					Surface ·		
Lowest Ceiling - NONE	Type of Clear	ance - NONE		Runway	Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	g - TRAFFIC	PATTERN				
Precipitation - NONE		FULL STO	)P				
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	4	Nadiaal (					T T
Certificate(s)/Rating(s)	Age - 62 Biennial Flight Rev Current -	iew Meurcar c	Fligh	t Time (Ho	MEDICAL W	AIVER5/LIN	11
PRIVATE	Current -	YES Total		814	last 24	1 Hrs - UN	K/NR
SE LAND	Months Since -	15 Make/	Model-	680	Last 30	) Days- UN	
	Aircraft Type -	15 Make/ C-172 Instr	ument-	5	Last 90	Days- UN	
					Rotorci	raft -	1
Instrument Rating(s) - NONE							

COLLIDED WITH A TREE.

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File No. - 2144 12/12/87 FELLSMERE, FL A/C Reg. No. N8OBJ Time (Lcl) - 0745 EST \_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 2. WEATHER CONDITION - CROSSWIND 3. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - TREE(S) \_\_\_\_\_ \_\_\_\_\_ ----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

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Brief of Accident

File No 2143 12/12/87 OCOEE,FL	A/C R	eg. No. N4387C	Т	Time (Lc1) - 1158 EST				
-Basic Information Type Operating Certificate-NONE (GENERAL AV Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	/IATION) Aircraf SUBSTA Fire NONE	Crew	-	Injur Serious O O		None 0 0		
-Aircraft Information Make/Model - CHAMPION 7EC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1450 No. of Seats - 3	Eng Make/Model - CC 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- 280/009 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 2300 FT SCATTERE 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 D Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D ORLAND Runway Runway Runway	ata O WEST	GRASS/TUP			
	e - 66 ennial Flight Review Current - YES Months Since - 1 Aircraft Type - BE-95	Total - Make/Model-	ht Time (H 7512 200 325	ours) Last 24 Last 30 Last 90	IVERS/LIMI Hrs - UNH Days- UNH Days- Paft -			
Instrument Rating(s) - AIRPLANE								

---------Narrative----

THE PLT RPRTD THAT BEFORE TAKEOFF, HE MADE A THOROUGH PREFLT, WHICH INCLUDED A CHECK OF THE FUEL SYS FOR CONTAMINATES & WATER, BUT NO DISCREPANCIES WERE NOTED. SHORTLY AFTER TAKEOFF, AT AN ALT OF APRX 100 FT, THE ENG SPUTTERED & LOST PWR. THE PLT STATED HE MADE A LEFT TURN TO LAND IN A CLEARING, BUT THE MAIN GEAR HIT A PILE OF DIRT. LATER, AN EXAM OF THE CARBURETOR REVEALED THAT IT CONTAINED WATER. THE PLT STATED THAT DRG THE PREFLT, HE ROCKED THE WINGS OF THE ACFT BEFORE DRAINING FUEL SAMPLE & POSSIBLY DID NOT ALLOW ENOUGH TIME FOR ADNL WATER TO ACCUMULATE. THE PLT WAS TAKEN TO A MEDICAL CENTER & TREATED FOR MINOR INJURIES. A CHECK OF HIS BLOOD SHOWED A VERY LOW LVL OF ALCOHOL (0.0074%). THE LAST ANNUAL INSPN OF THE ACFT WAS DATED 7/3/86.

Time (Lc1) - 1158 EST File No. - 2143 12/12/87 OCOEE,FL A/C Reg. No. N4387C ---------Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - WATER 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) \_\_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. 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

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	•	-ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	1
-Aircraft Information Make/Model - BEECH 95-C55	Eng Make/Mode	el - CONTINENTAL	10-520	FIT .	[nstalled//	ctivated	I - YES-UNK
Landing Gear - TRICYCLE-RETRACTABLE	Number Engine		10 520		tall Warnir		
Max Gross Wt - 5300		- RECIP-FUEL	INJECTED	U		.g 0,010.	
No. of Seats - 6	Rated Power						
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NWS	Last Departure	e Point		ON AIRS	STRIP		
Method - UNK/NR	KEYWEST, FL						
Completeness - UNK/NR	Destination	(100		Airport Da		D	
Basic Weather - VMC	SAME AS ACC,	INC			DN FLT STRI	P 01	
Wind Dir/Speed- 160/014 KTS Visibility - 10.0 SM	ATC/Airspace				Ident - Lth/Wid -	-	150
Lowest Sky/Clouds - N/A	Type of Flight	+ Plan - NONE			Surface -		
Lowest Ceiling - 8000 FT BR					Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		PATTERN		otatao	2	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	TOUCH A					
Condition of Light - DAYLIGHT							
Personnel_Information				· · · · · • • •			·
Pilot-In-Command	Age - 32	Medical			MEDICAL-NO	WAIVERS	J/LIMII
Certificate(s)/Rating(s)	Biennial Flight Rev Current -			nt Time (Ho	Last 24		2
COMMERCIAL SE LAND,ME LAND,SE SEA	Months Since -	YES IOTA	/Modol-	1550	Last 24	Days- U	—
HELICOPTER	Current - Months Since - Aircraft Type -	2 Make	nument-	8 325	Last SC	Days Days-	
	Anciart Type	Mult	i-Eng -	25	Rotorcr	aft -	
Instrument Rating(s) - AIRPLANE,	HELICOPTER						

PERSONNEL, THE PUSH-PULL ROD COULD FAIL IF THE UPLOCK ROLLER FAILED. ACCORDING TO THE OWNER THE ACFT & ENG LOGBOOKS COULD NOT BE LOCATED.

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ROLLER. AS A RESULT AFTER THE PLT LOWERED THE LNDG GEAR, THE PUSH-PULL ROD FAILED. ACCORDING TO BEECH ACFT

File No 21	42 12/15/87 MARATHON,FL	A/C Reg. No. N707CC	Time (Lc1) - 1415 EST
Occurrence #1 Phase of Operation	MAIN GEAR COLLAPSED LANDING - ROLL		
Finding(s) 1. LANDING GEAR,NO	RMAL RETRACTION/EXTENSION ASSEMBLY - F	AILURE, PARTIAL	
Occurrence #2 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING - ROLL		
Finding(s) 2. DIRECTIONAL CON	TROL - NOT POSSIBLE -		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 3. OBJECT - TREE(S	)		
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that tr	ne Probable Cause(s) of this accid	ent

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# National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Type Operating Certificate-AGRICULTURAL	AIRCRAFT	Aircraft Dama	age		Injur	ies	
		SUBSTANTIAL		Fatal			None
Type of Operation -AERIAL APPL1		Fire		0	0		1
Flight Conducted Under -14 CFR 137		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA A188B	Eng Make/N	Model - CONTINE	NTAL IO-520	ELT :	[nstalled/#	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FIXED		gines – 1		Si	tall Warnir	ng System	- YES
Max Gross Wt - 4200	<u> </u>	be - RECIP-FU					
No. of Seats - 1	Rated Powe	er - 300 H	ΗP				
Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIF	<b>&gt;</b>	
Method - N/A	SAME AS A						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL				<b>-</b>		
Wind Dir/Speed- 070/010 KTS						18	<u>-</u>
Visibility - 10.0 SM Lowest Sky/Clouds - 3000 FT SCAT	ATC/Airspace		_		Lth/Wid - Surface -		25
Lowest Ceiling - NONE		earance - NON			Status -		
Obstructions to Vision- NONE		_ndg - FULI		Kullway	Status	DRI	
Precipitation - NONE	туре дрепут		_ 5101				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 39 Biennial Flight F	Medio	cal Certificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight F	Review	Fligh	t Time (Ho	ours)		
PRIVATE, COMMERCIAL	Current	- YES -	Total -	875	Last 24	Hrs - UN	IK/NR
SE LAND, ME LAND	Months Since	- 7	Make/Model- UN	K/NR	Last 30	) Days- UN	IK/NR
	Aircraft Type	∋ - PA-28	Instrument-	0	Last 90	) Days- UN	IK/NR
Instrument Rating(s) - NONE							
Narrative							

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File No. - 2141 12/18/87 SOUTH BAY, FL A/C Reg. No. N731LS Time (Lcl) - 1130 EST \_\_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 2. WEATHER CONDITION - CROSSWIND 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - LOOSE OBJECTS \_\_\_\_\_ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

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Brief of Accident

Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Dama		Injuries			
T 0.0		DESTROYED			Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	2
Accident Occurred During -LANDING		NONE	Fass	0	0	U	0
Aircraft Information							
Make/Model - PIPER PA-23-250		Model - LYCOMING					
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5200		gines - 2 pe - RECIP-FU		St	all Warnin	g System	- YES
No. of Seats - 6		er - 250 H					
Environment/Operations Information							
Weather Data	Itinerary	Auron Dalad	4		roximity		
Wx Briefing - NO RECORD OF BRIEF Method - N/A	ING Last Depar MONTEGO	ture Point		UFF AIR	PORT/STRIP		
Completeness - N/A	Destination		Δi	rport Da	ta		
Basic Weather - VMC	ANDROS I						
Wind Dir/Speed- 100/007 KTS						N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 1500 FT S	CATTERED Type of F1	ight Plan - NONE			Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of C1 Type Apch/	earance - NUNE		Runway	Status -	WATER -	СНОРРУ
Precipitation - NONE	туре арсп/	Linug - FURC	ED LANDING				
Condition of Light - NIGHT(DARK	)						
Personnel Information							
Pilot-In-Command	Age - 44	Medic	al Certificate	- VALID	MEDICAL-WA	IVERS/LI	4IT
Certificate(s)/Rating(s)	Age - 44 Biennial Flight	Review	Flight	Time (Ho	urs)		
PRIVATE	Current Months Since Aircraft Typ	- UNK/NR T	otal - 15	00	Last 24	Hrs - U	NK/NR
SE LAND, ME LAND	Months Since	- UNK/NR M	ake/Model- UNK/	NR	Last 30	Days- UN	NK/NR
	Aircraft lyp	e - UNK/NR I	nstrument- UNK/ ulti-Eng - UNK/		Last 90 Rotorcr	Days-	
		[V]	uiti-eng - UNK/	INK	Rotorer	art - 01	NK/INR
Instrument Rating(s) - AIRPLANE							
Narrative							
	DIVOT DEDODTED THAT	THEY WERE OUT O			IC .		

	48 12/23/87	MARATHON, FL	A/C Reg. No. N5433Y	Time (Lcl) - 1830 EST
Occurrence #1 Phase of Operation		OWER(TOTAL) - NON-MECHAN	ICAL	
Finding(s) 1. FLUID,FUEL - EX 2. FUEL CONSUMPT 3. FUEL SUPPLY - I	ION CALCULATIONS -			
000000000 #2	FORCED LANDING			
Phase of Operation	DESCENT - EMERGE	NCY 		

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

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Brief of Accident

-Basic Information				-	•	
Type Operating Certificate-NONE (GENERAL /	VIATION) A1rci	raft Damage	Fat	Injuries Fatal Serious Minor		
Type of Operation -PERSONAL	Fire	FROYED		0 1		None O
Flight Conducted Under -14 CFR 91	NONE	E	Pass	1 0	Ō	0
Accident Occurred During -MANEUVERING						
-Aircraft Information						
Make/Model - CESSNA 150H	Eng Make/Model -	CONTINENTAL 0-20	A-00	ELT Installe	d/Activated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall War	ning System	- YES
Max Gross Wt - 1600 No. of Seats - 2	Engine Type - Rated Power -		RBORFIOR			
-Environment/Operations Information Weather Data	<b>T 4</b> <i>1</i> <b>1 1 1 1</b>					
Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	int		ort Proximit F AIRPORT/ST		
Method - N/A	MERRITT ISLAND, F		UF	F AIRPURI/SI	RIP	
Completeness - N/A	Destination	-	Airpo	rt Data		
Pasic Weathen - INC	MILTON, FL					
Wind Dir/Speed- 130/006 KTS			Ru	nway Ident	- N/A	
VISIDILITY900 SM				nway Lth/Wid		
Lowest Sky/Clouds - UNK/NR	Type of Flight Pla	an - NONE		nway Surface		
Lowest Ceiling - 200 FT OVERCA			Ru	nway Status	- N/A	
Obstructions to Vision- FOG	Type Apch/Lndg	~ NONE				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command Ad	10 - 40	Modical Conti	ficato - V			ATT
Certificate(s)/Rating(s)	ge - 40 iennial Flight Review	Medical certi	Flight Tim	e (Hours)	WAIVER5/LI	
PRIVATE	Current - YES	Total	- 156	Last	24 Hrs - U	vk/NR
SE LAND	Months Since - 2	Make/Mode	1- 156	Last	30 Days- UN	NK/NR
	Months Since - 2 Aircraft Type - C-15	50 Instrumer	nt- 4	Last	90 Days- UN	NK/NR
Instrument Rating(s) - NONE						
-Narrative						

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 File No. - 2163
 12/24/87
 DESTIN,FL
 A/C Reg. No. N7005S
 Time (Lc1) - 1300 CST

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

 Finding(s)
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 1. OBJECT - RESIDENCE
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 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
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 .

 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 .
 .

 4. WEATHER CONDITION - FOG
 .
 .

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) 2,4

state was well in a same way or

Brief of Accident

Basic Information					<b>-</b> .		
Type Operating Certificate-NONE (GENER		Aircraft Damage SUBSTANTIAL		atal	Injur Serious		None
Type of Operation ~PERSONAL		Fire	Crew	0	0	1	0
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	ò	ŏ
Accident Occurred During -DESCENT				-	-	-	-
Aircraft Information							
Make/Mode1 - CRUSENBERRY WINDWAGON	Eng Make/Mod	el - ROTAX 277 es - 1		ELTI	nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED					all Warnir	ng System	- NO
Max Gross Wt - 525		- RECIPROCATI	NG-CARBURE I DI	~			
No. of Seats - 1	Rated Power	- 28 HP					
Environment/Operations Information							
Weather Data	Itinerary		Α		roximity		
Wx Briefing - NO RECORD OF BRIEFING	•			ON AIRP	ORT		
Method - N/A	SAME AS ACC	/INC					
Completeness - N/A	Destination		Aii	rport Da			
Basic Weather - VMC	LOCAL				ACH COUNTY		
Wind Dir/Speed- 120/007 KTS					Ident -		
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 25000 FT THIN					Surface -		
	Type of Clear			Runway	Status -	DRY	
	Type Apch/Lnd	g - NUNE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information		•• •• •					
Pilot-In-Command	Age - 64	Medical	Certificate Flight	- VALID	MEDICAL-WA	IVERS/LI	MII
Certificate(s)/Rating(s)	Biennial Flight Rev	1ew Tata	Flight	IIME (HC	ours)		
STUDENT	Current - Months Since -	N/A lota	1 ,- ( /Mode1- UNK/1		Last 24	Hrs - U ) Days- U	
	Aircraft Type -	N/A Make	rument- UNK/I		Last 30	) Days- U ) Days- U	
	Afficiant Type -	Mult	i-Eng - UNK/I	NR	Rotorcr	haft - U	
			5				
Instrument Rating(s) - NONE							

WHILE ON A HIGH SPEED TAXI TEST THE ACFT INADVERTENTLY BECAME AIRBORNE. WHILE LOOKING OUT THE RT SIDE OF THE ACFT THE PLT ROLLED IT INTO A RT BANK. HE THEN LEVELED THE WINGS AFTER WHICH THE ACFT STALLED, TOUCHED DOWN AND SEPARATED THE MAIN LANDING GEAR WHEELS FROM THE LANDING GEAR. THE MAIN LANDING GEAR THEN DUG INTO THE GROUND & THE ACFT CAME TO AN ABRUPT STOP.

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File No 21	47 12/26/87 LANTANA,FL	A/C Reg. No. N5223C	Time (Lcl) - 1700 EST
Occurrence #1 Phase of Operation	MISCELLANEOUS/OTHER TAXI		
Finding(s) 1. LIFT-OFF - INAD	VERTENT - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT TAKEOFF	•	
	- IMPROPER USE OF - PILOT IN COMMAND TENT - PILOT IN COMMAND		
Occurrence #3 Phase of Operation	HARD LANDING DESCENT - UNCONTROLLED		

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

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### Brief of Accident (Continued)

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# National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 2146 12/27/87 TALLA	HASSEE, FL	A/C Reg.	No. N89126	Т	ime (Lcl) -	2250 EST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da SUBSTANTIA		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	0 0	1 1
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Er	/Model - LYCOMI ngines - 1 /pe - RECIPR wer - 110	OCATING-CARBUR	S	Installed/Ad tall Warning		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR	Itinerary Last Depar ST AUGUS Destination				Proximity RPORT/STRIP		
Basic Weather - IMC Wind Dir/Speed- 140/007 KTS Visibility750 SM Lowest Sky/Clouds - N/A	TALLAHAS ATC/Airspace	SSEE,FL e light Plan - VF learance - NC /Lndg - ST		Runway Runway Runway		ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 21 Biennial Flight		ical Certifica Flig	te - VALID ht Time (H		WAIVERS/	LIMIT
PRIVATE SE LAND, ME LAND	Current Months Since Aircraft Typ	e - UNK/NR	Total - Make/Model- Instrument- Multi-Eng -	74 12	Last 24 Last 30 Last 90	Days-	10 23 35
Instrument Rating(s) - NONE							
Narrative N ROUTE TO THE DESTINATION DURING A CROSS CO EATHER CONDITIONS BELOW MINIMUMS. UNABLE TO ATED PLT REQUESTED VECTORS TO THE DESTINATIO HREE ASR APCHS WERE ATTEMPTED EACH RESULTING LT WAS THEN VECTORED TO ANOTHER ARPT DUE TO ISIBILITY DUE TO GROUND FOG THE FLT WAS ATTE JEL EXHAUSTION. A FORCED LANDING WAS PERFORM DUCHED DOWN ON A ROAD, LEFT IT, TRAVELLED IN DSITION.	LAND AT THE ALTER N ARPT & ADVISED IN A MISSED APCH A REPORT OF BETTE MPTED TO RETURN T ED DURING WHICH,	RNATE DUE TO PO THE CONTROLLER H BECAUSE OF PO ER WEATHER. UNA FO THE DESTINAT THE RT WING CO	OR VISIBILITY THAT THE ACFT OR VISIBILITY BLE TO LAND BE ION ARPT WHEN LLIDED WITH A	THE NON-IN WAS LOW O DUE TO GRO CAUSE OF P THE ENG QU POLE. THE	STRUMENT N FUEL. UND FOG. THE OOR IT DUE TO ACFT THEN		

Time (Lc1) - 2250 EST File No. - 2146 12/27/87 TALLAHASSEE, FL A/C Reg. No. N89126 Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CLIMB - TO CRUISE Finding(s) 1. WEATHER OBSERVATION - DISREGARDED - PILOT IN COMMAND OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 2. 3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 5. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 6. OBJECT - POLE 7. LIGHT CONDITION - DARK NIGHT 8. WEATHER CONDITION - LOW CEILING 9. WEATHER CONDITION - FOG Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 10. TERRAIN CONDITION - DITCH ON GROUND COLLISION WITH OBJECT Occurrence #4 Phase of Operation LANDING - ROLL Finding(s) 11. OBJECT - FENCE \_\_\_\_\_ NOSE OVER Occurrence #5 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Brief of Accident (Continued)

Factor(s) relating to this accident is/are finding(s) 1,2,6,7,8,9,10

Brief of Accident

-Basic Information		_				
Type Operating Certificate-NONE (GENERAL A		t Damage		Injur Serious		- Novo
Type of Operation -PERSONAL	SUBSTA Fire	VIIAL Crev	Fatal V O	0	Minor O	
Flight Conducted Under -14 CFR 91	NONE	Pas		0	0	_
Accident Occurred During -LANDING	NONE	1 40		Ŭ	Ũ	Ŭ
-Aircraft Information						
Make/Model - EMBRAER EMB-120	Eng Make/Model - P			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	tall Warnin	ng Syste	em – UNK/NF
Max Gross Wt - 25353	Engine Type - TU					
No. of Seats ~ 32	Rated Power -	578 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point		ON AIR	PURI		
Completeness - N/A	ATLANTA,GA Destination		Airport D	a+a		
Basic Weather - VMC	LOCAL			COUNTY		
Wind Dir/Speed- 270/004 KTS	LOCAL					2
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - 3000 FT SCATTER		- NONE		Surface -		
Lowest Ceiling - 25000 FT BROKEN	Type of Clearance	- VFR	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- ADF/NDB				
Precipitation - NONE		STRAIGHT-IN				
Condition of Light - NIGHT(BRIGHT)		FULL STOP				
-Personnel Information						
	e - 41				) WAIVE	RS/LIMIT
	ennial Flight Review	Flig	ght Time (H	ours)		2
COMMERCIAL, ATP	Current - YES	Total -	/508	Last 24		
SE LAND, ME LAND	Months Since - 7 Aircraft Type - EMB-12	Make/Model-		Last 30 Last 90		
	Anterart Type - EMB-12	Multi-Eng - l	JNK/NR	Rotorcr		
Instrument Rating(s) - AIRPLANE						

THE COMMUTER AIRLINE PILOT COMPETENCY/PROFICIENCY CHECK FLIGHT WAS PROGRESSING NORMALLY, ACCORDING TO THE CREW, UNTIL THE SOUND OF THE PROPELLERS CONTACTING THE RUNWAY INTERRUPTED THE ROUTINE. NO MECHANICAL, ELECTRICAL, OR HYDRAULIC PROBLEM WAS FOUND. THE CHECK AIRMAN SET UP MULTIPLE SIMULATIONS OF POWERPLANT, INSTRUMENTATION, AND LIFT CONTROL DEVICE MALFUNCTIONS DURING THIS APPROACH. THESE DISTRACTIONS, ALONG WITH EXTENDED BRIEFINGS ON HOW TO HANDLE THE UNUSUAL CONFIGURATION DURING THE LANDING SEQUENCE, DISRUPTED THE CREWS ROUTINE.

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File No. - 2192 7/13/87 ATLANTA, GA A/C Reg. No. N211AS Time (Lc1) - 2215 EDT Occurrence #2 GEAR NOT EXTENDED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - CHECK PILOT 2. EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND 3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND. 4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND 5. SUPERVISION - INADEQUATE - CHECK PILOT \_\_\_\_\_ \_\_\_\_\_ ----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

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#### National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 2021 8/19/87 CAMILIA,	GA A/C Reg. N	A/C Reg. No. N7559T			0925 EC	т
Basic Information Type Operating Certificate-NONE (GENERAL A Type of Operation -PERSONAL	/IATION) Aircraft Dam DESTROYED Fire	age Crew	Fatal 1	Injur Serious O	ries Minor O	None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	NONE	Pass	0	0	0	0
Aircraft Information Make/Model - CESSNA 172A Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4	Eng Make/Model - CONTINE Number Engines - 1 Engine Type - RECIPRO Rated Power - 145	CATING-CARBURE	S	Installed/A tall Warnin		•
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point CAMILIA.GA			Proximity RPORT/STRIP	,	
Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 250/008 KTS Visibility700 SM	Destination APALACHICOLA,FL ATC/Airspace Type of Flight Plan - NON	E	Runway Runway	Ident - Lth/Wid - Surface -		
Personnel-Information Pilot-In-Command Age Certificate(s)/Rating(s) Bie PRIVATE SE LAND	ennial Flight Review Current - YES	Total - Make/Model~	t Time (Ho 117 44	ours) Last 24	Hrs - L Days- L	INK/NR INK/NR

Instrument Rating(s) - NONE

----Narrative----

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THIS FLT HAD BEEN DELAYED SEVERAL DAYS DUE TO POOR WEATHER IN THE AREA. ON THE DAY OF THE FLT THE PLT WAITED UNTIL THE LOCAL AREA FOG HAD DISSIPATED BEFORE DEPARTING THE PRIVATE AIR STRIP. THE ACFT WAS HEARD ABOVE THE CLOUDS ABOUT FIVE MILES FROM THE CRASH SITE. WITNESSES AT THE CRASH SITE ALSO REPORTED HEARING THE AIRCRAFT CIRCLING OVERHEAD. ONLY ONE OF THEM GOT A GLIMPSE OF IT JUST ABOVE THE TOPS OF THE TREES. CLOUDS WERE AT TREE TOP HEIGHT IN THE AREA. THE ACFT WAS IN ITS THIRD CIRCLE WHEN IT STRUCK THE GROUND AND A FENCE.

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File No 202	1 8/19/87	CAMILIA,GA	A/C Reg.	No. N7559T	Time (Lcl) - 0925 EDT
Occurrence #1	IN FLIGHT ENCOUNT	ER WITH WEATHER			
hase of Operation					
1. WEATHER EVALUATI	DN - INADEQUATE -	PILOT IN COMMAND			• •
2. WEATHER CONDITIO					
		OBTAINED - PILOT IN C	OMMAND	-	
4. IN-FLIGHT PLANNI	-				
5. VFR FLIGHT INTO	IMC - INADVERIENI				
Occurrence #2	IN FLIGHT COLLISI	ON WITH TERRAIN/WATER			
Phase of Operation	MANEUVERING				
Finding(s)					
<ol> <li>ALTITUDE - NOT M</li> <li>EMERGENCY PROCED</li> </ol>					
7. EMERGENCI FROCED	SRE = NOT OSED = F				
Probable Cause	-				

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

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

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Brief of Accident

SUBSTANT Fire NONE	Crew	Fatal O			None 1
		0	0	õ	0
Number Engines - 1 Engine Type - RECI	PROCATING-CARBUR	S	tall Warnir	ng System ·	- YES
Type of Clearance -	NONE	Airport OFF AI Airport D EMANUE Runway Runway Runway	Proximity RPORT/STRIF ata L CO Ident Lth/Wid Surface	- N/A - N/A - DIRT	
nnial Flight Review Current - YES Months Since - 6	Fligh Total - Make/Model- Instrument-	nt Time (H 601 88 112	ours) Last 24 Last 30	4 Hrs - D Days- UNI	1 K/NR
r	Number Engines - 1 Engine Type - RECI Rated Power - 1 Itinerary Last Departure Point DUBLIN,GA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg - - 24 Monial Flight Review Current - YES Months Since - 6 Aircraft Type - PA-28R	Number Engines - 1 Engine Type - RECIPROCATING-CARBURE Rated Power - 160 HP Itinerary Last Departure Point DUBLIN,GA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING - 24 Medical Certificat nial Flight Review Fligh Current - YES Total - Months Since - 6 Make/Model- Aircraft Type - PA-28R Instrument- Multi-Eng -	Number Engines - 1SEngine Type- RECIPROCATING-CARBURETOR Rated Power- 160 HPItineraryAirportLast Departure PointOFF AIDUBLIN,GADestinationAirport DSAME AS ACC/INCATC/AirspaceRunway Runway Type of Flight Plan - NONEType of ClearanceNONEPaper Apch/LndgFORCED LANDING-24Medical Certificate - VALID Current- 601 Months Since-24Months Since- 6Make/Model-88 Aircraft TypeAircraft TypePA-28RInstrument-112 Multi-EngMulti-Eng40	Number Engines - 1       Stall Warning         Engine Type       - RECIPROCATING-CARBURETOR         Rated Power       - 160 HP         Itinerary       Airport Proximity         Last Departure Point       OFF AIRPORT/STRIF         DUBLIN, GA       OFF AIRPORT/STRIF         DUBLIN, GA       Airport Data         SAME AS ACC/INC       EMANUEL CO         Runway Ident       -         ATC/Airspace       Runway Surface         Type of Flight Plan       NONE         Type of Clearance       NONE         Type Apch/Lndg       - FORCED LANDING	Number Engines - 1Stall Warning SystemEngine Type- RECIPROCATING-CARBURETORRated Power- 160 HPItineraryAirport ProximityLast Departure PointOFF AIRPORT/STRIPDUBLIN, GADestinationAirport DataEMANUEL COSAME AS ACC/INCEMANUEL COATC/AirspaceRunway IdentType of Flight PlanNONEType of ClearanceNONEType Apch/Lndg- FORCED LANDING-24Medical Certificate- VALID MEDICAL-WAIVERS/LIMnnial Flight ReviewFlight Time (Hours)Current- YESMonths Since6Make/Model88Aircraft Type - PA-28RInstrument-Multi-Eng -40

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File No 20	88 10/23/87	SWAINSBORO,GA	A/C Reg. No. N4946G	Time (Lc1) - 1430 EDT
Occurrence #1 Phase of Operation				
Finding(s) 1. FLUID,FUEL - ST 2. FUEL TANK SEL		MPROPER - PILOT IN COMMAN		
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN		
Finding(s) 3. PROPER DESCENT 4. LANDING GEAR,MA				
Occurrence #4 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that the Pr	robable Cause(s) of this accide	ent

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# National Transportation Safety Board Washington, D.C. 20594

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Aircr	aft Damage			Inju	ries	
		TANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0.	0	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - HILLER UH-12B	Eng Make/Model -						
Landing Gear - SKID	Number Engines -				all Warniı	ng System ·	- UNK/NR
Max Gross Wt - 2500	Engine Type -		REURET	OR			
No. of Seats - 3	Rated Power -	210 HP					
-Environment/Operations Information							
Weather Data	Itinerary				roximity	_	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt		OFF AIR	PORT/STRI	2	
Method - N/A	CARROLLTON, GA			innent De	**		
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		А	irport Da	ita		
Wind Dir/Speed- VARIABLE	SAME AS ACC/INC			Runway	Ident	- N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE				- GRASS/TU	RE
Lowest Ceiling - NONE	Type of Clearance				Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN		-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 39					AIVERS/LIM:	[ T
Certificate(s)/Rating(s)	Biennial Flight Review			Time (Ho		<b>4</b> 14.5 5	
COMMERCIAL	Current - YES	Total Make/Mode	- 3	141	Last 24	4 Hrs -	2
SE LAND, ME LAND	Months Since - 11 Aircraft Type - M-20	Make/Mode	1- +-	28	Last 30	) Days- UN⊧ ) Days-	•
HELICOPTER	All'chart Type - M-20	F Instrumen Multi-Eng	-	52	Rotorci	raft -	
Instrument Rating(s) - AIRPLANE							
-Narrative TAIL ROTOR 90 DEGREE GEARBOX MOUNTING FLA	NGE FRACTURED DURING APCH	TO LAND, WHILE	тне не	LICOPTER	WAS AT AB	оит	

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File No 20	23 11/07/87	NEWNAN, GA	A/C Reg. No.	N922TE	Time (Lc1) - 1330 EST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONEN APPROACH - VFR PA	, - ,			
<ol> <li>ROTOR DRIVE SYS</li> <li>ROTOR DRIVE SYS</li> </ol>	TEM,TAIL ROTOR GEAR TEM,TAIL ROTOR GEAR TEM,TAIL ROTOR GEAR PERFORMED - PILOT I	BOX(90 DEG) - FAT BOX(90 DEG) - SEP	IGUE		
Occurrence #2 Phase of Operation	ROLL OVER LANDING				
Finding(s) 5. DIRECTIONAL CON	TROL - REDUCED -				
5. DIRECTIONAL CON					

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

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### National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 2050 11/22/87 THOMS	ion, ga	I,GA A/C Reg. No. N7109L					т
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING		NONE	Pass	0	ō	Ō	0
Aircraft Information							
Make/Model - GRUMMAN AA-5A		el - LYCOMING 0-3	20-E2G		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engin				tall Warnir	ng System	- YES
Max Gross Wt - 2200		- RECIPROCATIN	IG-CARBURE	IOR			
No. of Seats - 4	Rated Power	- 150 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	e Point		OFF AI	RPORT/STRIF	•	
Method - N/A	THOMSON, GA						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	VILLA RICA,	GA					
Wind Dir/Speed- 280/005 KTS				Runway	Ident -	N/A	
Visibility - 25.0 SM	ATC/Airspace			Runway	'Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NONE		Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clear	ance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lnd	g - None					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 18	Medical C	ertificat	e - VALID	MEDICAL-NO	WAIVERS	/I TMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			t Time (H			,
PRIVATE			-			Hrs -	2
SELAND		3 Make/				) Davs- U	
	Aircraft Type -	AA-5 Instr	ument-	4	Last 90	-	7

#### Instrument Rating(s) - NONE

----Narrative----

THE AIRPLANE STRUCK HIGH-TENSION POWER LINES WHILE MANEUVERING AT ABOUT 100 FT AGL. THE COLLISION OCCURRED ABOUT 2/10 OF A MILE FROM THE RESIDENCE OF THE PLT'S GIRLFRIEND. ONE OF THE WIRES FELL TO THE GROUND, DAMAGING AN AUTO AND SETTING A FIELD ON FIRE. THE AIRPLANE RETURNED TO THE LOCAL ARPT IT HAD DEPARTED FROM EARLIER, AND LANDED WITHOUT FURTHER INCIDENT. THE AIRPLANE SUSTAINED STRUCTURAL DAMAGE TO THE VERTICAL STABILIZER AND ONE OF THE WINGS.

File No. - 2050 11/22/87 THOMSON, GA A/C Reg. No. N7109L Time (Lc1) - 1530 EST \_\_\_\_\_ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. LOW PASS - PERFORMED - PILOT IN COMMAND 4. OSTENTATIOUS DISPLAY - PILOT IN COMMAND 5. 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) 3,5

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

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### National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 2129 11/24/87 WAYNE	SBORD, GA	D,GA A/C Reg. No. N4081V			ime (Lcl) -	0850 ES	ST
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L Fi	rcraft Damage JBSTANTIAL re DNE	Crew Pass			ies Minor O O	None 1 O
-Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engines	- CONTINENTAL O - 1 - RECIPROCATING - 100 HP		St	[nstalled/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 - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure   SAME AS ACC/II Destination LOCAL ATC/Airspace Type of Flight   Type of Clearand Type Apch/Lndg	NC Plan - NONE ce - NONE		Runway Runway	PORT ata COUNTY Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 45 Biennial Flight Review Current - N, Months Since - N, Aircraft Type - N,	v /A Total /A Make/M	Fligh -	t Time (Ho	ours) Last 24	Hrs - I	INK / NR
Instrument Rating(s) - NONE							

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----Narrative----THE STUDENT PLT'LOST CONTROL OF THE AIRPLANE WHILE LANDING, DURING HIS SECOND SUPERVISED-SOLO FLT. THE AIRPLANE VEERED OFF OF THE RWY INTO A DITCH WHERE THE NOSEGEAR COLLAPSED AND THE AIRPLANE NOSED OVER. THE WIND WAS REPORTEDLY CALM.

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File No. - 2129 11/24/87 A/C Reg. No. N4081V WAYNESBORO, GA Time (Lcl) - 0850 EST \_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.3

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

Brief of Accident

File No 2096 12/06/87 LAGRAM	2096 12/06/87 LAGRANGE,GA A/C Reg. No. N5587J Time (Lc1) - 1443 EST					ſ 		
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	_ AVIATION)	Aircraft Damage DESTROYED Fire NONE	Crew Pass	Fatal 1 3	Injur Serious O O		None O O	
Aircraft Information Make/Model - PIPER PA-32-260 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400 No. of Seats - 6	Number Eng Engine Typ	odel - LYCOMING D- ines - 1 e - RECIPROCATI r - 260 HP		S	Installed/A tall Warnin			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/003 KTS Visibility - 12.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Devest Sky/Clouds - UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT	PINE MOUN Destination CANTON,GA ATC/Airspace Type of Fli CAST Type of Cle Type Apch/L	TAIN,GA ght Plan - NONE	LANDING	OFF AII Airport Da Runway Runway Runway Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A N/A CONCRETE DRY		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 38 Biennial Flight R Current	Medical	Certificat Fligh 1 -	e - VALID t Time (Ho 150	MEDICAL-NO ours) Last 24	WAIVERS/L	IMIT	

#### Instrument Rating(s) - NONE

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#### ----Narrative----

PLT LOST POWER IN CRUISE, IN DAY, VMC. MADE APCH TO INTERSTATE HWY 185. HIT OVERPASS SUPPORT COLUMN AT 15 FEET AGL. ENGINE OVERHAULED 51 HOURS BEFORE ACCIDENT. OVERHAUL RECORDS INDICATED MAGNETO REPAIR. ANNUAL INSP RECORDS INDICATED COMPLIANCE WITH AD 78-09-07, REGARDING MAGNETO. POSTCRASH EVIDENCE INDICATED INADEQUATE OVERHAUL, CARBURETOR AND MAGNETO NOT OVERHAULED. MECHANIC HAD LENGHTY HISTORY OF VIOLATIONS BY FAA FOR IMPROPER REPAIRS. POSTCRASH TESTING SHOWED LEFT MAG FIRING INTERMITTENTLY & CARB THROTTLE VALVE SEALS LEAKING, INDUCING A LEAN MIXTURE. CARB ACCELERATOR PUMP WEAK. ENGINE HESITATED WHEN THROTTLE JAMMED DURING POSTCRASH ENGINE RUN. PIC GOT PVT CERTIFICATE 9/73.

File No. - 2096 12/06/87 LAGRANGE, GA A/C Reg. No. N5587J Time (Lc1) - 1443 EST \_\_\_\_ Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. IGNITION SYSTEM, MAGNETO - ERRATIC 2. MAINTENANCE, OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL 3. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - OTHER MAINTENANCE PSNL 4. FUEL SYSTEM, CARBURETOR - LEAK ------Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY 5. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND 6. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND \_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) 7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 8. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 9. OBJECT - BRIDGE/OVERPASS ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7

Brief of Accident (Continued)

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,8,9

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Brief of Accident

File No 2022 12/09/87 MON	ROE,GA	A/C Reg.	No. N3441B	T 	ime (Lcl) -	1515 EST	
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire		$i \qquad 0$			None 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE			0		0
-Aircraft Information							
Make/Model - BEECH D35			IENTAL IO-520		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE		jines – 1		S	itall Warnin	ng System ·	- UNK/NR
Max Gross Wt - 3400			FUEL INJECTED				
No. of Seats - 4	Rated Powe	er - 285	i HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		ure Point		ON AIR			
Method - N/A	SAME AS A			ON AIN	SIRI		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			AERIE			
Wind Dir/Speed- 270/006 KTS				Runway	/Ident -	15	
Visibility - 7.0 SM				Runway	/Lth/Wid -	2000/ 3	300
Lowest Sky/Clouds - UNK/NR	Type of Fli	ght Plan - NO	INE	Runway	Surface -	GRASS/TUP	₹F
Lowest Ceiling - 2300 FT BR	OKEN Type of Cle	arance - NO	NE	Runway	Status -	DRY	
Obstructions to Vision- NONE		.ndg - ST					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 51	Man	lical Certifica	te - VΔIID	MEDICAL-WA	TVERS/LITMI	т
Certificate(s)/Rating(s)	Biennial Flight R		Flig			11200/2100	
COMMERCIAL, ATP	Current	- YES	Total -			Hrs -	3
SE LAND, ME LAND	Months Since	- 2	Make/Model-				
	Aircraft Type	e - L-1011	Instrument-	4177	Last 90	Davs-	155
GLIDER							

----Narrative----

THE BEECH D35 WAS LANDING AT A PRIVATE AIRSTRIP FROM WHICH IT HAD DEPARTED FIFTEEN MINUTES EARLIER. THE FINAL APPROACH WAS TO THE SOUTH, INTO THE SUN. ON SHORT FINAL THE PILOT LOOKED DOWN TO VERIFY THAT THE GEAR WAS DOWN. HE LOOKED OUTSIDE AGAIN JUST IN TIME TO SEE A TRACTOR-TRAILER PRIOR TO IMPACT. THE LEFT MAIN LANDING GEAR IMPACTED THE TOP RIGHT FRONT CORNER OF THE TRAILER. THE ACFT ROTATED APPROXIMATELY 70 DEGREES PRIOR TO IMPACT WITH THE GROUND. INVESTIGATION BY THE HIGHWAY PATROL REVEALED THAT VEHICLES TRAVELING IN A WESTERLY DIRECTION ON COUNTY ROAD 457 WERE HIDDEN BY TREES ON THE SIDE OF THE RAOD OPPOSITE THE AIRSTRIP. THE TRUCK DRIVER WAS NOT INJURED.

File No. - 2022 12/09/87 MONROE, GA A/C Reg. No. N3441B Time (Lc1) - 1515 EST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. OBJECT - VEHICLE 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 4. LIGHT CONDITION - SUNGLARE 5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) 6. TERRAIN CONDITION - HIGH VEGETATION \_\_\_\_\_ 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) 2

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

# National Transportation Safety Board

Washington, D.C. 20594

Brief of Accident

File No 2029 12/12/87 MOL	MOULTRIE,GA A/C Reg. No. N3632W Time (Lc1) - 1255 EST						
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	RAL AVIATION)	Aircraft D DESTROYED Fire NONE	Crew	Fatal 1 2	Injur Serious O O	Minor	None 0 0
Accident Occurred During -DESCENT							
Aircraft Information Make/Model - PIPER PA-32-260 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400 No. of Seats - 6	Number Engine	Engines - 1	IING 0-540-E4B5 ROCATING-CARBURE	S	Installed/A tall Warnin		
Environment/Operations Information							
Weather Data Wx Briefing - FSS		arture Point			Proximity RPORT/STRIP	,	
Method - ACFT RADIO Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 230/003 KTS	ABERDE Destinati DAYTON	•		Airport D MOULTR	IE	N/A	
Visibility - 4.000 SM Lowest Sky/Clouds - 1000 FT SC Lowest Ceiling - 1800 FT BR	ATC/Airspa ATTERED Type of	Flight Plan - N	IONE	Runway Runway	Lth/Wid - Surface -	N/A N/A N/A N/A	
Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT		h/Lndg - N		Kuliway	Status	N/ A	
Personnel Information	A				MEDICAL		
<pre>Pilot-In-Command    Certificate(s)/Rating(s)</pre>	Age – 48 Biennial Fligh		dical Certificat Fligh	te - VALID nt Time (H		IVERS/LIM	11
PRIVATE SE LAND	Current	- YES	Total - Make/Model- Instrument-	393	last 24	Hrs - Days- UN Days- UN	K/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT WAS ON A PERSONAL VFR FLT WITH HIS WIFE AND SON. DURING THE COURSE OF THE FLT, HE ENTERED DETERIORATING WEATHER CONDITIONS. HE WAS ADVISED THAT THERE WERE SCATTERED RAIN SHOWERS AHEAD. HE CONTINUED ON HIS TRACK AND ADVISED APCH CONTROL THAT HE HAD LOST CONTACT WITH THE GROUND AND THOUGHT HE HAD BETTER TURN BACK UNLESS HE BROKE OUT SHORTLY. APCH CONTROL OBSERVED THE RADAR RETURN BEGIN A RIGHT TURN AND THE PLT'S TRANSMISSION WAS CUT OFF DURING THE TURN. RADAR CONTACT WAS LOST AT 2,500 FEET AND THE ACFT WRECKAGE WAS FOUND SCATTERED OVER ALMOST 1,000 FEET. THE ACFT HAD BROKEN UP IN FLIGHT.

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File No. - 2029 12/12/87 MOULTRIE, GA A/C Reg. No. N3632W Time (Lcl) - 1255 EST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - CLOUDS 2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND 3. WEATHER CONDITION - FOG 4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 6. SPATIAL DISORIENTATION - PILOT IN COMMAND \_\_\_\_\_ 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) 2,4,5,6

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

Brief of Accident

File No 2159 12/26/87 W	ARNER-ROBINS, GA	A/C Reg. No. N	13609	Т	ime (Lcl) -	1010 EST	
Basic Information Type Operating Certificate-NONE (GE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT		Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injur Serious 1 O		None O O
Aircraft Information Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engi	- RECIPROCATI		S	Installed/Ad tall Warning		- YES-UNK/N - YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 210/005 KTS Visibility - 5.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 500 FT Obstructions to Vision- FOG Precipitation - DRIZZLE Condition of Light - DAYLIGHT	Itinerary Last Departu HOLLYWOOD, Destination CORDELE,GA ATC/Airspace Type of Flig BROKEN Type of Clea	FL ht Plan - NONE rance - SPECIAL dg - ASR		OFF AIG ROBINS RUNWAY RUNWAY RUNWAY RUNWAY	AFB Ident - Lth/Wid - Surface -	32 12000/ N/A N/A	300
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 55 Biennial Flight Re Current Months Since Aircraft Type	view -YES Tota -24 Make -UNK/NR Inst	Certificate Flight al - e/Model- rument- ti-Eng - UNM	t Time (Ho 1067 615 10	burs) Last 24 Last 30 Last 90	Hrs - Days- UN	5 IK/NR 23
Instrument Rating(s) - NONE							

----Narrative----

THE NON-IFR RATED PLT DPTD IN VFR WX. HE SUBSEQUENTLY ENCOUNTERED IFR WX SEVERAL HRS AFTER DEPARTURE AND ATTEMPTED TO CONTINUE ON TO HIS DESTINATION ARPT IN IFR CONDITIONS. HE MADE SEVERAL VOR APPROACHES TO THE DESTINATION ARPT. BUT WAS UNABLE TO VISUALLY LOCATE THE ARPT AND LAND. HE SUBSEQUENTLY OBTAINED ATC ASSISTANCE AND RECEIVED VECTORS TO ROBINS AFB IN WARNER-ROBINS. THE ENGINE LOST POWER DURING THE APPROACH AND THE ACFT CRASHED INTO TREES ABOUT 8 NM FROM ROBINS AFB. THE PLT STATED THAT THE ENGINE LOST PWR DUE TO FUEL EXHAUSTION. SUBSEQUENT EXAMINATION OF THE ACFT CONFIRMED THIS. THE PLT NOTED THAT HE SHOULD HAVE TURNED AROUND WHEN HE FIRST ENCOUNTERED THE IFR WX.

File No. - 2159 12/26/87 WARNER-ROBINS, GA A/C Reg. No. N13609 Time (Lc1) - 1010 EST Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. 4. WEATHER CONDITION - LOW CEILING 5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 6. FLUID, FUEL - EXHAUSTION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 7. WEATHER CONDITION - FOG Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 8. OBJECT - TREE(S) 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) 1,2,6

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

#### Brief of Accident

File No 2131 4/29/87 KAHL	LUI,HI A/C	I,HI A/C Reg. No. N4588Q				т
Basic Information Type Operating Certificate-ON-DEMAND A Name of Carrier -INTER-ISLAN Type of Operation -NON SCHED,C Flight Conducted Under -14 CFR 135 Accident Occurred During -APPROACH	D AIR DESTR	Crew		Inju Serious 1 O		None 0 0
-Aircraft Information Make/Model - CESSNA 402A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6300 No. of Seats - 2	Eng Make/Model - Cl Number Engines - S Engine Type - Rl Rated Power -	CIP-FUEL INJECTED		Installed/ Stall Warni		
	Itinerary G Last Departure Poin SAME AS ACC/INC Destination LANAI,HI ATC/Airspace Type of Flight Plan KEN Type of Clearance Type Apch/Lndg	- NONE - VFR	ON AIR Airport D KAHULL Runway Runway Runway	Data JI / Ident / Lth/Wid / Surface		150
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 56 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-402	Total - Make/Model- UN Instrument-	nt Time (H 6650 NK/NR	lours) Last 2 Last 3		MIT 1 17 50

Instrument Rating(s) - AIRPLANE

----Narrative----

SHORTLY AFTER TAKEOFF, THE PLT REQD AN "IMMEDIATE DOWNWIND" TO RTRN TO THE ARPT & WAS CLRD TO LAND. WHEN ASKED IF EQUIP-MENT WAS NEEDED, HE REPLIED, "NEGATIVE, SIR, A LITTLE MATTER OF FUEL." A WITNESS SAID THE ACFT APPEARED VERY LOW ON FINAL APCH WITH BOTH PROPS TURNING. THE ACFT CRASH LNDD SHORT OF THE RWY, WENT THRU A PERIMETER FENCE & CAME TO REST ON AN INCLINE ABT 10' SHORT OF THE RWY. THE PLT RCVD A HEAD INJURY & COULDN'T REMEMBER MANY DETAILS OF THE OCCURRENCE. IN AN EARLY INTERVIEW, HE INDCD THERE WAS A PARTIAL PWR LOSS & THE ACFT YAWED, BUT HE COULDN'T REMEMBER WHICH ENG "CUT OUT FIRST." LATER, HE WAS UNABLE TO RECALL LOSING PWR. SIX GAL OF FUEL WAS FND IN THE L MAIN TANK, ABT 1.5 GAL WAS IN THE R MAIN TANK. THE LEFT FUEL SLCTR WAS FND IN THE "MAIN" PSN, BUT DUE TO DMG & RESCUE ACTIVITIES, THE PSN OF THE R FUEL SLCTR WAS NOT DETERMINED. BOTH AUX PUMP SWS WERE IN THE "OFF" PSN. THE L PROP CTL WAS IN THE FEATHER PSN, BUT NEITHER PROP HAD FEATHERED. EACH MAIN TANK HELD 1 GAL OF UNUSABLE FUEL. A TEST OF THE PLT'S BLOOD SHOWED 0.045% ALCOHOL.

File No. - 2131 4/29/87 KAHULUI.HI A/C Reg. No. N4588Q Time (Lc1) - 0854 HST Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND 3. FLUID, FUEL - LOW LEVEL 4. PRECAUTIONARY LANDING - INITIATED -5. FLUID, FUEL - STARVATION 6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND PHYSICAL IMPAIRMENT (ALCOHOL) - PILOT IN COMMAND 7. Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 8. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING Finding(s) 9. TERRAIN CONDITION - ROUGH/UNEVEN Occurrence #4 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 10. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6,8

Factor(s) relating to this accident is/are finding(s) 2,3,7,9,10

Brief of Accident

-Basic Information Type Operating Certificate-AGRICU		457 A	onoft Domog	_		Today	ina	
Type operating centificate-AGRICO	LIURAL AIRCR		craft Damage BSTANTIAL	2	Fatal	Injur Serious		None
Type of Operation -AERIAL	APPLICATION		-	Crew	0	0		1
Flight Conducted Under -14 CFR		NO	NE	Pass	0	0	0	0
Accident Occurred During -LANDIN	G 							
-Aircraft Information								
Make/Model - EMAIR MA-1B		Eng Make/Model						
Landing Gear - TAILWHEEL-ALL FIX	ED	Number Engines				all Warnir	ng System	n - NO
Max Gross Wt - 6250 No. of Seats - 1		Engine Type Rated Power		ING-CARBURE	IUR			
-Environment/Operations Information-								
Weather Data		tinerary			Airport F	roximity		
Wx Briefing - NO RECORD OF BR		Last Departure P			ON AIRS	TRIP		
Method - N/A		SAME AS ACC/IN	С					
Completeness - N/A	i	Destination			Airport Da			
Basic Weather - VMC Wind Dir/Speed- VARIABLE		LOCAL			UPPER F		- UNK/NR	
Visibility - 15.0 SM	٨	TC/Airspace				Lth/Wid -		50
Lowest Sky/Clouds - UNK/NR			lan - NONE			Surface -		
Lowest Ceiling - 1200 F		Type of Clearanc				Status -		
Obstructions to Vision- UNK/NR		Type Apch/Lndg	- FULL S	STOP				
Precipitation - RAIN	-							
Condition of Light - DAYLIGH	 							
-Personnel Information Pilot-In-Command	•	10						MT T
Certificate(s)/Rating(s)	Age - Rienn	49 ial Flight Review	Medica	Fligh	e - VALID t Time (Ho	MEDICAL-WA	AIVER5/LI	MII
COMMERCIAL	C	urrent - YE	S Tot	tal - 2	1000	Last 24		4
SE LAND, ME LAND	M	onths Since - 5	Mal	e/Model-	400	Last 30	) Days-	
	А	onths Since - 5 ircraft Type - C-	182 Ins	strument- UN	K/NR	Last 90	) Days-	
			Mul	lti-Eng -	350	Rotorcr	raft - U	INK/NR
Instrument Rating(s) - NONE								
Nappativa								
-Narrative		PORTED THAT AFTER						

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File No. - 2018 7/27/87 PAHALA, HI A/C Reg. No. N9919M Time (Lcl) - 1152 HST \_\_\_\_\_\_ \_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - RAIN 2. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DIRT BANK NOSE OVER Occurrence #4 Phase of Operation LANDING - ROLL ----Probable Cause----

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

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

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# National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 2117 8/13/87 PAH	/13/87 PAHALA,HI A/C Reg. No. N99			Time (Lcl) - 0826 HST				
-Basic Information Type Operating Certificate-AGRICULTUR/	AL AIRCRAFT	Aircraft Dam SUBSTANTIAL		Fatal	Inju Serious		None	
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF		Fire NONE		0 0	0 0	0 0	1 0	
-Aircraft Information Make/Model - EMAIR MA-1B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6250 No. of Seats - 1	Number Eng	odel - WRIGHT ines - 1 e - RECIPRO	R-1820-202A CATING-CARBURE	ELT J St TOR	installed// all Warnir	Activated ng System	- NO -N/A - NO	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 15.0 SM Lowest Sky/Clouds - 2000 FT SC/ Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS AG Destination LOCAL ATC/Airspace Type of Flig Type of Clea Type Apch/Lu	CC/INC ght Plan - NON arance - NON ndg - NON	E	Airport F OFF AIR Airport Da DUSTER Runway Runway Runway Runway Runway	Proximity PORT/STRIF STRIP Ident Lth/Wid Surface Status	- N/A - N/A - GRAVEL - DRY		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA	Age - 56 Biennial Flight Ro Current Months Since Aircraft Type	Medi eview	cal Certificat Fligh	e - VALID t Time (Ho	MEDICAL-W	AIVERS/LIN		
Instrument Rating(s) - NONE								

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A/C Reg. No. N9924M 8/13/87 Time (Lc1) - 0826 HST File No. - 2117 PAHALA, HI ------AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. LANDING GEAR, MAIN GEAR STRUT SCISSORS - SHEARED Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 2. DIRECTIONAL CONTROL - NOT POSSIBLE -3. GROUND LOOP/SWERVE - UNCONTROLLED -\_\_\_\_\_ Occurrence #3 NOSE DOWN Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----

Brief of Accident (Continued)

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

Brief of Accident

File No 2152 9/11/87	PAAUILO,HI	HI A/C Reg. No. N9924M			Time (Lcl) - 0644 HST				
Basic Information Type Operating Certificate-AGRI(	CULTURAL AIRCRAFT	Aircraft D SUBSTANTI		Fatal	Injur Serious	ies Minor	None		
Type of Operation -AERIA	L APPLICATION	Fire	AL Crew	гатат 0	0				
Flight Conducted Under -14 Cf Accident Occurred During -LAND	R 137	NONE	Pass	0	0	0 0	1 0		
Aircraft Information Make/Model - EMAIR MA-1-B Landing Gear - TAILWHEEL-ALL F Max Gross Wt - 6250 No. of Seats - 1	XED Numb Engi	Make/Model - WRIGH er Engines - 1 ne Type - RECIP d Power - 90	ROCATING-CARBURE	S	Installed/A stall Warnin				
Environment/Operations Information	)								
Weather Data	Itinera	гy		Airport	Proximity				
Wx Briefing - NO RECORD OF E Method - N/A		Departure Point E AS ACC/INC		OFF AI	RPORT/STRIP				
Completeness - N/A Basic Weather - VMC	Destin LOC			Airport D	lata				
Wind Dir/Speed- 250/004 KTS				Runway	/Ident -	N/A			
Visibility - 15.0 SM					/Lth/Wid -				
Lowest Sky/Clouds - UNK/NF	21	of Flight Plan - N			/Surface -				
Lowest Ceiling - BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIC	Туре	of Clearance - N Apch/Lndg - N		Runway	Status -	DRY			
Personnel Information									
Pilot-In-Command	Age - 5		dical Certificat			IVERS/LIM	IT		
Certificate(s)/Rating(s)		ight Review	–	t Time (⊦					
COMMERCIAL	Current	- YES	Total -	6250	Last 24	Hrs - UN	•		
SE LAND		Since - 7	Make/Model-	430	Last 30	Days- UN			
	Aircraf	t Type – UNK/NR	Total - Make/Model- Instrument- UN Multi-Eng - UN		Last 90	Days- UNH aft - UNH			

Instrument Rating(s) - NONE

----Narrative----

DURING AN AERIAL APPLICATION FLT, JUST AFTER TAKE OFF, THE PLT NOTED THAT THE ENGINE OIL TEMP WAS HIGH AND THAT BLUE SMOKE WAS COMING FROM THE ENGINE. UNABLE TO LAND AT THE AIRPORT, THE ACFT COLLIDED WITH THE TERRAIN SHORT OF THE RUNWAY AND NOSED OVER. INSPECTION OF THE ENGINE REVEALED THAT THE CYLINDERS DISPLAYED SIGNS OF SCORING WITH METAL BUILD UP ON THE CYLINDER WALL. METAL PARTICLES WERE NOTED THROUGHOUT THE INTERNAL ENGINE AREA. THE MASTER ROD MAIN BEARING WAS FOUND FROZEN TO THE CRANKSHAFT JOURNAL AND WAS DISCOLORED DUE TO HEAT.

File No. - 2152 9/11/87 PAAUILO,HI A/C Reg. No. N9924M Time (Lc1) - 0644 HST Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, OIL - STARVATION 2. ENGINE ASSEMBLY, BEARING - OVERTEMPERATURE 3. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL \_\_\_\_\_ 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 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

Brief of Accident (Continued)

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

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

### Brief of Accident

File No 2056 9/30/87 AMES,	I A	A/C Reg. No. N2U	E	T 1	ime (Lc1)	- 1430 CI	DT 
-Basic Information Type Operating Certificate-ON-DEMAND AI Name of Carrier -JET AIR, INC Type of Operation -NON SCHED,DON Flight Conducted Under -14 CFR 135	R TAXI MESTIC PASSENGER	Aircraft Damage SUBSTANTIAL Fire	Crew	Fatal O	Inju Serious O	uries Minor O	None 1
Flight Conducted Under -14 CFR 135 Accident Occurred During -CLIMB		IN FLIGHT	Pass	õ	Õ	õ	2
-Aircraft Information							
Make/Model - CESSNA 401 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 6300 No. of Seats - 8	Number Engin	- RECIP-FUEL IN				Activated ing System	d - YES/NO n - YES
Environment/Operations Information	<b>-</b>			· · · ·			
Weather Data	Itinerary	- Daint		Airport F			
Wx Briefing - FSS Method - TELEPHONE	Last Departur SAME AS ACC			UFF AIF	RPORT/STRI	LP	
Completeness - WEATHER NOT PERTINENT		/ INC		Airport Da	**		
Basic Weather - VMC	GALESBURG, I		,		la		
Wind Dir/Speed- 330/010 KTS	GALLSBORG, I	L .		Runway	Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 25000 FT THIN		t Plan - IFR			Surface		ΓE
Lowest Ceiling - NONE	Type of Clear				Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lnd	g - FORCED LA	NDING				
Personnel Information		· · · · · · · · · · · · · · · · · · ·					
Pilot-In-Command		Medical Ce				NO WAIVERS	5/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	iew		t Time (Ho			_
	Current -	YES Total		3050		24 Hrs -	3
ME LAND	Months Since - Aircraft Type -	5 Make/M	odel-	110	Last 3	30 Days- l	
	Aircraft Type -	UNK/NK INSTRU Multi-	ment- Eng -		Last	90 Days-	100
Instrument Rating(s) - AIRPLANE							

THE UNSKED PAX FLT WAS CLIMBING TO CRUISE ALTITUDE HAVING JUST DEPTD AMES, IA, WHEN THE PIC NOTICED A FIRE IN THE LEFT ENG. THE PIC ABORTED THE CLIMB AND RETURNED TO AMES. THE LEFT ENG WAS SECURED BEFORE LNDG WHICH WAS UNEVENTFUL. A POST-FIRE INSP OF THE ENG COMPARTMENT REVEALED A SEPARATED PORTION OF THE EXHAUST NEAR THE TURBOCHARGER UNIT. SEPARATION OF THE COMPONENTS ALLOWED HOT EXHAUST GASES TO MELT A FUEL RETURN LINE WHICH CAUGHT FIRE. THE ACFT WAS INSPECTED 50 FLT HRS PRIOR TO THE INFLT FIRE AND WAS DETERMINED TO BE AIRWORTHY.

File No 2056	9/30/87	AMES,IA	A/C Reg. No. N2UE	Time (Lc1) - 1430 CDT
Occurrence #1 F Phase of Operation C	_			
Finding(s) 1. EXHAUST SYSTEM,STA 2. MAINTENANCE,ANNL 3. FUEL SYSTEM,LINE -	CK - SEPARATION JAL INSPECTION -	INADEQUATE - COM	PANY MAINTENANCE PSNL	
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

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#### Brief of Accident

File No 2043 11/13/87 CAMB								
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Aircraft Damage DESTROYED Fire NONE	Fatal Crew 1 Pass 1		Minor No O ( O (			
Aircraft Information Make/Model - CESSNA 180G Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2800 No. of Seats - 4	Eng Make/M Number Eng Engine Typ Rated Powe	lodel - CONTINENTAL fines - 1 le - RECIPROCATIN er - 230 HP	0-470-R ELT G-CARBURETOR	[ Installed/A Stall Warnin				
Environment/Operations Information Weather Data Wx Briefing - FSS	Itinerary Last Depart ELKO,NV Destination	ure Point	Airpor	t Proximity AIRPORT/STRIP				
Basic Weather - INC Wind Dir/Speed- 160/004 KTS Visibility - 2.000 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 200 FT OVE	ATC/Airspace Type of Fli RCAST Type of Cle Type Apch/L	ght Plan - NONE arance - NONE	Runwa Runwa Runwa	ay Ident - ay Lth/Wid - ay Surface - ay Status -	N/A N/A N/A			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 58 Biennial Flight R Current	Medical C eview - YES Total - 17 Make/ e - C-180 Instr Multi	ertificate - VAL Flight Time ( - 3109	ID MEDICAL-WA (Hours) Last 24	IVERS/LIMIT			
Instrument Rating(s) - NONE								

DURING A FUEL STOP AT ELKO, NV THE PILOT REQUESTED A WEATHER BRIEFING FOR VER FLIGHT TO LANDER, WY UR TO COUER D'ALENE, ID. THE FAA FSS BRIEFED HIM ON ADVERSE WEATHER TO BOTH DESTINATIONS, WITH FLIGHT ADVISORIES FOR MOUNTAIN OBSCURATIONS, OCCASIONAL SEVERE TURBULENCE AND SEVERE ICING IN CLOUDS AND PRECIPITATION. THE PILOT DEPARTED WITHOUT A FLIGHT PLAN OR STATED DESTINATION. WHILE ENROUTE, THE PILOT CALLED THE CEDAR CITY FLIGHT ADVISORY FACILITY FOR A WEATHER UPDATE AND WAS AGAIN ADVISED OF ADVERSE WEATHER ALONG THE ROUTE OF FLIGHT. WHEN THE FLIGHT FAILED TO ARRIVE AT LANDER, WY, A SEARCH WAS INITIATED BUT SUSPENDED AFTER 10 DAYS DUE TO LACK OF FLIGHT PLAN OR DESTINATION INFORMATION. THE WRECKAGE WAS LOCATED UNDER A 7 STRAND, 230 KV ELECTRIC TRANSMISSION LINE BY A LOCAL RESIDENT 13 DAYS AFTER THE MISHAP. THE AIRCRAFT HAD ELECTRIC ARC BURN MARKS FROM IMPACT WITH THE ELECTRIC WIRES.

File No. - 2043 11/13/87 CAMBRIDGE, ID A/C Reg. No. N4613U Time (Lc1) - 1703 MST \_\_\_\_\_ IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. 4. IN FLIGHT WEATHER ADVISORIES - DISREGARDED - PILOT IN COMMAND 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 6. WEATHER CONDITION - RAIN 7. WEATHER CONDITION - ICING CONDITIONS Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 8. OBJECT - WIRE, TRANSMISSION 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) 2,4,5

Brief of Accident (Continued)

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

Brief of Accident

-Basic Information Type Operating Certificate-	NONE (GENERAL AV	(ATION) Aircra	ft Damage			Injur	ies	
			ANTIAL		Fatal	Serious		None
Type of Operation - Flight Conducted Under -	BUSINESS	Fire		Crew	0	0	0	2
Flight Conducted Under -	14 CFR 91	NONE		Pass	0	0	0	0
Accident Occurred During -	LANDING							
-Aircraft Information								
	265-65	Eng Make/Model - G				installed/A		
Landing Gear - TRICYCLE-RE	TRACTABLE	Number Engines -			St	all Warnin	g System	- YES
Max Gross Wt - 24000		Engine Type - T Rated Power -						
No. of Seats - 10		Rated Power -	3700 LBS THRUS					
-Environment/Operations Inform								
Weather Data		Itinerary			Airport F			
Wx Briefing - FSS		Last Departure Poin	t		ON AIRF	YOR I		
Method - UNK/NR Completeness - UNK/NR		CHARLESTON,WV Destination			Airport Da	**		
Basic Weather - VMC		EAST ALTON, IL				S REGIONAL		
Wind Dir/Speed- 070/007 K	TS	LAST ALTON, IL				Ident -		
Visibility - 7.0		ATC/Airspace				Lth/Wid -		100
Lowest Sky/Clouds - U	INK/NR	Type of Flight Plan	- IFR			Surface -		
Lowest Ceiling - 2	0000 FT OVERCAST	Type of Clearance				Status -		
Obstructions to Vision- N		Type Apch/Lndg						
Precipitation - N			FULL STOP					
Condition of Light - N	IIGHT (DARK)							
-Personnel Information								
Pilot-In-Command	Age	- 44	Medical Certi	ficat	e - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Bier	nnial Flight Review Current - YES			t Time (Ho			-
COMMERCIAL, ATP		Current - YES	Total Maha (Mada				Hrs -	3
SE LAND, ME LAND		Months Since - 5	Make/Mode	 -	487	Last 30	Days-	
HELICOPTER		Aircraft Type - BE-35	Multi-Eng	ιτ-	3011	Last 90	Days- aft -	
			Muiti-Eng	-	0900	ROTOPER	art -	2340
Instrument Rating(s) -	AIRPLANE, HELICO	PTER						
-Narrative					K TAXIWAY			

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File No 21	23 2/25/87 EAST ALTON,IL	A/C Reg. No. N465LC	Time (Lc1) - 1919 CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - ON GROUND LANDING - ROLL		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 4. OBJECT - AIRPOR			
Occurrence #3 Phase of Operation	COMPLETE GEAR COLLAPSED LANDING - ROLL		
Probable Cause			
The National Transpo is/are finding(s) 1,	rtation Safety Board determines that the P 2	robable Cause(s) of this accid	ent
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Factor(s) relating to this accident is/are finding(s) 4

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Brief of Accident

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File No 2111 4/18/87 KANKA	KEE,IL A/C	A/C Reg. No. N501RM			Time (Lcl) - 1220 CDT				
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	DEST Fire	aft Damage ROYED ROUND	Crew Pass	Fatal 1 0	Injur Serious O O	ries Minor O O	None 0 0		
Aircraft Information Make/Model - BEDE BD5 A-B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 890 No. of Seats - 1	Eng Make/Model - I Number Engines - Engine Type - I Rated Power -			S	Installed/A tall Warnin				
<pre>Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 004/005 KTS Visibility - 80.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - UNK/NR Condition of Light - DAYLIGHT</pre>	Itinerary Last Departure Poin KANKAKEE,IL Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	n - NONE		OFF AI Airport D GREATE Runway Runway Runway	R KANKAKEE Ident - Lth/Wid - Surface -	N/A N/A N/A N/A			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 63 Biennial Flight Review Current - NO Months Since - UNK/I Aircraft Type - UNK/I	Total NR Make/Mo	Fligh - del-	t Time (H 214 O	ours) Last 24	Hrs - Days- UN	1		

Instrument Rating(s) - NONE

----Narrative----

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THE PILOT TOOK OFF ON THE FIRST TEST FLIGHT IN HIS HOMEBUILT AIRCRAFT AND AFTER CLIMBING TO APPROXIMATELY 1000 FT. AGL, STALLED THE AIRCRAFT. THE AIRCRAFT THEN SUBSEQUENTLY ENTERED A SPIN AND COLLIDED WITH THE GROUND. THERE WERE REPORTS OF THE AIRCRAFT'S ENGINE "SPUTTERING". INVESTIGATORS DETERMINED THAT THE PROPELLER WAS NOT SPINNING AT IMPACT. THE PILOT HAD REPORTED CARBURETION PROBLEMS PRIOR TO THE ACCIDENT FLIGHT, BUT THE ENGINE WAS TOO BADLY DAMAGED BY POST IMPACT FIRE TO ALLOW A DETERMINATION OF WHAT CAUSED A POWERLOSS.

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File No 21	11 4/18/87	KANKAKEE,IL	A/C Reg. No. N501RM	Time (Lc1) - 1220 CDT
Occurrence #1 Phase of Operation		CLIMB		
Finding(s) 1. UNDETERMINED				
Occurrence #2 Phase of Operation				
Finding(s) 2. AIRSPEED - NOT M 3. STALL/SPIN - NO 4. IMPROPER USE	CORRECTED - PILOT	IN COMMAND	IN TYPE OF AIRCRAFT - PILOT IN	N COMMAND
Occurrence #3 Phase of Operation		OLLED		
Probable Cause				
The National Transpor	tation Safety Boar	d determines that th	ne Probable Cause(s) of this acc	cident

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

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

## Brief of Accident (Continued)

#### Brief of Accident

File No 2158 5/21/87 FRAM	File No 2158 5/21/87 FRANKLIN GROVE,IL A/			т	Time (Lcl) - 1200 CDT			
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damag DESTROYED			Injur Serious	Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire ON GROUND	Crew Pass	1 0	0 0	0 0	0 0	
-Aircraft Information Make/Model - JAUCH COOT Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1756 No. of Seats - 2	Number En Engine Ty	Model - LYCOMING gines - 1 pe - RECIPROCA ver - 150 HP	TING-CARBURE	S	Installed/A tall Warnin		•	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/015 KTS	Itinerary G Last Depar MENDOTA, Destination LOCAL			OFF AI Airport D		N/A		
Visibility - 5.0 SM Lowest Sky/Clouds - 25000 FT THI	N BKN Type of F1 Type of C1	ight Plan - NONE		Runway Runway		N/A N/A		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA	Biennial Flight Current Months Since	Medica Review - UNK/NR To - UNK/NR Ma e - UNK/NR In Mu	Fligh tal - ke/Model- UN	t Time (H 420 K/NR K/NR	ours) Last 24 Last 30 Last 90			

Instrument Rating(s) - AIRPLANE

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----Narrative----

THE PLT DEPTD MENDOTA, IL ON A LOCAL TEST FLT UNDER A 40 HOUR TIME IN SERVICE RESTRICTION IN AN EXPERIMENTAL HOME BUILT AIRPLANE. A WITNESS STATED THAT THE AIRPLANE WAS CIRCLING OVER HIS FARM AND THEN TURNED SOUTH. HE SAID THE ENG STALLED AND THE AIRPLANE CAME STRAIGHT DOWN. THE AIRPLANE CRASHED INTO A SHED AND WAS COMPLETELY BURNED. CONTROL CONTINUITY TO THE MOVABLE CONTROLS COULD NOT BE ESTABLISHED. NO RECORD OF WEIGHT AND BALANCE OR AMOUNT AND TYPE OF FUEL USED. CAUSE OF ENG FAILURE AND LOSS OF CONTROL IS UNDETERMINED. THE ENG WAS MELTED BY THE INTENSE GROUND FIRE.

File No 21	58 5/21/87	FRANKLIN GROVE,IL	A/C Reg. No.	N8 1KX	Time (Lc1) - 1200 CDT
Occurrence #1 Phase of Operation 1. UNDETERMINED	LOSS OF POWER MANEUVERING				
Occurrence #2 Phase of Operation	LOSS OF CONTROL MANEUVERING	- IN FLIGHT			
Occurrence #3 Phase of Operation					
Probable Cause		· · · · · · · · · · · · · · · · · · ·			
Probable Cause		rd determines that the P	vrobable (ause(s)	of this ac	cident

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

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Brief of Accident

| File No 2008 8/05/87 KANKA                                                                                                                                                                                                                                                                                                                                    | File No 2008 8/05/87 KANKAKEE/ELKS,IL                                               |                                                                  |                           | T                                                 | Time (Lcl) - 2019 CDT             |                |                      |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------|---------------------------|---------------------------------------------------|-----------------------------------|----------------|----------------------|--|
| -Basic Information<br>Type Operating Certificate-NONE (GENERA<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT                                                                                                                                                                                        | L AVIATION)                                                                         | Aircraft Damage<br>SUBSTANTIAL<br>Fire<br>NONE                   | crew<br>Pass              | Fatal<br>O<br>O                                   | Injur<br>Serious<br>1<br>O        | Minor          | None<br>0<br>0       |  |
| -Aircraft Information<br>Make/Model - ROBERTSON B1-RD<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 510<br>No. of Seats - 1                                                                                                                                                                                                                              | Number Eng<br>Engine Typ                                                            | lodel - CUYONA 430<br>jines - 1<br>je - RECIPROCAT<br>in - 30 HP |                           | s                                                 | Installed/A<br>tall Warnin        |                |                      |  |
| -Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 050/008 KTS<br>Visibility - 15.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | SAME AS A<br>Destination<br>KANKAKEE,<br>ATC/Airspace<br>Type of Fli<br>Type of Cle | ure Point<br>CC/INC                                              |                           | OFF AI<br>Airport D<br>Runway<br>Runway<br>Runway | Ident -<br>Lth/Wid -<br>Surface - | N/A<br>N/A     |                      |  |
| -Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE<br>SE LAND                                                                                                                                                                                                                                                                  | Age - 44<br>Biennial Flight F<br>Current<br>Months Since<br>Aircraft Type           |                                                                  | Fligh<br>al -<br>a/Model- | nt Time (H<br>274<br>6                            | Last 24<br>Last 30                | Hrs -<br>Days- | LIMIT<br>5<br>3<br>6 |  |

Instrument Rating(s) - NONE

----Narrative----

DURING A TAKEOFF FROM A GOLF COURSE FAIRWAY THE ACFT COLLIDED WITH A TREE AND CRASHED. A SKETCHED DESCRIPTION OF THE SCENE REVEALED ONLY 60 YARDS BETWEEN THE STARTING POINT OF THE TAKEOFF AND THE TREE. IN SPITE OF THIS, THE PLT STATED THAT HE CLIMBED TO ABOUT 50 FT ABOVE THE TREE AND STARTED A TURN TO THE RIGHT. WHEN HE TRIED TO ROLL OUT OF THE TURN, ACCORDING TO THIS STATEMENT, THE ACFT CONTINUED TO TURN. HE FURTHER STATED THAT WHEN CONTINUED EFFORTS TO RECOVER FAILED HE REDUCED POWER TO IDLE AND TRIED TO HIT THE ENGINE "KILL" SWITCH BEFORE IMPACT. THE ON-SCENE INVESTIGATION REVEALED NO MECHANICAL DISCREPANCIES OF THE ACFT. ACCORDING TO ONE EYEWITNES STATEMENT THE ACFT WAS OPERATING NORMALLY AND APPEARED TO HAVE STALLED DURING THE CLIMBOUT.

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| File No 200                                                                     | 8 8/05/87         | KANKAKEE/ELKS,IL                 | A/C Reg. No. N44870 | Time (Lcl) - 2019 CDT |
|---------------------------------------------------------------------------------|-------------------|----------------------------------|---------------------|-----------------------|
| Occurrence #1                                                                   |                   |                                  |                     |                       |
| Phase of Operation                                                              | TAKEOFF - INITIA  | L CLIMB                          |                     |                       |
| Finding(s)<br>1. PROPER CLIMB RAT<br>2. AIRCRAFT HANDLIN<br>3. STALL/SPIN - INA | G - IMPROPER - PI |                                  |                     |                       |
| Occurrence #2<br>Phase of Operation                                             |                   | ION WITH TERRAIN/WATER<br>ROLLED |                     |                       |
| Finding(s)                                                                      |                   |                                  |                     |                       |

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

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Brief of Accident

| File No 2090 11/06/87 DANVILLE,                                                                                                                          | IL A/C Re                                                                        | eg. No. N52263      | Time (Lc1) - 0957 CST |                            |       |                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|---------------------|-----------------------|----------------------------|-------|--------------------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL AV                                                                                         | TATION) Aircraf<br>SUBSTAN                                                       |                     | Fatal                 | Injur<br>Serious           |       | r None                   |
| Type of Operation -INSTRUCTIONAL                                                                                                                         | Fire                                                                             |                     | 0                     | 0                          |       |                          |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                                   | NONE                                                                             | Pass                | 0                     | 0                          | 0     | 0                        |
| -Aircraft Information<br>Make/Model - CESSNA 172P<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2400<br>No. of Seats - 4                            | Eng Make/Model - LY(<br>Number Engines - 1<br>Engine Type - RE(<br>Rated Power - | CIPROCATING-CARBURE | S                     | Installed/A<br>tall Warnin |       | ed - YES/YES<br>em - YES |
|                                                                                                                                                          |                                                                                  |                     |                       |                            |       |                          |
| Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A                                                                                      | Itinerary<br>Last Departure Point<br>DANVILLE,IL                                 |                     |                       | Proximity<br>RPORT/STRIP   |       |                          |
| Completeness - N/A<br>Basic Weather - VMC                                                                                                                | Destination MATTOON,IL                                                           |                     | Airport D             | ata                        |       |                          |
| Wind Dir/Speed- 190/006 KTS                                                                                                                              |                                                                                  |                     |                       |                            | N/A   |                          |
| Visibility - 20.0 SM                                                                                                                                     | ATC/Airspace                                                                     |                     |                       | Lth/Wid -                  | •     |                          |
| Lowest Sky/Clouds - UNK/NR<br>Lowest Ceiling - 8000 FT OVERCAST<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Type of Flight Plan<br>Type of Clearance<br>Type Apch/Lndg                       | NONE                |                       | - Surface -<br>- Status -  |       |                          |
| Personnel Information                                                                                                                                    |                                                                                  |                     |                       |                            |       |                          |
| Pilot-In-Command Age                                                                                                                                     | - 37                                                                             | Medical Certificat  | e - VALID             | MEDICAL-NO                 | WAIVE | RS/LIMIT                 |
| Certificate(s)/Rating(s) Bie<br>PRIVATE                                                                                                                  | nnial Flight Review                                                              |                     | t Time (H             |                            | 11    | 4                        |
|                                                                                                                                                          | Current - UNK/NR                                                                 | iotai -             |                       | Last 24                    |       |                          |
| SE LAND                                                                                                                                                  | Months Since - UNK/NR                                                            | Make/Model-         | 24                    | 1 26+ 20                   | Dave- |                          |

Instrument Rating(s) - NONE

----Narrative----

DURING AN EMERGENCY OFF AIRPORT LANDING, SUBSEQUENT TO A POWER FAILURE, THE AIRCRAFT EXPERIENCED A NOSE OVER AND SUFFERED SUBSTANTIAL DAMAGE. THE PILOT REPORTED NO INJURIES. INVESTIGATION AFTER THE ACCIDENT REVEALED A VALVE STICKING PROBLEM IN THE ENGINE. DURING THE POST ACC EXAM THE ENG WOULD RUN AT HIGH SETTING BUT QUIT WHEN REDUCED TO CRUISE PWR. THE VALVE STEM CLEARANCES WERE FOUND TO MEET SPECS HOWEVER THERE WERE EXCESSIVE CARBON DEPOSITS AT THE BASE OF THE STEMS ON THE INTAKE VALVES. THE ENGINE HAD BEEN OVERHAULED 350 HOURS PREVIOUSLY AND HAD A 100 HOUR INSPECTION 49 HOURS PREVIOUSLY.

| 90 11/06/87 | DANVILLE, IL                                                                                     | A/C Reg. No. N52263                                                                                                                  | Time (Lcl) - 0957 CST                                                                                                                                                                             |
|-------------|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|             | OWER                                                                                             |                                                                                                                                      |                                                                                                                                                                                                   |
| -           |                                                                                                  | R MAINTENANCE PSNL                                                                                                                   |                                                                                                                                                                                                   |
|             | NCY                                                                                              |                                                                                                                                      |                                                                                                                                                                                                   |
|             |                                                                                                  |                                                                                                                                      |                                                                                                                                                                                                   |
| IN - SOFT   |                                                                                                  |                                                                                                                                      |                                                                                                                                                                                                   |
|             | LOSS OF ENGINE P<br>CRUISE - NORMAL<br>VALVE,EXHAUST - M<br>DO HOUR INSPECTION<br>FORCED LANDING | VALVE,EXHAUST - MOVEMENT RESTRICTED<br>DO HOUR INSPECTION - INADEQUATE - OTHER<br>FORCED LANDING<br>DESCENT - EMERGENCY<br>NOSE OVER | LOSS OF ENGINE POWER<br>CRUISE - NORMAL<br>VALVE, EXHAUST - MOVEMENT RESTRICTED<br>DO HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL<br>FORCED LANDING<br>DESCENT - EMERGENCY<br>NOSE OVER |

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

Brief of Accident

| File No 2037 12/26/87 HAYS,KS                                                                                                            | А/С                                                                        | A/C Reg. No. N83BC  |       |                   | Time (Lc1) - 1430 CDT             |               |           |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|---------------------|-------|-------------------|-----------------------------------|---------------|-----------|--|--|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL AV<br>Type of Operation -PERSONAL                                          |                                                                            | ft Damage<br>ANTIAL | Crew  | Fatal<br>O        | Injur<br>Serious<br>O             |               | None<br>1 |  |  |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                   | NONE                                                                       |                     | Pass  | 0                 | 0                                 | 0             | 3         |  |  |
| Aircraft Information<br>Make/Model - PIPER PA-28R-201T<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 2900<br>No. of Seats - 4 | Eng Make/Model - C<br>Number Engines -<br>Engine Type - R<br>Rated Power - | !<br>ECIP-FUEL IN   |       |                   | Installed/A<br>tall Warnin        |               |           |  |  |
| Environment/Operations Information                                                                                                       |                                                                            |                     |       |                   |                                   |               |           |  |  |
| Weather Data<br>Wx Briefing - FSS<br>Method - TELEPHONE                                                                                  | Itinerary<br>Last Departure Poin<br>ST. LOUIS,MO                           | t                   |       |                   | Proximity<br>RPORT/STRIP          |               |           |  |  |
| Completeness - FULL<br>Basic Weather - VMC                                                                                               | Destination<br>GOODLAND,KS                                                 |                     | А     | irport Da<br>HAYS |                                   |               |           |  |  |
| Wind Dir/Speed- 040/018 KTS<br>Visibility - 5.0 SM<br>Lowest Sky/Clouds - UNK/NR                                                         | ATC/Airspace<br>Type of Flight Plan                                        |                     |       | Runway<br>Runway  | Ident -<br>Lth/Wid -<br>Surface - | 6300/<br>DIRT |           |  |  |
| Lowest Ceiling - 2500 FT OVERCAST<br>Obstructions to Vision- BLOWING SNOW<br>Precipitation - SNOW<br>Condition of Light - DAYLIGHT       | Type of Clearance<br>Type Apch/Lndg                                        | - FORCED LA         |       | 2                 | Status -                          |               |           |  |  |
| Personnel Information                                                                                                                    | e - 42                                                                     |                     |       |                   | MEDICAL-WA                        |               |           |  |  |
|                                                                                                                                          | ennial Flight Review                                                       |                     |       | Time (Ho          |                                   | IVENU/ LIM    | ± 1       |  |  |
| PRIVATE                                                                                                                                  | Current - YES                                                              |                     |       |                   |                                   |               | 4         |  |  |
| SE LAND                                                                                                                                  | Months Since - 1                                                           | Make/M              |       |                   |                                   | Days- UNI     | •         |  |  |
| · · · · · · · · · · · · · · · · · · ·                                                                                                    | Aircraft Type - UNK/N                                                      | k Instru            | ment- | 35                | Last 90                           | uays-         | 34        |  |  |

Instrument Rating(s) - NONE

----Narrative----

DURING A PERSONAL CROSS COUNTRY IFR FLT, PIC ENCOUNTERED FORECAST ICING CONDITIONS. HE THEN MADE A 180 DEGREE TURN TO AN ALTERNATE AIRFIELD. HE SAID THE ACFT ACCUMULATED SUBSTANTIAL ICING ON PROPELLER, WINGS AND WINDSHIELD. HE SAID FULL PWR WAS NECESSARY TO MAINTAIN LEVEL FLT AND CONSIDERABLE VIBRATION WAS OCCURRING. THE PLT DECLARED AN EMERGENCY AND REQUESTED VECTORS TO THE HAYS, KS, AIRPORT. THE ENGINE QUIT DUE TO FUEL EXHAUSTION ABOUT 7 MILES SHORT OF DESTINATION APT, RESULTING IN AN EMERGENCY LDG. THE PIC WAS NOT INSTRUMENT RATED.

Brief of Accident (Continued) File No. - 2037 12/26/87 A/C Reg. No. N83BC Time (Lcl) - 1430 CDT HAYS,KS Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PLANNING-DECISION - POOR - PILOT IN COMMAND 2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND 3. WEATHER CONDITION - ICING CONDITIONS Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 4. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED -5. FUSELAGE - ICE 6. PROPELLER SYSTEM/ACCESSORIES - ICE 7. FUEL SUPPLY - INADEQUATE -8. FLUID, FUEL - EXHAUSTION \_\_\_\_\_ Occurrence #3 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ Occurrence #4 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 9. TERRAIN CONDITION - NONE SUITABLE ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,8

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Brief of Accident

| File No 2017 11/21/87 LEWIS                                                                                                                                                                  | SBURG,KY A/C                                                                                      | Reg. No. N6450P        | Time (Lc1) - 1330 EST            |                                               |              |           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|------------------------|----------------------------------|-----------------------------------------------|--------------|-----------|
| Basic Information<br>Type Operating Certificate-NONE (GENER4                                                                                                                                 | •                                                                                                 | °t Damage<br>ANTIAL    | Fata]                            | Injur<br>Serious                              | ies<br>Minor | None      |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT                                                                                        | Fire<br>NONE                                                                                      | Crew<br>Pass           | 0                                | 1                                             | 0<br>0       | 0         |
| Aircraft Information<br>Make/Model - PIPER PA-24-250<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2800<br>No. of Seats - 4                                                             | Number Engines -                                                                                  | ECIPROCATING-CARBUR    | S                                | Installed/A<br>tall Warnin                    |              |           |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A                                                                                    | Itinerary<br>Last Departure Poin<br>OWENSBURG,KY                                                  | t                      |                                  | Proximity<br>RPORT/STRIP                      |              |           |
| Completeness - N/A<br>Basic Weather - VMC                                                                                                                                                    | Destination<br>MANCHESTER, TN                                                                     |                        | Airport Da                       |                                               |              |           |
| Wind Dir/Speed- UNK/NR<br>Visibility - UNK/NR<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | ATC/Airspace<br>Type of Flight Plan<br>Type of Clearance<br>Type Apch/Lndg                        | - NONE                 | Runway<br>Runway                 | Ident -<br>Lth/Wid -<br>Surface -<br>Status - | DIRT         |           |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE<br>SE LAND,ME LAND                                                                                          | Age - 36<br>Biennial Flight Review<br>Current - YES<br>Months Since - 6<br>Aircraft Type - UNK/NI | Total -<br>Make/Model- | nt Time (He<br>629<br>302<br>140 | ours)<br>Last 24<br>Last 30                   |              | 2<br>K/NR |

#### Instrument Rating(s) - AIRPLANE

#### ----Narrative----

THE PILOT EXPERIENCED A LOSS OF ENGINE POWER AT 5500 FEET. HE WAS NOT ABLE TO START THE ENGINE AFTER COMPLETING AN EMERGENCY PROCEDURE. THE PILOT ESTABLISHED AN APPROACH TO A LANDING AREA, AND STALLED THE AIRCRAFT ON SHORT FINAL. THE AIRCRAFT MOVED ABOUT 30 FEET AFTER IMPACT. THERE WAS AMPLE ALTITUDE AVAILABLE FOR THE PILOT TO ESTABLISH AN APPROACH TO A LARGE OPEN FIELD. THE STALL RESULTED IN SUBSTANTIALLY MORE DAMAGE AND INJURIES. THE EVIDENCE INDICATED THE OVERHAUL FACILITY DID NOT PROPERLY SAFETY THE FOUR BOLTS WHICH ATTACH THE CAMSHAFT DRIVE GEAR IN THE ACCESSORY DRIVE SECTION OF THE ENGINE.

| File No 20                               | 17 11/21/87 LE                                                                                   | WISBURG,KY     | A/C Reg. No. N6450P | Time (Lcl) - 1330 EST |
|------------------------------------------|--------------------------------------------------------------------------------------------------|----------------|---------------------|-----------------------|
| Phase of Operation<br>1. ACCESSORY DRIVE | LOSS OF ENGINE POWER<br>CRUISE<br>ASSY,DRIVE GEAR - DIS<br>VERHAUL,MAJOR - IMPROP                | CONNECTED      |                     |                       |
| Occurrence #2<br>Phase of Operation      | FORCED LANDING<br>DESCENT - EMERGENCY                                                            |                |                     |                       |
| Phase of Operation<br>3. STALL - NOT COR | LOSS OF CONTROL - IN<br>DESCENT - EMERGENCY<br>RECTED - PILOT IN COMM<br>MAINTAINED - PILOT IN C | AND<br>COMMAND |                     |                       |
|                                          | IN FLIGHT COLLISION (<br>DESCENT - UNCONTROLLI                                                   |                | ER                  |                       |

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

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Brief of Accident

| Basic Information                                   |                                           |                           |        |            |          |                  |            |
|-----------------------------------------------------|-------------------------------------------|---------------------------|--------|------------|----------|------------------|------------|
| Type Operating Certificate-NONE (GENER              |                                           | aft Damage<br>STANTIAL    |        | Fatal      |          | uries<br>6 Minor | None       |
| Type of Operation -PERSONAL                         | Fire                                      |                           | Crew   |            |          | 0                | 1          |
| Flight Conducted Under -14 CFR 91                   | NONE                                      |                           | Pass   | 0<br>0     | Ō        | Ō                | 0          |
| Accident Occurred During -LANDING                   |                                           |                           |        |            |          |                  |            |
| -Aircraft Information                               |                                           |                           |        |            |          |                  |            |
| Make/Model - GRUMMAN GA7                            | Eng Make/Model -                          |                           |        |            |          |                  |            |
| Landing Gear - TRICYCLE-RETRACTABLE                 | Number Engines -                          |                           |        |            | all Warn | ning System      | n - UNK/NI |
| Max Gross Wt - 3800                                 | Engine Type -                             |                           | RBURET | OR         |          |                  |            |
| No. of Seats - 4                                    | Rated Power -                             | 160 HP                    |        |            |          |                  |            |
| -Environment/Operations Information                 |                                           |                           |        |            |          |                  |            |
| Weather Data                                        | Itinerary                                 |                           |        | Airport P  |          | ,                |            |
| Wx Briefing - PATWAS                                | Last Departure Poi                        | nt                        |        | ON AIRP    | ORT      |                  |            |
| Method - TELEPHONE                                  | TOMGALL, TX                               |                           |        |            |          |                  |            |
| Completeness - FULL                                 | Destination                               |                           | A      | irport Da  |          |                  |            |
| Basic Weather - VMC                                 | SAME AS ACC/INC                           |                           |        | COVINGT    |          | 47               |            |
| Wind Dir/Speed- 170/007 KTS<br>Visibility - 20.0 SM | ATC/Airspace                              |                           |        |            | Ident    | - 3000/          | 75         |
| Lowest Sky/Clouds - CLEAR                           | Type of Flight Pla                        |                           |        |            |          | - ASPHAL1        |            |
| Lowest Ceiling - NONE                               | Type of Clearance                         | - NONE                    |        |            | Status   |                  |            |
| Obstructions to Vision- NONE                        | Type Apch/Lndg                            | - TRAFFIC PATT            | FRN    | Kullway    | Status   | DRT              |            |
| Precipitation - NONE                                | rype Apeny Endg                           |                           |        |            |          |                  |            |
| Condition of Light - DAYLIGHT                       |                                           |                           |        |            |          |                  |            |
|                                                     |                                           |                           |        |            |          |                  |            |
| Pilot-In-Command                                    | Age - 53                                  | Medical Certi             | ficate | - VALID    | MEDICAL- | WAIVERS/LI       | MIT        |
| Certificate(s)/Rating(s)                            | Biennial Flight Review                    |                           |        | : Time (Ho |          |                  |            |
| PRIVATE                                             |                                           | Total                     |        | 632        | Last     | 24 Hrs -         |            |
| SE LAND, ME LAND                                    | Months Since - 38<br>Aircraft Type - UNK/ | Make/Mode<br>NR Instrumen | 1-     | 619        | Last     | 30 Days- l       |            |
|                                                     | Aircraft Type - UNK/                      | 'NR Instrumen             | t-     |            | Last     | 90 Days-         | 50         |
|                                                     |                                           | Multi-Eng                 | -      | 619        |          |                  |            |
| Instrument Rating(s) - AIRPLANE                     |                                           |                           |        |            |          |                  |            |
| -Narrative                                          |                                           |                           |        |            |          |                  |            |

MONTHS OVERDUE. THE PILOT'S BIENNIAL FLIGHT REVIEW WAS 14 MONTHS OVERDUE.

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10/08/87 COVINGTON, LA Time (Lc1) - 1436 CDT File No. - 2053 A/C Reg. No. N718GA Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. AIRSPEED(VREF) - EXCEEDED - PILOT IN COMMAND 3. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - OTHER MAINTENANCE PSNL 4. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - TREE(S) Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - DITCH 7. LANDING GEAR, NOSE GEAR - OVERLOAD 8. LANDING GEAR, NOSE GEAR - COLLAPSED ----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

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## Brief of Accident

| File No 2165 4/16                                                                                                                                                                                                                                                                                             | 0/87 NANTUCKET,MA                                                                                  | A/C Re                                                                       | g. No. N40395                           | т                                                           | ime (Lc1) -                | 2208 EDT        |                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|-----------------------------------------|-------------------------------------------------------------|----------------------------|-----------------|-----------------|
| Basic Information<br>Type Operating Certificate-<br>Type of Operation -<br>Flight Conducted Under -<br>Accident Occurred During -                                                                                                                                                                             | PERSONAL<br>14 CFR 91<br>DESCENT                                                                   | SUBSTAN<br>Fire<br>NONE                                                      | TIAL Crew<br>Pass                       | 0                                                           | 0<br>0                     | Minor<br>O<br>O | None<br>1<br>3  |
| Aircraft Information<br>Make/Model - PIPER PA-23<br>Landing Gear - TRICYCLE-RE<br>Max Gross Wt - 5200<br>No. of Seats - 6                                                                                                                                                                                     | TRACTABLE Nu                                                                                       | ng Make/Model - LYC<br>umber Engines - 2<br>ngine Type - REC<br>ated Power - | DMING IO-540<br>IP-FUEL INJECTED        | ELT                                                         | Installed/A<br>tall Warnir | ctivated        |                 |
| Environment/Operations Inform<br>Weather Data<br>Wx Briefing - FSS<br>Method - UNK/NR<br>Completeness - UNK/NR<br>Basic Weather - IMC<br>Wind Dir/Speed- UNK/NR<br>Visibility - 1.000<br>Lowest Sky/Clouds - M<br>Lowest Ceiling -<br>Obstructions to Vision-F<br>Precipitation - M<br>Condition of Light - M | Itine<br>Las<br>Des<br>SM ATC//<br>I/A Typ<br>200 FT OBSCURED Typ<br>OG Typ<br>IONE<br>IIGHT(DARK) | be Apch/Lndg -                                                               | IFR<br>IFR                              | ON AIR<br>Airport D<br>NANTUC<br>Runway<br>Runway<br>Runway | ata<br>KET                 | ASPHALT         | 150             |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE<br>SE LAND,ME LAND                                                                                                                                                                                                           | Mont                                                                                               | 1                                                                            | Make/Model-                             | nt Time (H<br>610<br>320                                    | ours)<br>Last 24           |                 | 2<br>K/NR<br>37 |
| Instrument Rating(s) -                                                                                                                                                                                                                                                                                        | AIRPLANE                                                                                           |                                                                              |                                         |                                                             |                            |                 |                 |
| Narrative<br>HE PIPER PA-23-250 ATTEMPTED A G<br>N DURING A NIGHT INSTRUMENT APPR<br>HE PROCEDURE IN THE PIPER MANUAL<br>ING FLAPS. THE AIRCRAFT MADE GRO<br>RAINAGE DITCH.                                                                                                                                   | OACH. THE PILOT REPOR<br>IS TO ADD FULL POWER                                                      | TED THAT HE ADDED F<br>, RETRACT THE LANDI                                   | JLL POWER AND RETR<br>NG GEAR, AND THEN | ACTED THE<br>SLOWLY RE                                      | WING FLAPS<br>TRACT THE    |                 |                 |

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File No. - 2165 4/16/87 NANTUCKET, MA A/C Reg. No. N40395 Time (Lc1) - 2208 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - MISSED APPROACH (IFR) Finding(s) 1. WEATHER CONDITION - FOG 2. LIGHT CONDITION - DARK NIGHT 3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INOPERATIVE 4. GO-AROUND - IMPROPER - PILOT IN COMMAND 5. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND 6. STALL - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - DITCH \_\_\_\_\_ \_\_\_\_\_ ----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) 1,2,6

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### National Transportation Safety Board Washington, D.C. 20594

#### Brief of Accident

| Basic Information                    |                         | Aineneft D              |                            |            | Iniu            | nioc      |         |
|--------------------------------------|-------------------------|-------------------------|----------------------------|------------|-----------------|-----------|---------|
| Type Operating Certificate-NONE (G   | ENERAL AVIATION)        | Aircraft D<br>SUBSTANTI |                            | Fatal      | Inju<br>Serious |           | None    |
| Type of Operation -PERSONA           | L                       | Fire                    | Cr                         |            | 0               | 0         | 4       |
| Flight Conducted Under -14 CFR       |                         | NONE                    | Pa                         | ss O       | 0               | 0         | 0       |
| Accident Occurred During -LANDING    |                         |                         |                            |            |                 |           |         |
| Aircraft Information                 |                         |                         |                            |            |                 |           |         |
| Make/Model - PIPER PA-34             |                         |                         | NENTAL TSIO-3              | 60 EL      | [ Installed/    |           | -       |
| Landing Gear - TRICYCLE-RETRACTAB    |                         | ngines - 2              |                            | _          | Stall Warni     | ng System | n - YES |
| Max Gross Wt - 4570                  |                         |                         | P-FUEL INJECTE             | D          |                 |           |         |
| No. of Seats - 7                     | Rated Pow               | /er ~ 22                | 20 HP                      |            |                 |           |         |
| Environment/Operations Information   |                         |                         |                            |            |                 |           |         |
| Weather Data                         | Itinerary               |                         |                            |            | t Proximity     |           |         |
| Wx Briefing ~ NO RECORD OF BRI       | •                       | ture Point              |                            | UNA        | IRPORT          |           |         |
| Method - N/A<br>Completeness - N/A   | JACKMAN,<br>Destinatior |                         |                            | Airport    | Data            |           |         |
| Basic Weather ~ VMC                  | SOUTHBRI                |                         |                            | •          | HBRIDGE         |           |         |
| Wind Dir/Speed- CALM                 | 30011683                | DGE, MA                 |                            | -          |                 | - 02      |         |
| Visibility - 20.0 SM                 | ATC/Airspace            | <u>د</u>                |                            |            | ay Lth/Wid      | -         | 75      |
| Lowest Sky/Clouds - CLEAR            |                         | light Plan - N          | IONE                       |            | ay Surface      |           |         |
| Lowest Ceiling - NONE                |                         | earance - N             |                            |            |                 | - DRY     |         |
| Obstructions to Vision- NONE         |                         |                         | RAFFIC PATTER              |            |                 |           |         |
| Precipitation - NONE                 |                         | F                       | ULL STOP                   |            |                 |           |         |
| Condition of Light - DAYLIGHT        |                         |                         |                            |            |                 |           |         |
| Personnel Information                |                         |                         |                            |            |                 |           |         |
| Pilot-In-Command                     | Age - 48                |                         | edical Certifi             |            |                 | O WAIVERS | S/LIMIT |
| Certificate(s)/Rating(s)             | Biennial Flight         |                         |                            | ight Time  |                 |           |         |
| PRIVATE                              | Current                 | - YES                   |                            | 3100       |                 | 4 Hrs -   | 1       |
| ME LAND, SE SEA                      | Months Since            |                         | Make/Model-                |            |                 | 0 Days- L | •       |
| HELICOPTER                           | Aircraft lyp            | e – UNK/NR              | Instrument-<br>Multi-Eng - |            | Last 9          | 0 Days-   | 18      |
|                                      |                         |                         | Multi~Eng -                | 940        |                 |           |         |
| Instrument Rating(s) - NONE          | ·                       |                         |                            |            |                 |           |         |
| Narrative                            |                         |                         |                            |            |                 |           |         |
| NG LANDING ROLL, A FAILURE OF A TIRE | TUPE CAUSED & ELAT TI   |                         |                            | DAET WAS H | NST WHEN        |           |         |

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| File No 2002                                                   | 6/24/87                      | SOUTHBRIDGE, MA        | A/C Reg. No. N4348T                | Time (Lcl) - 1115 EDT |
|----------------------------------------------------------------|------------------------------|------------------------|------------------------------------|-----------------------|
| Occurrence #1 AIR<br>Phase of Operation LAN                    | FRAME/COMPONE<br>DING - ROLL | NT/SYSTEM FAILURE/MALF | UNCTION                            |                       |
| Finding(s)<br>1. LANDING GEAR,TIRE -<br>2. LANDING GEAR,TIRE - |                              |                        |                                    |                       |
| Occurrence #2 LOS<br>Phase of Operation LAN                    |                              | - ON GROUND            |                                    |                       |
| Finding(s)<br>3. DIRECTIONAL CONTROL                           | - NOT MAINTAI                | NED - PILOT IN COMMAND | )                                  |                       |
| Probable Cause                                                 |                              |                        |                                    |                       |
| The National Transportation                                    | on Safety Boa                | rd determines that the | e Probable Cause(s) of this accide | ent                   |

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

is/are finding(s) 1,2

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Brief of Accident

| Basic Information<br>Type Operating Certificate-NONE (                                 | GENERAL AVIATION)             | Aircraft Damage    |            |                          | Injur       | ies      |      |
|----------------------------------------------------------------------------------------|-------------------------------|--------------------|------------|--------------------------|-------------|----------|------|
| Type operating ber throate hold (                                                      |                               | SUBSTANTIAL        |            | Fatal                    | Serious     |          | None |
| Type of Operation -PERSON                                                              |                               | Fire               | Crew       | 0                        | 0           | 1        | 0    |
| Flight Conducted Under ~14 CFR                                                         |                               | NONE               | Pass       | 0                        | 0           | 0        | 1    |
| Accident Occurred During -LANDIN                                                       | IG                            |                    |            |                          |             |          |      |
| Aircraft Information                                                                   |                               |                    |            |                          |             |          |      |
| Make/Model - HUGHES 369D                                                               |                               | Model - ALLISON 25 | 0-C20B     |                          | nstalled/A  |          |      |
| Landing Gear - SKID                                                                    | •                             | gines - 1          |            | St                       | all Warning | g System | - NO |
| Max Gross Wt - 2100<br>No. of Seats - 4                                                | Engine Typ<br>Rated Powe      |                    |            |                          |             |          |      |
|                                                                                        |                               |                    |            |                          |             |          |      |
| Environment/Operations Information-                                                    |                               |                    |            |                          |             |          |      |
| Weather Data                                                                           | Itinerary                     |                    |            | Airport F                |             |          |      |
| Wx Briefing - NO RECORD OF BR<br>Method - N/A                                          | IEFING Last Depar<br>BEDFORD, |                    |            | UFF AIF                  | PORT/STRIP  |          |      |
| Completeness - N/A                                                                     | Destination                   |                    |            | Airport Da               | 1+2         |          |      |
| Basic Weather - VMC                                                                    | SAME AS A                     |                    |            |                          | IE FIELD    |          |      |
| Wind Dir/Speed- 130/008 KTS                                                            | 54.12 45 4                    |                    |            | -                        |             | N/A      |      |
| Visibility - 7.0 SM                                                                    | ATC/Airspace                  |                    |            |                          | Lth/Wid -   |          |      |
| Lowest Sky/Clouds - 1500 F                                                             |                               |                    |            | Runway                   | Surface -   | N/A      |      |
| Lowest Ceiling - NONE                                                                  |                               | earance - NONE     |            | Runway                   | Status -    | N/A      |      |
| Obstructions to Vision- NONE                                                           | Type Apch/I                   | Lndg - NONE        |            |                          |             |          |      |
| Precipitation - NONE<br>Condition of Light - DAYLIGH                                   | · <b>T</b>                    |                    |            |                          |             |          |      |
|                                                                                        |                               |                    |            |                          |             |          |      |
| Personnel Information<br>Pilot-In-Command                                              | 1                             | M1                 | 0          |                          |             |          | TATT |
| Certificate(s)/Rating(s)                                                               | Age - 35<br>Biennial Flight I |                    | Certificat | e - VALID<br>it Time (Ho |             | WAIVERS/ |      |
| COMMERCIAL, CFI                                                                        |                               |                    | al -       |                          | Last 24     | Hrs -    | 4    |
| SE LAND, ME LAND                                                                       | Months Since                  |                    |            | 2000                     |             | Days- UN |      |
| HELICOPTER                                                                             | Aircraft Type                 |                    | trument-   |                          |             | Days-    |      |
|                                                                                        |                               |                    | ti-Eng -   |                          |             |          | 3607 |
| Instrument Rating(s) - NONE                                                            |                               |                    |            |                          |             |          |      |
|                                                                                        |                               |                    |            |                          |             |          |      |
| Narrative                                                                              |                               |                    |            | TRAL LING I              | OCT AND TH  | -        |      |
| Narrative<br>NG A PRACTICE AUTOROTATION WITH POW<br>COPTER TURNED SEVERAL TIMES BEFORE |                               |                    |            |                          |             |          |      |

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7/22/87 BEDFORD, MA A/C Reg. No. N8384F Time (Lcl) - 1118 EDT File No. - 2031 LOSS OF ENGINE POWER Occurrence #1 Phase of Operation LANDING Finding(s) 1. AUTOROTATION - PERFORMED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING Finding(s) 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. 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 is/are finding(s) 2,3

Brief of Accident

| -Basic Information<br>Type Operating Certificate-NONE (GENERA |                                    | aft Damage         |           |        | Iniu             | ries      |            |
|---------------------------------------------------------------|------------------------------------|--------------------|-----------|--------|------------------|-----------|------------|
| Type operating certificate None (denera                       |                                    | TANTIAL            | Fa        | tal    | Serious          |           | None       |
| Type of Operation -INSTRUCTIONA                               |                                    |                    | Crew      | 0      | 0                | 0         | 2          |
| Flight Conducted Under -14 CFR 91                             | NONE                               | F F                | ass       | 0      | 0                | 0         | 0          |
| Accident Occurred During -LANDING                             |                                    |                    |           |        |                  |           |            |
| -Aircraft Information                                         |                                    |                    |           |        |                  |           |            |
| Make/Model - PIPER PA-28-161                                  | Eng Make/Model -                   |                    |           |        |                  |           | 1 - YES/YE |
| Landing Gear - TRICYCLE-FIXED                                 | Number Engines -                   |                    |           | St     | tall Warni       | ng Syster | n - YES    |
| Max Gross Wt - 2150                                           | Engine Type -                      |                    | RBURETOR  |        |                  |           |            |
| No. of Seats - 4                                              | Rated Power -                      | 160 HP             |           |        |                  |           |            |
| -Environment/Operations Information                           |                                    |                    |           |        |                  |           |            |
| Weather Data                                                  | Itinerary                          |                    |           |        | Proximity        |           |            |
| Wx Briefing - NO RECORD OF BRIEFING                           |                                    | nt 🕚               | 0         | N AIRF | PORT             |           |            |
| Method - N/A                                                  | LAWRENCE, MA                       |                    |           |        |                  |           |            |
| Completeness - N/A                                            | Destination                        |                    |           | ort Da |                  |           |            |
| Basic Weather - VMC                                           | SAME AS ACC/INC                    |                    |           |        | CE MEM.          | 22        |            |
| Wind Dir/Speed- 340/005 KTS<br>Visibility - UNK/NR            | ATC/Airspace                       |                    |           |        | Ident<br>Lth/Wid | - 32      | 100        |
| Lowest Sky/Clouds - CLEAR                                     | Type of Flight Pla                 |                    |           |        | Surface          |           |            |
| Lowest Ceiling - NONE                                         | Type of Clearance                  |                    |           |        | Status           |           |            |
| Obstructions to Vision- NONE                                  | Type Apch/Lndg                     | - FORCED LANDIN    |           | unway  | Jialus           | DRT       |            |
| Precipitation - NONE                                          | Type Apen/Endg                     | I ORGED EANDIN     | NG        |        |                  |           |            |
| Condition of Light - DAYLIGHT                                 |                                    |                    |           |        |                  |           |            |
|                                                               |                                    |                    |           |        |                  |           |            |
| -Personnel Information<br>Pilot-In-Command                    | 4.50 - 4.1                         | Medical Certif     | licato -  |        | MEDICAL -N       |           | // ТМТТ    |
| Certificate(s)/Rating(s)                                      | Age - 41<br>Biennial Flight Review |                    | light Ti  |        |                  | U WAIVERS | 5/11111    |
| COMMERCIAL,CFI                                                | Current - YES                      | Total              |           | •      | •                | 4 Hrs -   | 2          |
| SE LAND, ME LAND                                              | Months Since - 6                   | Make/Model         |           |        |                  | 10 Davs-l | -          |
| JE EAND; ME EAND                                              | Aircraft Type - UNK/               |                    | t- 120    |        | Last 9           | 0 Days (  |            |
|                                                               |                                    | Multi-Eng          | - 20      |        |                  | o bayo    | 100        |
| Instrument Rating(s) - NONE                                   |                                    |                    |           |        |                  |           |            |
|                                                               |                                    |                    |           |        |                  |           |            |
| -Narrative                                                    |                                    |                    |           |        |                  |           |            |
| AIRCRAFT LOST POWER SHORTLY AFTER TAKEOFF                     | . THE INSTRUCTOR PILOT TO          | IOK CONTROL AND DL | JE TO THE | LACK   | OF ALTITU        | IDE       |            |

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| File No 20                                             | 83 8/04/87                       | N. ANDOVER,MA | A/C Reg. No. N8363H | Time (Lcl) - 0945 EDT |
|--------------------------------------------------------|----------------------------------|---------------|---------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                    |                                  |               |                     |                       |
| Finding(s)<br>1. ENGINE ASSEMBLY<br>2. ENGINE ASSEMBLY |                                  |               |                     |                       |
| Occurrence #2<br>Phase of Operation                    |                                  | NCY           |                     |                       |
| Occurrence #3<br>Phase of Operation                    | HARD LANDING<br>LANDING - FLARE/ | TOUCHDOWN     |                     |                       |
| Probable Cause                                         |                                  |               |                     |                       |

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

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### National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

| Basic Information<br>Type Operating Certificate-NONE (GENE             |               | Aircraft Damage                  |                              |            | Injur       | ios       |       |
|------------------------------------------------------------------------|---------------|----------------------------------|------------------------------|------------|-------------|-----------|-------|
| Type operating centrificate None (dent                                 | KAL AVIATION) | DESTROYED                        |                              | Fatal      | Serious     |           | None  |
| Type of Operation -PERSONAL                                            |               | Fire                             | Crew                         | 1          | 0           | 0         | 0     |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT |               | ON GROUND                        | Pass                         | 1          | Ō           | Ō         | 0     |
|                                                                        |               |                                  |                              |            |             |           |       |
| Aircraft Information                                                   |               | /                                |                              |            |             |           |       |
| Make/Model ~ CESSNA 152                                                | 5             | /Model - LYCOMING O              |                              |            | [nstalled/A |           |       |
| Landing Gear - TRICYCLE-FIXED                                          |               | <b>J</b>                         |                              |            | tall Warnin | g System  | - YES |
| Max Gross Wt - 1670<br>No. of Seats - 2                                |               | ype - RECIPROCAT<br>wer - 110 HP | ING-CARBURE                  | UR         |             |           |       |
|                                                                        |               |                                  |                              |            |             |           |       |
| Environment/Operations Information                                     |               |                                  |                              |            |             |           |       |
| Weather Data                                                           | Itinerary     |                                  |                              | Airport F  |             |           |       |
| Wx Briefing - FSS                                                      | Last Depa     |                                  |                              | OFF AIF    | RPORT/STRIP |           |       |
| Method - TELEPHONE                                                     | LEWISTO       |                                  |                              |            |             |           |       |
| Completeness - FULL                                                    | Destinatio    | n                                | l l                          | Airport Da | ata         |           |       |
| Basic Weather - IMC                                                    | STOW, MA      |                                  |                              | MINUTE     | MAN         |           |       |
| Wind Dir/Speed- 120/008 KTS                                            |               |                                  |                              | Runway     | Ident -     | 21        |       |
| Visibility - 3.000 SM                                                  | ATC/Airspace  | e                                |                              | Runway     | Lth/Wid -   | 2770/     | 50    |
| Lowest Sky/Clouds - UNK/NR                                             | Type of F     | light Plan - IFR                 |                              | Runway     | Surface -   | ASPHALT   |       |
| Lowest Ceiling - 900 FT O                                              |               |                                  |                              | Runway     | Status -    | WET       |       |
| Obstructions to Vision- FOG                                            | Type Apch,    | /Lndg - VOR/DM                   | ìΕ                           |            |             |           |       |
| Precipitation - NONE                                                   |               |                                  |                              |            |             |           |       |
| Condition of Light - NIGHT(DARK)                                       |               |                                  |                              |            |             |           |       |
| Personnel Information                                                  |               |                                  |                              |            |             |           |       |
| Pilot-In-Command                                                       |               | Medical                          | Contificate                  |            | MEDICAL-WA  | TVERS/LTM | ודד   |
| Certificate(s)/Rating(s)                                               |               | Review                           |                              |            |             | IVERS/EIM |       |
| COMMERCIAL,CFI                                                         |               |                                  | ·                            | 1000       | 125+ 24     | Hrs -     | 3     |
| SE LAND                                                                |               | e - UNK/NR Mak                   | e/Model-UNK                  |            | Last 30     |           | 7     |
|                                                                        | Aircraft Ty   | pe - UNK/NR Ins                  | e/Model- UNA<br>trument- UNA | (/NR       | Last 90     | Days-     |       |
|                                                                        | Andraitiy     | Mul                              | ti-Eng - UN                  | (/NR       | Rotoror     | aft - UN  |       |
|                                                                        |               |                                  | c. Eng Ow                    | .,         |             | UN        |       |

----Narrative----

THE IFR FLIGHT FROM AUBURN-LEWISTON, MAINE TO THE MANCHESTER, NEW HAMPSHIRE VORTAC FACILITY WAS WITHOUT INCIDENT. BOSTON CENTER CLEARED THE FLIGHT FOR THE VOR/DME INSTRUMENT APPROACH PROCEDURE TO RUNWAY 21 AT THE UNCONTROLLED STOW/MINUTE MAN AIRPORT, STOW, MASSACHUSETTS. WITNESSES RESIDING BETWEEN EGORE, THE FINAL APPROACH FIX, AND THE AIRPORT, HEARD THE ENGINE REV UP TO A HIGH POWER SETTING MOMENTS BEFORE THE AIRCRAFT CRASHED THROUGH TREES AND POWERLINES. THEREAFTER, THE AIRCRAFT NOSED INTO AN ASPHALT ROADWAY AND CAME TO REST IN A BALL OF FIRE AT A POINT ABOUT 2.75 MILES SHORT OF THE RUNWAY THRESHOLD.

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File No. - 2157 9/11/87 BOXBOROUGH, MA A/C Reg. No. N25223 Time (Lc1) - 2220 EDT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Findina(s) 1. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND 2. DESCENT - PREMATURE - PILOT IN COMMAND 3. OBJECT - TREE(S) 4. OBJECT - WIRE, TRANSMISSION 5. LIGHT CONDITION - DARK NIGHT 6. WEATHER CONDITION - FOG Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED ----------Probable Cause----

Brief of Accident (Continued)

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

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

#### Brief of Accident

| File No 2108 3/07/87 EDGEW                                                                                                                                                                                                                                                                                                                                   | OOD, MD                                                                                   | A/C Reg. No. N1                                 | 11288        | т                                                          | ime (Lcl) -                              | 1256 EST                   |                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|-------------------------------------------------|--------------|------------------------------------------------------------|------------------------------------------|----------------------------|----------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT                                                                                                                                                                                       | F                                                                                         | ircraft Damage<br>DESTROYED<br>ire<br>DN GROUND | Crew<br>Pass | Fatal<br>1<br>1                                            | Injur<br>Serious<br>O<br>O               | Minor                      | None<br>O<br>O |
| Aircraft Information<br>Make/Model - ROCKWELL COMMANDER 112<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 2950<br>No. of Seats - 4                                                                                                                                                                                                                | Number Engines                                                                            | - RECIP-FUEL I                                  |              |                                                            | Installed/A<br>tall Warnin               |                            |                |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 270/010 KTS<br>Visibility - 15.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | SAME AS ACC/<br>Destination<br>LOCAL<br>ATC/Airspace<br>Type of Flight<br>Type of Cleara  | INC<br>Plan - NONE                              |              | OFF AI<br>Airport D<br>WIEDE<br>Runway<br>Runway<br>Runway | AAF<br>Ident -<br>Lth/Wid -<br>Surface - | N/A<br>N/A                 |                |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE<br>SE LAND                                                                                                                                                                                                                                                                  | Age - 65<br>Biennial Flight Revie<br>Current - L<br>Months Since - L<br>Aircraft Type - L | ∍w<br>JNK/NR Tota1<br>JNK/NR Make/              | Fligh<br>1 - | nt Time (H<br>459<br>50                                    | ours)<br>Last 24<br>Last 30              | Hrs - UN<br>Days-<br>Days- | 2              |

#### Instrument Rating(s) - NONE

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----Narrative----

ON THE DAY OF THE ACCIDENT AND BEFORE THE ACCIDENT FLIGHT, THE INLET FUEL HOSE TO THE FUEL FLOW DIVIDER WAS REPLACED. THE HOSE ASSEMBLY WAS FABRICATED BY MAINT PERSONNEL. AN INSPECTION FLIGHT AFTERWARDS REVEALED ENGINE ROUGHNESS DURING FUEL MIXTURE LEANING. AFTER THE INSPECTION FLIGHT, IT WAS CONCLUDED THAT FUEL FLOW WAS INADEQUATE AND THE FUEL INJECTOR NOZZLES WERE CLEANED. A SECOND INSPECTION FLIGHT REVEALED SATISFACTORY OPERATION DURING FUEL MIXTURE LEANING AND THE ACFT WAS RETURNED TO SERVICE. ENGINE POWER LOSS OCCURRED SHORTLY AFTER TKOF WHEN THE ACFT WAS CLIMBING TO CRUISE ALTITUDE. A LOSS OF CONTROL OCCURRED ON THE ACDT FLT, AS THE PLT WAS ATTEMPTING A LANDING IN AN OPEN AREA ALONGSIDE RR TRACKS. THE ACFT ERUPTED IN FIRE AFTER GROUND IMPACT. EXAMINATION OF THE ACFT REVEALED PIECES OF RUBBER INSIDE THE FUEL FLOW DIVIDER.

3/07/87 A/C Reg. No. N112BB Time (Lcl) - 1256 EST File No. - 2108 EDGEWOOD, MD LOSS OF POWER Occurrence #1 Phase of Operation CLIMB - TO CRUISE Finding(s) 1. FUEL SYSTEM, LINE - BLOCKED(PARTIAL) 2. MAINTENANCE, MODIFICATION - INADEQUATE - OTHER MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - EMERGENCY Finding(s) 3. AIRSPEED(VS) - NOT MAINTAINED - 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

Brief of Accident

| File No 2107 5/17/87 ELK              | TON, MD                           | A/C Reg. No. N714FZ Time (Lc1) - 1930 EDT |                             |                 |             |          |
|---------------------------------------|-----------------------------------|-------------------------------------------|-----------------------------|-----------------|-------------|----------|
| Basic Information                     |                                   |                                           |                             |                 |             |          |
| Type Operating Certificate-NONE (GENE | RAL AVIATION)                     | Aircraft Damage                           |                             | Inju            |             |          |
|                                       |                                   | DESTROYED                                 | Fata                        | -               | Minor       | None     |
| Type of Operation -PERSONAL           |                                   | Fire                                      |                             | 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 150M              | Eng Make/Mod                      | el - CONTINENTAL C                        | )-200-A48B                  | ELT Installed// | Activated - | · YES/NO |
| Landing Gear ~ TRICYCLE-FIXED         | Number Engin                      | es - 1                                    |                             | Stall Warnin    | ng System - | - YES    |
| Max Gross Wt - 1600                   | 5 ,1                              | - RECIPROCATING                           | G-CARBURETOR                |                 |             |          |
| No. of Seats - 2                      | Rated Power                       | - 110 HP                                  |                             |                 |             |          |
| Environment/Operations Information    |                                   |                                           |                             |                 |             |          |
| Weather Data                          | Itinerary                         |                                           | Airp                        | ort Proximity   |             |          |
| Wx Briefing - UNK/NR                  | Last Departur                     | e Point                                   |                             | F AIRPORT/STRI  | <b>b</b>    |          |
| Method - UNK/NR                       | ELKTON, MD                        |                                           |                             | ·····, -···     |             |          |
| Completeness - UNK/NR                 | Destination                       |                                           | Airpo                       | rt Data         |             |          |
| Basic Weather - VMC                   | LOCAL                             |                                           | •                           |                 |             |          |
| Wind Dir/Speed- 220/010 KTS           |                                   |                                           | Rui                         | nway Ident 🚽    | - N/A       |          |
| Visibility - 10.0 SM                  | ATC/Airspace                      |                                           | Rui                         | nway Lth/Wid    | - N/A       |          |
| Lowest Sky/Clouds - CLEAR             | Type of Fligh                     |                                           |                             | nway Surface 🖓  |             |          |
| Lowest Ceiling - NONE                 | Type of Clear                     |                                           | Rui                         | nway Status –   | - N/A       |          |
| Obstructions to Vision- NONE          | Type Apch/Lnd                     | g - NONE                                  |                             |                 |             |          |
| Precipitation - NONE                  | :                                 |                                           |                             |                 |             |          |
| Condition of Light - DAYLIGHT         |                                   |                                           |                             |                 |             |          |
| Personnel Information                 |                                   |                                           |                             |                 |             |          |
| Pilot-In-Command                      | Age ~ 39                          |                                           |                             | ALID MEDICAL-W  | AIVERS/LIMI | [T       |
| Certificate(s)/Rating(s)              | Biennial Flight Rev               | iew                                       | Flight Time                 | e (Hours)       |             |          |
| COMMERCIAL, CFI                       | Current -                         | YES Total                                 | - 3842                      | Last 24         | 4 Hrs - UNK |          |
| SE LAND, ME LAND                      | Months Since -<br>Aircraft Type - | 24 Make/M                                 | Nodel- 232<br>ument- UNK/NR | Last 30         | Days- UNK   |          |
|                                       | Aircraft Type -                   |                                           |                             |                 | Days- UN    |          |
|                                       |                                   | Multi-                                    | Eng - 1854                  | Rotorci         | raft - UNM  | (/NK     |
| Instrument Rating(s) - AIRPLANE       |                                   |                                           |                             |                 |             |          |
|                                       |                                   |                                           |                             |                 |             |          |

THE ACFT WAS FLYING AT LOW ALTITUDE OVER AN AREA OF OPEN FIELDS WHEN ACCORDING TO WITNESSES THE ACFT ABRUPTLY PITCHED DOWN AND DESCENDED TO THE GROUND. SOME WITNESSES STATED THEY HEARD THE ENGINE OPERATING THROUGHOUT THE DESCENT WHILE OHTER WITNESSES REPORTED NO ENGINE SOUNDS. THE PLT STATED BEFORE THE FLIGHT THAT HE WAS GOING TO DO SOME PRACTICE FLYING. THE ACCIDENT OCCURRED AT A PRACTICE AREA. EXAMINATION OF THE ACFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION.

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| File No 21                                            | 07 5/17/87                           | ELKTON, MD  | A/C Reg. | No. N714FZ | Time (Lcl) - 1930                      | EDT |
|-------------------------------------------------------|--------------------------------------|-------------|----------|------------|----------------------------------------|-----|
| Occurrence #1<br>Phase of Operation                   | LOSS OF CONTROL<br>MANEUVERING       | - IN FLIGHT |          |            |                                        |     |
| Finding(s)<br>1. AIRSPEED(VS) -<br>2. STALL - NOT COR |                                      |             |          |            |                                        |     |
| Occurrence #2<br>Phase of Operation                   | IN FLIGHT COLLIS<br>DESCENT - UNCONT |             |          |            |                                        |     |
| Probable Cause                                        |                                      |             |          |            | ······································ |     |

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

## Brief of Accident

| Basic Information<br>Type Operating Certificate-NONE (GENERA                                                                                                                                                                                                                                                                                                    |                                                                                                             | aft Damage<br>FANTIAL                                    | Injuries<br>Fatal Serious Minor No                          |                                                                                                   |                       |          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|-------------------------------------------------------------|---------------------------------------------------------------------------------------------------|-----------------------|----------|
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -APPROACH                                                                                                                                                                                                                                                          | SUBS<br>Fire<br>NONE                                                                                        | Crew                                                     | Fatal<br>O<br>O                                             | 0<br>0                                                                                            | Minor<br>1<br>1       |          |
| Aircraft Information                                                                                                                                                                                                                                                                                                                                            |                                                                                                             |                                                          |                                                             |                                                                                                   |                       |          |
| Make/Model - CESSNA 172P<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2400<br>No. of Seats - 4                                                                                                                                                                                                                                                            | Number Engines -<br>Engine Type - F                                                                         | YCOMING 0-320-D2J<br>1<br>RECIPROCATING-CARBUR<br>160 HP | S                                                           | Installed/A<br>tall Warnir                                                                        | g Syste               | em - YES |
| Environment/Operations Information                                                                                                                                                                                                                                                                                                                              |                                                                                                             |                                                          |                                                             |                                                                                                   |                       |          |
| Weather Data<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 180/010 KTS<br>Visibility - 10.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT<br>Personnel Information | ST. MICHAELS,MD<br>Destination<br>WHITEMARSH,MD<br>ATC/Airspace<br>Type of Flight Play<br>Type of Clearance | n - NONE                                                 | OFF AI<br>Airport D<br>BALTIM<br>Runway<br>Runway<br>Runway | Proximity<br>RPORT/STRIF<br>Data<br>DORE AIRPARK<br>Ident -<br>Lth/Wid -<br>Surface -<br>Status - | 09<br>2200/<br>ASPHAL |          |
| Pilot-In-Command                                                                                                                                                                                                                                                                                                                                                | Age - 49                                                                                                    | Medical Certifica                                        |                                                             |                                                                                                   | I·VERS/L              | IMIT     |
| Certificate(s)/Rating(s)<br>PRIVATE<br>SE LAND                                                                                                                                                                                                                                                                                                                  | Biennial Flight Review<br>Current YES<br>Months Since - 14<br>Aircraft Type - C-172                         | Total -<br>Make/Model-                                   |                                                             | Last 24<br>Last 30                                                                                | Days-                 | UNK/NR   |
| Instrument Rating(s) - NONE<br>Narrative<br>PILOT STATED THAT HE TOUCHED DOWN NEAR TH                                                                                                                                                                                                                                                                           | · · · · · · · · · · · · · · · · · · ·                                                                       | ······                                                   |                                                             |                                                                                                   |                       |          |
| DOWN THE RUNWAY THAT THEY DID NOT BELIEVE<br>MPT TO THE POINT WHERE IT WAS NOT POSSIBL<br>ROL OCCURED AFTER THE AIRCRAFT COLLIDED W<br>MPTING TO GAIN AIRSPEED WITH THE STALL WA                                                                                                                                                                                | HE COULD STOP ON THE RUN<br>E TO ACCELERATE TO A SAFE<br>THT THE STATIC LINE ABOVE                          | WAY. THE PILOT DELAY<br>FLYING SPEED BEFORE              | ED HIS GO<br>LIFTOFF.                                       | AROUND<br>A LOSS OF                                                                               |                       |          |

| File No 21                                                                                      | 13 8/02/87                               | WHITEMARSH, MD                        | A/C Reg. No. N54905                 | Time (Lcl) - 1725 EDT |
|-------------------------------------------------------------------------------------------------|------------------------------------------|---------------------------------------|-------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                                                             |                                          | ION WITH OBJECT                       |                                     |                       |
| Finding(s)<br>1. OBJECT - WIRE,S<br>2. IN-FLIGHT PLA<br>3. GO-AROUND - DEL<br>4. AIRSPEED - NOT | NNING/DECISION - I<br>AYED - PILOT IN CO | · · · · · · · · · · · · · · · · · · · | DMMAND                              |                       |
| Occurrence #2<br>Phase of Operation                                                             |                                          | ION WITH TERRAIN/WATE                 | R                                   |                       |
| Probable Cause                                                                                  |                                          | rd determines that th                 | ne Probable Cause(s) of this accide |                       |

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

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

Brief of Accident

| File No 2133 10/16/87 INDIAN                                                                                                                                                                                             | A/C Reg. No. N9                                                          | Time (Lc1) - 1100 EDT        |              |                                                                                           |                                 |        |             |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|------------------------------|--------------|-------------------------------------------------------------------------------------------|---------------------------------|--------|-------------|--|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL AVIATION)                                                                                                                                                  |                                                                          | Aircraft Damage<br>DESTROYED |              | Injuries<br>Fatal Serious Minor None                                                      |                                 |        |             |  |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -UNKNOWN                                                                                                                    |                                                                          | Fire<br>NONE                 | Crew<br>Pass | 1<br>0                                                                                    | 0<br>0                          | 0<br>0 | 0<br>0      |  |
| -Aircraft Information<br>Make/Model - CESSNA 172H<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2150<br>No. of Seats - 4                                                                                            | Number Engin                                                             | - RECIPROCATIN               |              | S                                                                                         | Installed/A<br>tall Warnin      |        | •           |  |
| -Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A                                                                                         | Itinerary<br>Last Departur<br>CLINTON,MD<br>Destination                  | e Point                      |              |                                                                                           | Proximity<br>RPORT/STRIP<br>ata |        |             |  |
| Basic Weather - VMC<br>Wind Dir/Speed- 020/002 KTS<br>Visibility - 7.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | LOCAL<br>ATC/Airspace<br>Type of Fligh<br>Type of Clear<br>Type Apch/Lnd | ance - NONE                  |              | Runway Ident - N/A<br>Runway Lth/Wid - N/A<br>Runway Surface - N/A<br>Runway Status - N/A |                                 |        |             |  |
|                                                                                                                                                                                                                          | Age - 24<br>Biennial Flight Rev<br>Current -                             | Flight Review Flight         |              | ght Time (Hours)                                                                          |                                 |        |             |  |
|                                                                                                                                                                                                                          | Months Since -<br>Aircraft Type -                                        | N/A Make/                    |              | Ō                                                                                         | Last 30                         | Days-  | 0<br>0<br>0 |  |

\_\_\_\_\_

Instrument Rating(s) - NONE

----Narrative----

\_\_\_\_\_

THE NON-CERTIFICATED PLT TOOK THE ACFT WITHOUT PROPER AUTHORITY. A NOTE WAS FOUND IN HIS AUTOMOBILE THAT SHOWED HE INTENDED TO COMMIT SUICIDE. A REVOLVER WAS FOUND AT THE CRASH SCENE WITH A SPENT CARTRIDGE UNDER THE HAMMER. POSTMORTEM STUDIES SHOWED THE PILOT DIED FROM A GUNSHOT TO THE HEAD. A TOXICOLOGY CHECK SHOWED THE PLT HAD A BLOOD/ALCOHOL LVL OF 0.11%.

Time (Lcl) - 1100 EDT File No. - 2133 10/16/87 INDIAN HEAD, MD A/C Reg. No. N9WB -------------Occurrence #1 MISCELLANEOUS/OTHER Phase of Operation UNKNOWN Finding(s) 1. SUICIDE - PERFORMED - UNQUALIFIED PERSON 2. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - UNQUALIFIED PERSON PHYSICAL IMPAIRMENT(ALCOHOL) - UNQUALIFIED PERSON 3. \_\_\_\_\_ 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

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Brief of Accident

| File No 2087 2/07/87 UTIC.                                             | A/C Reg. No.      | Time (Lcl) - 0930 EST           |             |            |            |           |            |
|------------------------------------------------------------------------|-------------------|---------------------------------|-------------|------------|------------|-----------|------------|
| -Basic Information<br>Type Operating Certificate-NONE (GENER           | AL AVIATION)      | Aircraft Damage                 |             |            | Inju       | ries      |            |
|                                                                        |                   | SUBSTANTIAL                     |             | Fatal      |            | Minor     | None       |
| Type of Operation -PERSONAL                                            |                   | Fire                            | Crew        | 0          | 0          | 0         | 1          |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING |                   | NONE                            | Pass        | 0          | 0          | 0         | 1          |
| -Aircraft Information                                                  |                   |                                 |             |            |            |           |            |
| Make/Model - CESSNA 182P                                               |                   | Model - CONTINENTA<br>gines - 1 | L U-4/0-R   |            |            |           | d - YES/NC |
| Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2950                   |                   | De ~ RECIPROCAT                 |             |            | tall Warni | ng syste  | M - 165    |
| No. of Seats - 4                                                       | Rated Powe        |                                 | ING-CARDURE | TUK        |            |           |            |
| No. 01 Jeals 4                                                         |                   | 230 11                          |             |            |            |           |            |
| -Environment/Operations Information                                    |                   |                                 |             |            |            |           |            |
| Weather Data                                                           | Itinerary         |                                 |             | Airport    | Proximity  |           |            |
| Wx Briefing - FSS                                                      | Last Depar        | ture Point                      |             | OFF AI     | RPORT/STRI | P         |            |
| Method - UNK/NR                                                        | FRASER, M         | [                               |             |            |            |           |            |
| Completeness - WEATHER NOT PERTINEN                                    | I Destination     |                                 |             | Airport D  | ata        |           |            |
| Basic Weather - VMC                                                    | PORT HUR          | DN,MI                           |             | BERZ-M     | ACOMB      |           |            |
| Wind Dir/Speed- 270/006 KTS                                            |                   |                                 |             | Runway     | Ident      | - N/A     |            |
| Visibility - 6.0 SM                                                    | ATC/Airspace      |                                 |             | Runway     | Lth/Wid    | - N/A     |            |
| Lowest Sky/Clouds - 15000 FT SCA                                       |                   |                                 |             |            | Surface    | - GRASS/  | TURF       |
| Lowest Ceiling - 25000 FT BRO                                          |                   |                                 |             | Runway     | Status     | - DRY     |            |
| Obstructions to Vision- HAZE                                           | Type Apch/I       | _ndg - FORCED                   | LANDING     |            |            |           |            |
| Precipitation - NONE                                                   |                   |                                 |             |            |            |           |            |
| Condition of Light - DAYLIGHT                                          |                   |                                 |             |            |            |           |            |
| -Personnel Information                                                 |                   |                                 |             |            |            |           |            |
| Pilot-In-Command                                                       | Age - 26          |                                 | Certificat  |            |            | IAIVERS/L | IMIT       |
| Certificate(s)/Rating(s)                                               | Biennial Flight I |                                 |             | nt Time (H |            |           |            |
| COMMERCIAL, CFI                                                        | Current           |                                 | al -        |            |            | 4 Hrs -   | 5          |
| SE LAND, ME LAND                                                       |                   |                                 | e/Model-    |            |            | 0 Days-   | •          |
|                                                                        | Aircraft Type     |                                 | trument-    |            | Last 9     | 0 Days-   | 80         |
|                                                                        |                   | Mul                             | ti-Eng -    | 400        |            |           |            |
| Instrument Rating(s) - AIRPLANE                                        |                   |                                 |             |            |            |           |            |
|                                                                        |                   |                                 |             |            |            |           |            |

----Narrative----

THE PILOT EXPERIENCED A LOSS OF POWER TO 900 RPM SHORTLY AFTER TAKEOFF. THE PLT HAD CLIMBED TO 2000 FT AND REDUCED POWER. WHEN THE RPM DROPPED TO 900 RPM HE APPLIED CARB HEAT TO NO AVAIL. THE ACFT WAS LANDED IN A FIELD 6 MILES NORTH OF THE DEPARTURE ARPT. ENGINE INVESTIGATION AFTER ACCIDENT REVEALED WATER AND DEBRIS IN STRAINER AND CARBURETOR BOWL. FRESH FUEL WAS PUT IN SYSTEM AND ENGINE RAN PROPERLY. THE ACFT HAD NOT BEEN FLOWN RECENTLY.

Time (Lc1) - 0930 EST File No. - 2087 2/07/87 A/C Reg. No. N7088Q UTICA,MI LOSS OF POWER(PARTIAL) - NON-MECHANICAL Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - CONTAMINATION 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. FLUID, FUEL - WATER ------Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

Brief of Accident

| Basic Information                                                      |                      |                              |           |             |                  |         |          |
|------------------------------------------------------------------------|----------------------|------------------------------|-----------|-------------|------------------|---------|----------|
| Type Operating Certificate-NONE (GENERA                                |                      | Aircraft Damage<br>DESTROYED |           | Fatal       | Inju<br>Serious  |         | r None   |
| Type of Operation -PERSONAL                                            |                      | Fire                         | Crew      |             | 1                | 01110   |          |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING |                      | NONE                         | Pass      | 0           | 2                | •       | -        |
| Aircraft Information                                                   |                      |                              |           |             |                  |         |          |
| Make/Model - PIPER PA-28R-180                                          |                      | €1 - LYCOMING IO-            |           |             |                  |         |          |
| Landing Gear - TRICYCLE-RETRACTABLE                                    | Number Engine        |                              |           | S           | tall Warni       | ng Syst | em – YES |
| Max Gross Wt - 2500                                                    |                      | - RECIP-FUEL I               | NJECTED   |             |                  |         |          |
| No. of Seats - 4                                                       | Rated Power          | - 180 HP                     |           |             |                  |         |          |
| Environment/Operations Information                                     |                      |                              |           |             |                  |         |          |
| Weather Data                                                           | Itinerary            |                              |           |             | Proximity        |         |          |
| Wx Briefing - NO RECORD OF BRIEFING                                    |                      |                              |           | OFF AI      | RPORT/STRI       | 2       |          |
| Method - N/A                                                           | BENTON HARBO         | DR,MI                        |           |             |                  |         |          |
| Completeness - N/A                                                     | Destination          |                              |           | Airport D   | ata              |         |          |
| Basic Weather - VMC<br>Wind Dir/Speed- 260/008 KTS                     | LOCAL                |                              |           | 0           | Talana           |         |          |
| Visibility - 7.0 SM                                                    | ATC/Airspace         |                              |           |             | Ident<br>Lth/Wid | - N/A   |          |
| · · · · · · · · · · · · · · · · · · ·                                  | TERED Type of Flight | Plan - NONE                  |           |             | Surface          |         |          |
|                                                                        | Type of Cleara       |                              |           |             | Status           |         |          |
| Obstructions to Vision- NONE                                           |                      | g - STRAIGHT                 | - TN      | Kanway      | 514145           | DINI    |          |
| Precipitation - NONE                                                   |                      | FORCED L                     |           |             |                  |         |          |
| Condition of Light - DAYLIGHT                                          |                      |                              |           |             |                  |         |          |
| Personnel Information                                                  |                      |                              |           |             |                  |         |          |
| Pilot-In-Command                                                       | Age - 54             | Medical C                    | ertificat | e - VALID   | MEDICAL-W        | AIVERS/ | LIMIT    |
| Certificate(s)/Rating(s)                                               | Biennial Flight Revi | iew                          | Fligh     | nt Time (He |                  |         |          |
| COMMERCIAL, CFI                                                        | Current -            | YES Total<br>15 Make/        | -         | 904         | Last 24          |         |          |
| SE LAND, ME LAND, SE SEA                                               |                      |                              |           |             | Last 30          |         |          |
| GLIDER                                                                 | Aircraft Type -      | UNK/NR Instr<br>Multi        | -Eng -    | 94<br>3     | Last 90          | ) Days- | 52       |
| Instrument Rating(s) - AIRPLANE                                        |                      |                              |           |             |                  |         |          |

WHILE THE AIRCRAFT WAS CLIMBING TO ALTITUDE THE PILOT TRIED TO DECREASE POWER TO CRUISE CLIMB BUT HAD TO REDUCE POWER MORE TO CONTROL THE PROPELLER RPM. THE PILOT DECREASED THE POWER ONCE AGAIN AND SHORTLY AFTER THE ENGINE STOPPED. THE PILOT THEN ATTEMPTED TO MAKE AN EMERGENCY LANDING IN A SOCCER FIELD. DURING THE LANDING ROLL DIRECTIONAL CONTROL WAS NOT MAINTAINED AND THE AIRCRAFT STRUCK A TREE, THEN TWO TELEPHONE POLES AND FINALLY CAME TO REST AGAINST A PARKED VEHICLE. POST ACC EXAM OF THE ENGINE REVEALED A FAILURE OF THE CONNECTING ROD BEARINGS ON CYLINDERS #3 & 4. NO REASON FOR THE LACK OF PROP CONTROL WAS FOUND.

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7/03/87 A/C Reg. No. N7681J File No. - 2041 BENTON HARBOR, MI Time (Lc1) - 1435 EDT \_\_\_\_\_ LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation CLIMB - TO CRUISE Finding(s) 1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_\_ Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 2. OBJECT - TREE(S) 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. OBJECT - UTILITY POLE 5. OBJECT - VEHICLE ----Probable Cause----

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

Brief of Accident

| Basic Information                                                  |                                         |                              |            |           | <b>.</b>         |          |         |
|--------------------------------------------------------------------|-----------------------------------------|------------------------------|------------|-----------|------------------|----------|---------|
| Type Operating Certificate-NONE (GEN                               |                                         | Aircraft Damage<br>DESTROYED |            | Eatal     | Injur<br>Serious |          | None    |
| Type of Operation -BUSINESS                                        |                                         | Fire                         | Crew       |           | 0                | 0        |         |
| Type of Operation -BUSINESS<br>Flight Conducted Under -14 CFR 91   |                                         | NONE                         |            | 1         | ŏ                | õ        | õ       |
| Accident Occurred During -DESCENT                                  |                                         |                              |            |           | -                | -        |         |
| Aircraft Information                                               |                                         |                              |            |           |                  |          |         |
| Make/Model - BELL 47G                                              |                                         | lel - FRANKLIN 6V-3          | 350-A      |           |                  |          |         |
| Landing Gear - SKID                                                | Number Engir                            |                              |            |           | all Warnin       | ng Syste | m - NO  |
| Max Gross Wt - 2850                                                |                                         | - RECIPROCATING              | G-CARBURET | OR        |                  |          |         |
| No. of Seats - 2                                                   | Rated Power                             | - 235 HP                     |            |           |                  |          |         |
| Environment/Operations Information                                 |                                         |                              |            |           |                  |          |         |
| Weather Data                                                       | Itinerary                               | <b>- - - -</b>               |            | Airport F |                  |          |         |
| Wx Briefing - NO RECORD OF BRIEF                                   |                                         | e Point                      |            | OFF AIR   | PORT/STRIP       | •        |         |
| Method - N/A                                                       | ANOKA, MN                               |                              |            | innent De |                  |          |         |
| Completeness - N/A<br>Basic Weather - VMC                          | Destination                             |                              | А          | irport Da | іта              |          |         |
| Wind Dir/Speed- 320/015 KTS                                        | LOCAL                                   |                              |            | Bubway    | Ident -          | N/A      |         |
| Visibility - 15.0 SM                                               | ATC/Airspace                            |                              |            |           | Lth/Wid -        |          |         |
| Lowest Sky/Clouds - 5000 FT SC                                     |                                         | + Plan - NONE                |            |           | Surface -        |          |         |
|                                                                    | Type of Clear                           |                              |            |           | Status -         |          |         |
| Obstructions to Vision- NONE                                       | Type Apch/Lnc                           |                              |            |           | 010100           |          |         |
| Precipitation - NONE                                               | .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | .9                           |            |           |                  |          |         |
| Condition of Light - DAYLIGHT                                      |                                         |                              |            |           |                  |          |         |
| Personnel Information                                              |                                         |                              |            |           |                  |          |         |
| Pilot-In-Command                                                   | Age - 41<br>Biennial Flight Rev         | Medical Ce                   | ertificate | - VALID   | MEDICAL-NO       | WAIVER   | S/LIMIT |
| Certificate(s)/Rating(s)                                           | Biennial Flight Rev                     | iew                          | Flight     | Time (Ho  | ours)            |          |         |
| Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE,COMMERCIAL | Current -                               | UNK/NR Total                 | - 4        | 050       | Last 24          | Hrs -    | UNK/NR  |
| JE EAND                                                            | Montho Stribe                           |                              |            |           | Last 30          |          |         |
| HELICOPTER                                                         | Aircraft Type -                         | UNK/NR Instru                | ument- UNK | /NR       | Last 90          |          |         |
|                                                                    |                                         | Multi                        | -Eng - UNK | /NR       | Rotorcr          | aft -    | UNK/NR  |
| Instrument Rating(s) - NONE                                        |                                         |                              |            |           |                  |          |         |

NOT REGISTERED AT THE TIME OF THE ACCIDENT AND THE PILOT/OPERATOR FAILED TO ASSURE THAT PROPER OR TIMELY PREVENTIVE MAINTENANCE WAS PERFORMED ON THE AIRCRAFT.

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| File No 210                                          | 61 6/03/87                 | DAYTON, MN                  | A/C Reg. No. N128B | Time (Lcl) - 1020 CDT |
|------------------------------------------------------|----------------------------|-----------------------------|--------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                  | AIRFRAME/COMPONE<br>CRUISE | NT/SYSTEM FAILURE/MA        | LFUNCTION          |                       |
| Finding(s)<br>1. MISC ROTORCRAFT<br>2. MAINTENANCE - |                            | DED<br>DMPANY/OPERATOR MGMT |                    |                       |
| Occurrence #2                                        | IN FLIGHT COLLIS           | ION WITH TERRAIN<br>Rolled  |                    |                       |

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

### Brief of Accident

| File No 2193 10/20/87              | BROWNTON, MN                      | ,MN A/C Reg. No. N57DS |            |           | ime (Lcl) - | 0130 CDT |         |
|------------------------------------|-----------------------------------|------------------------|------------|-----------|-------------|----------|---------|
| Basic Information                  |                                   |                        |            |           |             |          |         |
| Type Operating Certificate-NONE (G | ENERAL AVIATION) A                | ircraft Damage         |            |           | Injur       | ies      |         |
|                                    |                                   | DESTROYED              |            | Fatal     | Serious     | Minor    | None    |
| Type of Operation -PERSONA         | L F                               | ire                    | Crew       | 1         | 0           | 0        | 0       |
| Flight Conducted Under -14 CFR     | 91                                | NONE                   | Pass       | 1<br>3    | 0           | 0        | 0       |
| Accident Occurred During -DESCENT  |                                   |                        |            |           |             |          |         |
| Aircraft Information               |                                   |                        |            |           |             |          |         |
| Make/Model - CESSNA 310            | Eng Make/Mode                     | 1 - CONTINENTAL        | 0-470M     | ELT       | Installed/A | ctivated | - YES/N |
| Landing Gear - TRICYCLE-RETRACTAB  |                                   |                        |            |           | tall Warnin |          |         |
| Max Gross Wt - 4600                |                                   | - RECIPROCATIN         | IG-CARBURE |           |             | 5 - 7    |         |
| No. of Seats - 5                   | Rated Power                       |                        |            |           |             |          |         |
|                                    |                                   |                        |            |           |             |          |         |
| Environment/Operations Information |                                   |                        |            |           |             |          |         |
| leather Data                       | Itinerary                         |                        |            |           | Proximity   |          |         |
| Wx Briefing - FSS                  | Last Departure                    | Point                  |            | OFF AI    | RPORT/STRIP |          |         |
| Method - TELEPHONE                 | OGALLALA, NE                      |                        |            |           |             |          |         |
| Completeness - UNK/NR              | Destination                       |                        |            | Airport D | ata         |          |         |
| Basic Weather ~ VMC                | CRYSTAL CITY                      | , MN                   |            |           |             |          |         |
| Wind Dir/Speed- 280/014 KTS        |                                   |                        |            |           |             | N/A      |         |
| Visibility - 12.0 SM               |                                   |                        |            |           |             | N/A      |         |
| Lowest Sky/Clouds - 1000 FT        |                                   |                        |            |           |             | N/A      |         |
| Lowest Ceiling - 1500 FT           |                                   |                        |            | Runway    | Status -    | N/A      |         |
| Obstructions to Vision- UNK/NR     | Type Apch/Lndg                    | - NONE                 |            |           |             |          |         |
| Precipitation - UNK/NR             |                                   |                        |            |           |             |          |         |
| Condition of Light - NIGHT(DA      | RK) .                             |                        |            |           |             |          |         |
| Personnel Information              |                                   |                        |            |           |             |          |         |
| Pilot-In-Command                   | Age - 38                          | Medical C              | ertificat  | e - VALID | MEDICAL-NO  | WAIVERS/ | LIMIT   |
| Certificate(s)/Rating(s)           | Biennial Flight Revi              |                        |            | t Time (H |             |          |         |
| PRIVATE                            | Current                           | YES Total              |            | 539       |             | Hrs - UN | K/NR    |
| ME LAND, SE SEA                    | Months Since -                    | 8 Make/                | Model-     | 79        | Last 30     |          | 29      |
| HELICOPTER                         | Months Since -<br>Aircraft Type - | C-310 Instr            | ument-     | 12        | Last 90     |          |         |
|                                    |                                   |                        |            |           |             |          |         |

Instrument Rating(s) - NONE

----Narrative----

ACFT CRASHED IN OPEN FARM FIELD DURING NIGHT DARK CONDITIONS WITNESS HEARD LOUD ROAR OF ENGS THEN A HARD DULL THUD AND THEN SILENCE. ANGLE OF IMPACT WAS NEAR VERTICAL. ENGS WERE BURIED 8FT AND DIST OF WRECKAGE WAS CONFINED TO WITHIN THE DIMENSIONS OF ACFT. PLT GIVEN PIREP ON FLT TO OGALLALA ADVISING OF TURB AND RIME ICE. NO RADIO CONTACT OR WEATHER UPDATE REQUEST ON FLT BACK TO CRYSTAL CITY. THE WX AT THE ACC SITE WAS UNKNOWN EXCEPT FOR A RESIDENT NEAR THE SITE WHO SAID IT WAS COLD BUT NOT RAINING WHEN SHE HEARD THE SOUND OF THE ACFT AND THE THUD OF WHAT SHE BELIEVED WAS THE ACFT CRASHING. THE FSS AT REDWOOD FALLS, MN, ABOUT 36 NM FROM THE ACC SITE, REPORTED AT 0100 CDT OBS 1000 FT. SCATTERED, 1500 FT OVERCAST AND 12 MILES VISIBILITY.

Time (Lc1) - 0130 CDT File No. - 2193 10/20/87 BROWNTON, MN A/C Reg. No. N57DS Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Finding(s) 1. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND 2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. LIGHT CONDITION - DARK NIGHT 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

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

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Brief of Accident

| File No 2187 4/29/87 NEEL                                                                                                                                                                                                                                                                                                                                          | .YVILLE,MO                                      | A/C Reg. No. N                                                           | 44213                                                  | Time (Lc1) - 1730 CDT                            |                             |                          |        |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|--------------------------------------------------------------------------|--------------------------------------------------------|--------------------------------------------------|-----------------------------|--------------------------|--------|--|
| Basic Information<br>Type Operating Certificate-NONE (GENER                                                                                                                                                                                                                                                                                                        | AL AVIATION)                                    | Aircraft Damage<br>DESTROYED                                             |                                                        | Fatal                                            | Injur<br>Serious            | ies<br>Minor             | None   |  |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT                                                                                                                                                                                                                                                              |                                                 | Fire<br>ON GROUND                                                        | Crew<br>Pass                                           | 1<br>1                                           | 0<br>0                      | 0<br>0                   | 0<br>0 |  |
| -Aircraft Information<br>Make/Model - PIPER PA-28-140<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2050<br>No. of Seats - 2                                                                                                                                                                                                                                  | Number Er<br>Engine Ty                          | /Model - LYCOMING O-:<br>ngines - 1<br>/pe - RECIPROCATI<br>ver - 150 HP |                                                        | S                                                | Installed/A<br>tall Warnin  |                          |        |  |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFIN<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 220/013 KTS<br>Visibility - 12.0 SM<br>Lowest Sky/Clouds - 25000 FT SCA<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | SAME AS<br>Destination<br>LOCAL<br>ATC/Airspace | ACC/INC<br>9<br>e<br>light Plan - NONE<br>learance - NONE                |                                                        | OFF AI<br>irport D<br>Runway<br>Runway<br>Runway |                             | 36<br>1425/<br>GRASS/TUI |        |  |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>STUDENT                                                                                                                                                                                                                                                                                   |                                                 | Review<br>- N/A Tota<br>e - N/A Make,                                    | Certificate<br>Flight<br>1 -<br>/Model- UNK<br>rument- | Time (H<br>200<br>/NR                            | ours)<br>Last 24<br>Last 30 | Hrs - UN                 |        |  |

#### Instrument Rating(s) - NONE

----Narrative----

WITNESSES STATED THAT THE P.I.C. HAD ABORTED SEVERAL TAKEOFF ATTEMPTS WHILE TRYING TO DEPART TO THE NORTH--THE WINDS WERE ORIGINATING FROM THE SOUTHWEST AT APPROXIMATELY 5 MPH. THE AIRCRAFT EVENTUALLY DEPARTED FROM, AND ALMOST USED THE FULL LENGTH OF, RUNWAY 36. IT THEN BROKE GROUND AND CLIMBED STEEPLY TO AVOID THE TREES--BUT TO NO AVAIL--ACCORDING TO WITNESSES. THE RIGHT WING SHEARED OFF AS THE AIRCRAFT CAREENED THROUGH THE WOODS BEFORE EXPLODING AND BURNING AS IT CAME TO REST. THE PILOT AND HIS PASSENGER WERE FOUND SERIOUSLY INJURED OUTSIDE THE WRECKAGE, BUT THE ALMOST IMMEDIATE EXPLOSION/CONFLAGRATION PRECLUDED THEIR TIMELY RESCUE BY CFR PERSONNEL. SAMPLES OF AUTO GAS WERE FOUND IN THE POWERPLANT; NO RECORD OF AN FAA-APPROVED STC FOR THE USE OF AUTOMOTIVE FUEL COULD BE PRODUCED. ACCORDING TO EVIDENCE GATHERED AT THE SCENE, THE ENGINE WAS PRODUCING POWER AT THE MOMENT OF INITIAL IMPACT.

File No. - 2187 4/29/87 A/C Reg. No. N44213 Time (Lcl) - 1730 CDT NEELYVILLE,MO -----Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OBJECT - TREE(S) 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 3. IMPROPER DECISION, COMPLACENCY - PILOT IN COMMAND 4. WEATHER CONDITION - TAILWIND 5. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND 6. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 7. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND 8. WRONG RUNWAY ~ SELECTED - 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) 5,8

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

Brief of Accident

| Type Operating Certificate-NONE (GENE                    | RAL AVIATION)                             | Aircraft Dama                        | ge            |                         | Injur       |         |            |
|----------------------------------------------------------|-------------------------------------------|--------------------------------------|---------------|-------------------------|-------------|---------|------------|
|                                                          |                                           | Aircraft Dama<br>SUBSTANTIAL<br>Fire |               | Fatal                   | Serious     | Minor   | None       |
| Type of Operation -PERSONAL                              |                                           |                                      |               | 0                       | 0<br>0      | 0       | 1          |
| Flight Conducted Under -14 CFR 91                        |                                           | NONE                                 | Pass          | 0                       | 0           | 0       | 3          |
| Accident Occurred During -LANDING                        |                                           |                                      |               |                         |             |         |            |
| Aircraft Information                                     |                                           |                                      |               |                         |             |         |            |
| Make/Model - CESSNA 172                                  |                                           | odel - LYCOMING                      |               |                         | installed/A |         |            |
| Landing Gear - TRICYCLE-FIXED                            |                                           | ines - 1                             |               |                         | all Warnin  | g Syste | m – YES    |
| Max Gross Wt - 2300                                      |                                           | e - RECIPROCA                        |               | TOR                     |             |         |            |
| No. of Seats - 4                                         | Rated Power                               | - 150 HI                             |               |                         |             |         |            |
| Environment/Operations Information                       |                                           |                                      |               |                         |             |         |            |
| Weather Data                                             | Itinerary                                 |                                      |               | Airport F               | roximity    |         |            |
| Wx Briefing - FSS                                        | Last Departu                              | ure Point                            |               | OFF AIF                 | PORT/STRIP  |         |            |
| Wx Briefing - FSS<br>Method - IN PERSON                  | BLOOMINGT                                 | DN,IN                                |               |                         |             |         |            |
| Completeness - FULL                                      | Destination                               |                                      |               | Airport Da              | ita         |         |            |
| Basic Weather - VMC                                      | GRAIN VALI                                | _EY, <b>MO</b>                       |               |                         |             |         |            |
| Wind Dir/Speed- 160/011 KTS                              |                                           |                                      |               |                         | Ident -     |         |            |
|                                                          | ATC/Airspace                              |                                      |               |                         | Lth/Wid -   |         |            |
| Lowest Sky/Clouds - UNK/NR                               | Type of Flig                              | ght Plan - NONE                      |               |                         | Surface -   |         |            |
| Lowest Ceiling - 10000 FT OV                             | ERCASI Type of Clea                       | arance - NONE                        |               | Runway                  | Status -    | DRY     |            |
| Obstructions to Vision- NONE                             | Type Apch/Lr                              | ndg - FORCI                          | ED LANDING    |                         |             |         |            |
| Precipitation - NONE<br>Condition of Light - NIGHT(DARK) |                                           |                                      |               |                         |             |         |            |
|                                                          |                                           |                                      |               |                         |             |         |            |
| Personnel Information                                    | 4                                         | Madáa                                |               |                         |             |         | C / L TMTT |
| Pilot-In-Command<br>Certificate(s)/Rating(s)             | Age - 34<br>Bioppiol Eliopt D             | Medica                               | I Certificate | e – VALID<br>t Timo (Uc | MEDICAL-NU  | WAIVER  | S/LIMII    |
| PRIVATE                                                  | Age - 34<br>Biennial Flight Re<br>Current |                                      | riign         | 77                      | Jact 04     | Hnc -   | 6          |
| SE LAND                                                  | Months Sinco                              | - UNK/NR Ma                          | sko/Modol-    | 22                      | Last 24     |         |            |
| JE LAND                                                  | Aircraft Type                             | - UNK/NR I                           | ake/model     | 22                      | Last 90     | Days-   | 45         |
|                                                          | Anciartiype                               |                                      |               | 0                       | Last 50     | Days    | 45         |
| Instrument Rating(s) - NONE                              |                                           |                                      |               |                         |             |         |            |
|                                                          |                                           |                                      |               |                         |             |         |            |

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|                                                        |                  | Brief of Acc                          | ident (Continued)              |                       |
|--------------------------------------------------------|------------------|---------------------------------------|--------------------------------|-----------------------|
| File No 21                                             | 56 11/01/87      | SWEET SPRINGS,MO                      | A/C Reg. No. N46094            | Time (Lcl) - 1910 CST |
| Occurrence #1<br>Phase of Operation                    |                  | POWER(TOTAL) - NON-MECHAN             | ICAL                           |                       |
| Finding(s)<br>1. PREFLIGHT PLANN<br>2. FLUID,FUEL - EX |                  | INADEQUATE - PILOT IN CO              |                                |                       |
| Occurrence #2<br>Phase of Operation                    |                  | ENCY                                  |                                |                       |
| Finding(s)<br>3. LIGHT CONDITION                       |                  |                                       |                                |                       |
| Occurrence #3<br>Phase of Operation                    | LANDING - FLARE  | SION WITH TERRAIN/WATER<br>/TOUCHDOWN |                                |                       |
| Occurrence #4<br>Phase of Operation                    | LANDING - FLARE, |                                       |                                |                       |
| Probable Cause                                         |                  |                                       |                                |                       |
| The National Transpo<br>is/are finding(s) 1,           |                  | ard determines that the Pr            | robable Cause(s) of this accid | lent                  |

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

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Brief of Accident

| File No 2064 🕷 11/05/87 BONNE                                                                                                                                                                                                                                                                                                                          | TERRE, MO                                                                          | A/C Reg. No                                                          | A/C Reg. No. N8303Y                                          |                                                              |                                            | Time (Lc1) - 0420 CST |                |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|----------------------------------------------------------------------|--------------------------------------------------------------|--------------------------------------------------------------|--------------------------------------------|-----------------------|----------------|--|--|
| Basic Information<br>Type Operating Certificate-NONE (GENERA<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91                                                                                                                                                                                                                       | L AVIATION)                                                                        | Aircraft Dama<br>SUBSTANTIAL<br>Fire<br>NONE                         | ge<br>Crew<br>Pass                                           | Fatal<br>O<br>O                                              | Injur<br>Serious<br>O<br>O                 | Minor                 | None<br>1<br>0 |  |  |
| Accident Occurred During -LANDING                                                                                                                                                                                                                                                                                                                      |                                                                                    | NONE                                                                 | Fass                                                         | U                                                            | 0                                          | U                     | 0              |  |  |
| Aircraft Information<br>Make/Model - PIPER PA-28-161<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2325<br>No. of Seats - 4                                                                                                                                                                                                                       | Number                                                                             | e/Model - LYCOMING<br>Engines - 1<br>Type - RECIPROC<br>Dwer - 160 H | ATING-CARBURE                                                | S                                                            | Installed/A<br>tall Warnin                 |                       |                |  |  |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - FSS<br>Method - IN PERSON<br>Completeness - FULL<br>Basic Weather - VMC<br>Wind Dir/Speed- 320/008 KTS<br>Visibility - 15.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - NIGHT(BRIGHT) | WETUMPH<br>Destinatio<br>ST. LOU<br>ATC/Airspac<br>Type of<br>Type of<br>Type Apcl | DN<br>JIS,MO                                                         |                                                              | OFF AII<br>Airport Da<br>BONNE<br>Runway<br>Runway<br>Runway | TERRE<br>Ident -<br>Lth/Wid -<br>Surface - | 32<br>2800/           | 50             |  |  |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE<br>SE LAND                                                                                                                                                                                                                                                            | Age - 51<br>Biennial Fligh<br>Current<br>Months Sind<br>Aircraft T                 | t Review<br>- YES T                                                  | al Certificat<br>Fligh<br>otal -<br>ake/Model-<br>nstrument- | t Time (Ho                                                   | ours)                                      |                       | 5<br>K/NR      |  |  |

#### Instrument Rating(s) - NONE

----Narrative----

THE PLT RPRTD THE ENG LOST PWR FM FUEL EXHAUSTION AS HE WAS CRUISING AT NGT ON A X-COUNTRY FLT AT 6500' MSL. HE DECLARED AN EMERG WITH ST LOUIS APCH & REQD VECTORS TO THE NEAREST ARPT. THE CONTROLLER (CTLR) PROVIDED VECTORS TO THE BONNE TERRE ARPT WHICH WAS ABOUT 7 MI AWAY, BUT IT HAD NEITHER RWY LGTS NOR A ROTATING BEACON. THE PLT WAS UNABLE TO LOCATE THE ARPT & ELECTED TO MAKE A NGT LNDG ON A ROADWAY. AS HE WAS LNDG, THERE WAS A LEFT CURVE IN THE ROADWAY. WHILE LNDG IN A LEFT BANK OVER THE CURVED ROAD, THE LEFT WING CONTACTED THE GND & THE ACFT GND LOOPED & WAS DAMAGED. THE ACDNT OCCURRED ABOUT 1 MI FM THE UNLIGHTED ARPT. AN INVESTIGATION REVEALED THERE WAS A LIGHTED ARPT ABOUT THE SAME DISTANCE FM WHERE THE ENG LOST POWER. THE PLT STATED THAT DRG A PREFLT, HE NOTED THE FUEL WAS AT/NEAR THE BOTTOM OF THE SLEEVES (TABS). HE THOUGHT THE TANKS WERE INSIDE THE WING SKIN & THAT THE TABS REPRESENTED A FULL FUEL LVL, WHEN ACTUALLY THE FULL TANKS WERE ABOUT 1-1/2 INCH BELOW THE FULL LVL. ALSO, HE SAID HE ENCOUNTERED UNEXPECTED HEADWINDS DRG THE FLT.

File No. - 2064 11/05/87 A/C Reg. No. N8303Y BONNE TERRE, MO Time (Lc1) - 0420 CST -----LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE Findina(s) 1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND 2. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 3. WEATHER CONDITION - UNFAVORABLE WIND 4. FLUID, FUEL - EXHAUSTION 5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Findina(s) 6. LIGHT CONDITION - NIGHT 7. COMMUNICATIONS/INFORMATION/ATC - INADEQUATE - ATC PERSONNEL(DEP/APCH) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Brief of Accident (Continued)

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

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

Brief of Accident

| Basic Information<br>Type Operating Certificate-NONE (GENER |                          | Aircraft Da    | maga       |         |                                                     | Injur                         | ios       |         |
|-------------------------------------------------------------|--------------------------|----------------|------------|---------|-----------------------------------------------------|-------------------------------|-----------|---------|
| Type operating certificate None (GENER                      | AL AVIATION)             | DESTROYED      |            |         | Fatal                                               | Serious                       | Minor     | None    |
| Type of Operation -BUSINESS                                 |                          | Fire           |            | Crew    | 1                                                   | 0                             | 0         | 0       |
| Flight Conducted Under -14 CFR 91                           |                          | ON GROUND      |            | Pass    | 0                                                   | 0                             | 0         | 0       |
| Accident Occurred During -DESCENT                           |                          |                |            |         |                                                     | ×                             |           |         |
| Aircraft Information                                        |                          |                |            |         |                                                     |                               |           |         |
| Make/Mode1 - BEECH C-55                                     |                          | lodel - CONTIN | NENTAL IO- | 520C    |                                                     | nstalled/A                    |           |         |
| Landing Gear - TRICYCLE-RETRACTABLE                         |                          | Engines - 2    |            |         | St                                                  | all Warnir                    | ng System | n ~ YES |
| Max Gross Wt - 5300                                         |                          | e - RECIP      |            | CTED    |                                                     |                               |           |         |
| No. of Seats - 6                                            | Rated Powe               | er - 285       | 5 HP       |         |                                                     |                               |           |         |
| Invironment/Operations Information                          |                          |                |            |         |                                                     |                               |           |         |
| leather Data .                                              | Itinerary                |                |            |         | Airport F                                           |                               |           |         |
| Wx Briefing - FSS                                           | Last Depart              |                |            |         | OFF AIF                                             | PORT/STRIP                    | <b>)</b>  |         |
| Method - TELEPHONE                                          | FLIPPIN, A               | NR             |            |         |                                                     |                               |           |         |
| Completeness - UNK/NR<br>Basic Weather - IMC                | Destination<br>SAME AS A |                |            | ,       | Airport Da                                          | I COUNTY                      |           |         |
| Wind Dir/Speed- CALM                                        | SAME AS A                |                |            |         |                                                     |                               | N/A       |         |
| Visibility500 SM                                            | ATC/Airspace             |                |            |         |                                                     | Lth/Wid -                     |           |         |
| Lowest Sky/Clouds - N/A                                     |                          | ght Plan - If  | - P        |         |                                                     | Surface -                     |           |         |
| Lowest Ceiling - OBSCURED                                   | Type of Cle              |                |            |         |                                                     | Status -                      |           |         |
| Obstructions to Vision- FOG                                 |                          | ndg - N        |            |         |                                                     | 014140                        | DIT       |         |
| Precipitation - NONE                                        |                          | <b>j</b>       |            |         |                                                     |                               |           |         |
| Precipitation - NONE<br>Condition of Light - DAYLIGHT       |                          |                |            |         |                                                     |                               |           |         |
| Personnel Information                                       |                          |                |            |         |                                                     |                               |           |         |
| Pilot-In-Command                                            | Age - 62                 | Med            | dical Cert | ificate | ∍ - VALID                                           | MEDICAL-WA                    | IVERS/LI  | IMIT    |
| Certificate(s)/Rating(s)                                    | Biennial Flight F        | leview         |            | Flight  | t Time (Ho                                          | ours)                         |           |         |
| COMMERCIAL                                                  | Current<br>Months Since  | - YES          | Total      | - :     | 2500                                                | Last 24                       | Hrs - L   | JNK/NR  |
| SE LAND, ME LAND                                            |                          | - 7            | Make/Mod   | el-UN   | <td>Last 30</td> <td>) Days- L</td> <td>JNK/NR</td> | Last 30                       | ) Days- L | JNK/NR  |
|                                                             | Aircraft Type            | e - UNK/NR     | Instrume   | nt- UNA | K/NR                                                | Last 24<br>Last 30<br>Last 90 | ) Days- L | JNK/NR  |
|                                                             |                          |                | Multi-Eng  | g - UNH | <td>Rotorcr</td> <td>aft - l</td> <td>JNK/NR</td>   | Rotorcr                       | aft - l   | JNK/NR  |
| Instrument Rating(s) - AIRPLANE                             |                          |                |            |         |                                                     |                               |           |         |
|                                                             |                          |                |            |         |                                                     |                               |           |         |
| larrative<br>PILOT OF THE TWIN ENGINE AIRCRAFT LANDED       |                          |                |            |         |                                                     |                               |           |         |

| File No 20                                   | 035 10/31/87                         | BROOKHAVEN, MS                                                   | A/C Reg. No.        | N640B        | Time (Lcl) - 0738 CST |
|----------------------------------------------|--------------------------------------|------------------------------------------------------------------|---------------------|--------------|-----------------------|
| Occurrence #1<br>Phase of Operation          |                                      |                                                                  |                     |              |                       |
| Finding(s)<br>1. GEAR DOWN AND L             | OCKED - NOT SELECT                   | ED - PILOT IN COMMAND                                            |                     |              |                       |
| Occurrence #2<br>Phase of Operation          | IN FLIGHT COLLIS<br>LANDING - FLARE/ | ION WITH TERRAIN/WATE<br>TOUCHDOWN                               |                     |              |                       |
| Occurrence #3<br>Phase of Operation          |                                      | - IN FLIGHT                                                      |                     |              |                       |
| 3. IN-FLIGHT PLA                             |                                      | H CHANGE MECH - FAILU<br>MPROPER - PILOT IN CO<br>LOT IN COMMAND |                     |              |                       |
| Occurrence #4<br>Phase of Operation          |                                      | ION WITH TERRAIN/WATE<br>ROLLED                                  |                     |              |                       |
| Probable Cause                               |                                      |                                                                  |                     |              |                       |
| The National Transpo<br>is/are finding(s) 1, |                                      | rd determines that th                                            | e Probable Cause(s) | of this acci | ident                 |

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

Brief of Accident

| asic Information                             |                     |                                      |                |          |                    |             |         |        |       |
|----------------------------------------------|---------------------|--------------------------------------|----------------|----------|--------------------|-------------|---------|--------|-------|
| Type Operating Certificate-ON                | -DEMAND AIR TAXI    | Aircr                                | aft Damage     |          |                    | Injur       | ies     |        |       |
| Name of Carrier -AE<br>Type of Operation -NO | ROVATION, INC.      | SUBS                                 | TANTIAL        |          | Fatal              | Serious     | Mino    | r I    | None  |
| Type of Operation -NO                        | ON SCHED, DOMESTIC, | CARGO Fire                           |                | Crew     | 0                  | 0           | 0       |        | 1     |
| Flight Conducted Under -14                   | 1 CFR 135           | NONE                                 |                | Pass     | 0                  | 0           | 0       |        | 0     |
| Accident Occurred During -CF                 |                     |                                      |                | Other    | 0                  | 0           | 0       |        | 1     |
| ircraft Information                          |                     |                                      |                |          |                    |             |         |        |       |
| Make/Model - BEECH E-18S                     |                     | Eng Make/Model -<br>Number Engines - | P & W R985     |          | ELT :              | Installed/A | ctivate | ed - Y | ES/NC |
| Landing Gear - TAILWHEEL-ALL                 | RETRACTABLE         | Number Engines -                     | 2              |          | S                  | tall Warnir | g Syste | em - N | 0     |
| Max Gross Wt - 9300                          |                     | Engine Type -                        |                |          |                    |             |         |        |       |
| No. of Seats - 2                             |                     | Rated Power -                        | 450 HP         |          |                    |             |         |        |       |
| invironment/Operations Informations          | ion                 |                                      |                |          |                    |             |         |        |       |
| leather Data                                 | It                  | inerary                              |                |          | Airport A          | Proximity   |         |        |       |
| Wx Briefing - FSS                            |                     | Last Departure Poi                   | nt             |          | OFF AI             | RPORT/STRIP |         |        |       |
| Method - TELEPHONE                           |                     | NEW ORLEANS LA                       |                |          |                    |             |         |        |       |
| Completeness - UNK/NR                        |                     | estination                           |                | 4        | Airport Da         | ata         |         |        |       |
| Basic Weather - VMC                          |                     | LITTLE ROCK,AR                       |                |          |                    |             |         |        |       |
| Wind Dir/Speed- 310/005 KTS                  | 5                   |                                      |                |          | Runway             | Ident -     | N/A     |        |       |
| Visibility - 7.0 SM                          | TA TA               | C/Airspace                           |                |          | Runway             | Lth/Wid -   | N/A     |        |       |
| Lowest Sky/Clouds - 200                      | DOO FT SCATTERED    | Type of Flight Pla                   | n - NONE       |          | Runway             | Surface -   | N/A     |        |       |
| Lowest Ceiling - NOM                         | IE                  | Type of Clearance                    | - NONE         |          | Runway             | Status -    | N/A     |        |       |
| Obstructions to Vision- NOM                  | IE                  | Type Apch/Lndg                       | - NONE         |          | -                  |             |         |        |       |
| Precipitation - NOM                          | 1E                  |                                      |                |          |                    |             |         |        |       |
| Condition of Light - DAY                     | 'LIGHT              |                                      |                |          |                    |             |         |        |       |
| ersonnel Information                         |                     |                                      |                |          |                    |             |         |        |       |
| Pilot-In-Command                             | Age -               | 56                                   | Medical Cer    | tificate | e - VALID          | MEDICAL-WA  | IVERS/I | LIMIT  |       |
| Certificate(s)/Rating(s)                     | Bienni              | al Flight Review                     |                | Flight   | : Time (Ho         | ours)       |         |        |       |
| ATP                                          | Cu                  | irrent - YES                         |                |          | 7051               |             | Hrs -   | !      | 5     |
| SE LAND, ME LAND                             | Mc                  | onths Since - 2                      | Make/Mo        | del- 3   | 3736               | Last 30     | Days-   | UNK/N  | R     |
|                                              | Ai                  | rcraft Type - UNK/                   | NR Instrum     | ent-     | 640                | Last 90     | Days-   | 31     | 7     |
|                                              |                     |                                      | Multi-E        | ng - 4   | 813                |             |         |        |       |
| Instrument Rating(s) - A                     | IRPLANE             |                                      |                |          |                    |             |         |        |       |
|                                              |                     |                                      |                |          |                    |             |         |        |       |
| larrative                                    | CAME DEDCON 8 TH    |                                      |                |          |                    |             |         |        |       |
| WO ACFT WERE REGISTERED TO THE               |                     |                                      |                |          |                    |             |         |        |       |
| AME AIRPORT AT ABOUT THE SAME                |                     |                                      |                |          |                    |             |         |        |       |
| 492DM AT 4000 FT. LATER BOTH (               |                     |                                      |                |          |                    |             |         |        |       |
| EACH OTHER & AGREED TO EACH AD               |                     |                                      |                |          |                    |             |         |        |       |
| 1 MI ABREAST. THEY STATED THA                | VI INET LUSI VISUA  | L CONTACT WITH EAC                   | H UTHER SHURTE | T INEKEA | ιΓΙ <u></u> Κ. /ΗΙ | - PLI UF    |         |        |       |
| STATED THAT HE NEXT SAW THE C                | TUCD ACCT AUCAS     | TO LITE DIOLT & VE                   | DANKED LADD T  |          | CT TH OOF          | DED TO AVOT | n       | •      |       |

FORMATION WITH EACH OTHER.

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| File No 20                          | 75 12/09/87                         | NATCHEZ, MS          | A/C Reg. No. N24JE | Time (Lcl) - 1430 CST |  |
|-------------------------------------|-------------------------------------|----------------------|--------------------|-----------------------|--|
|                                     |                                     |                      |                    |                       |  |
| Occurrence #1<br>Phase of Operation | MIDAIR COLLISION<br>CRUISE - NORMAL |                      |                    |                       |  |
| Finding(s)<br>1. VISUAL LOOKOUT     | - INADEQUATE - PIL                  | OT IN COMMAND        |                    |                       |  |
|                                     |                                     | OT 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

Brief of Accident

| File No 2075 12/09/87 N                                  | AICHEZ, MS                 | A/C Reg.                  | NO. N492DM    |             | Time (Lcl) -               | - 1430 CS    |         |
|----------------------------------------------------------|----------------------------|---------------------------|---------------|-------------|----------------------------|--------------|---------|
| Basic Information<br>Type Operating Certificate-NONE (GE | NERAL AVIATION)            | Aircraft Da<br>SUBSTANTIA | -             | Fatal       | Injur<br>Serious           | ies<br>Minor | None    |
| Type of Operation -PERSONAL                              |                            | Fire                      |               | ew O        | 0                          | 0            | 1       |
| Flight Conducted Under -14 CFR 9                         | 1                          | NONE                      | Pas           |             | 0                          | 0            | 0       |
| Accident Occurred During -CRUISE                         |                            |                           | 0th           |             | 0                          | 0            | 1       |
| Aircraft Information                                     |                            |                           |               |             |                            |              |         |
| Make/Model - BEECH C-45H                                 |                            | /Mode1 - P & W            | R985          | ELT         | Installed/A                |              |         |
| Landing Gear - TAILWHEEL-ALL RETRA                       |                            | ngines - 2                |               |             | Stall Warnir               | ig System    | - NO    |
| Max Gross Wt - 9300                                      |                            | ype - RECIPR              |               | JRETOR      |                            |              |         |
| No. of Seats - UNK/NR                                    | Rated Po                   | wer - 450                 | HP<br>        |             |                            |              |         |
| Environment/Operations Information                       |                            |                           |               |             |                            |              |         |
| Weather Data                                             | Itinerary                  |                           |               |             | Proximity                  |              |         |
| W× Briefing - UNK/NR                                     |                            | rture Point               |               | OFF A       | IRPORT/STRIP               |              |         |
| Method - UNK/NR                                          | NEW ORL                    |                           |               |             | <b>_</b> .                 |              |         |
| Completeness - UNK/NR                                    | Destinatio                 |                           |               | Airport     | Data                       |              |         |
| Basic Weather - VMC                                      | LITTLE                     | ROCK, AR                  |               | <b>D</b>    | <b>T</b>                   |              |         |
| Wind Dir/Speed- 310/005 KTS                              |                            | _                         |               |             | y Ident -                  |              |         |
| Visibility - 7.0 SM<br>Lowest Sky/Clouds - 20000 FT      | ATC/Airspac                |                           |               |             | y Lth/Wid -<br>y Surface - |              |         |
| Lowest Ceiling - NONE                                    |                            | learance - NO             |               |             | y Status -                 |              |         |
| Obstructions to Vision- NONE                             | Type Of C<br>Type Apch     |                           |               | Kullwa      | ly status                  | N/ A         |         |
| Precipitation - NONE                                     | туре ярсп                  | / Ling                    |               |             |                            |              |         |
| Condition of Light - DAYLIGHT                            |                            |                           |               |             |                            |              |         |
|                                                          |                            |                           |               |             |                            |              |         |
| Personnel Information<br>Pilot-In-Command                | Age - 50                   | Med                       | ical Certific |             |                            |              | 4TT     |
| Certificate(s)/Rating(s)                                 | Biennial Elight            | Peview                    | Fli           | ight Time ( | Hours)                     | IVERS/LIN    | 111     |
| COMMERCIAL                                               | Biennial Flight<br>Current | - UNK/NR                  | Total -       | 5000        | last 24                    | Hrs - UN     | JK / NR |
| SE LAND, ME LAND                                         | Months Sinc                | e - UNK/NR                | Make/Model-   | UNK/NR      | Last 30                    | Davs-UN      |         |
|                                                          | Aircraft Tv                | pe - UNK/NR               | Instrument-   | UNK/NR      | Last 90                    | Davs- UN     | NK/NR   |
|                                                          |                            | e - UNK/NR<br>pe - UNK/NR | Multi-Eng -   | UNK/NR      | Rotorcr                    | aft - UN     | NK/NR   |
|                                                          |                            |                           | -             |             |                            |              |         |
| Instrument Rating(s) - AIRPLAN                           |                            |                           |               |             |                            |              |         |
| Narrative                                                |                            |                           |               |             |                            |              |         |
| HE TWO ACFT WERE REGISTERED TO THE SAME                  | PERSON & THE PILOTS        | WERE FRIENDS OF           | EACH OTHER.   | THE ACFT D  | EPARTED FROM               | 1            |         |
| HE SAME AIRPORT AT ABOUT THE SAME TIME &                 |                            |                           |               |             |                            |              |         |
| T, N492DM AT 4000 FT. LATER BOTH CANCELL                 |                            |                           |               |             |                            |              |         |
| ITH EACH OTHER & AGREED TO EACH ADJUST T                 |                            |                           |               |             |                            | 2            |         |
| BOUT 1 MI ABREST. THEY STATED THAT THEY                  |                            |                           |               |             |                            |              |         |
| 24JE STATED THAT HE NEXT SAW THE OTHER A                 | CFT AHEAD & TO HIS R       | IGHT & HE BANKE           | D HARD TO THE | E LEFT IN O | RDER TO AVOI               | D            |         |
| COLLISION, BUT HE WAS UNABLE TO DO SO.                   | THE RIGHT LA\EADING        | EDGE OF THE WIN           | G OF N24JE ST | RUCK THE T  | RAILING EDGE               | OF           |         |
| Societard, bor ne was onable 10.00 ju.                   |                            | LOGE OF THE WIN           |               |             |                            |              |         |

A CULLISION, BUT HE WAS UNABLE TO DO SU. THE RIGHT LA LEADING EDGE OF THE WING OF N24JE STRUCK THE TRAILING EDGE OF THE LEFT WING OF N492DM. BOTH ACFT WERE ABLE TO LAND SAFELY & DENIED THEY WERE FLYING OR ATTEMPTING TO FLY FORMATION WITH EACH OTHER.

| File No 2075 | 12/09/87 | NATCHEZ, MS | A/C Reg. No. N492DM | Time (Lcl) - 1430 CST |
|--------------|----------|-------------|---------------------|-----------------------|
|              |          |             |                     |                       |

Occurrence #1 MIDAIR COLLISION Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LODKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

----Probable Cause----

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

Brief of Accident

| Basic Information<br>Type Operating Certificate-COMMUTER          |         | Δi                   | rcraft  | Damage     |          |              | Iniı       | ıries           |       |
|-------------------------------------------------------------------|---------|----------------------|---------|------------|----------|--------------|------------|-----------------|-------|
|                                                                   |         |                      | UBSTANT |            |          | Fata1        | Serious    |                 | None  |
| Type of Operation -INSTRUCTI<br>Flight Conducted Under -14 CFR 91 | ONAL    |                      | re      |            | Crew     | 0            | 0          | -               | 2     |
|                                                                   |         | N                    | IONE    |            | Pass     | 0            | 0          | 0               | 0     |
| Accident Occurred During -LANDING                                 |         |                      |         |            |          |              |            |                 |       |
| Aircraft Information                                              |         |                      |         |            |          |              |            |                 |       |
| Make/Model - EMBRAER EMB 120                                      |         | Eng Make/Model       | - P&W   | PW-115     |          |              |            | Activated       |       |
| Landing Gear - TRICYCLE-RETRACTABLE                               |         | Number Engines       | - 2     |            |          | S            | tall Warni | ng System       | - YES |
| Max Gross Wt - 25353                                              |         | Engine Type          |         |            |          |              |            |                 |       |
| No. of Seats - 30                                                 |         | Rated Power          | - 15    | 90 HP      |          |              |            |                 |       |
| -Environment/Operations Information                               |         |                      |         |            |          |              |            |                 |       |
| Weather Data                                                      |         | nerary               |         |            |          | Airport      | Proximity  |                 |       |
| Wx Briefing - NO RECORD OF BRIEF                                  |         | ast Departure        | Point   |            |          | ON AIR       | PORT       |                 |       |
| Method - N/A                                                      |         | COLUMBUS,MS          |         |            |          |              |            |                 |       |
| Completeness - N/A                                                | De      | stination            |         |            |          | Airport D    |            |                 |       |
| Basic Weather - VMC                                               |         | LOCAL                |         |            |          |              | TRIANGLE   |                 |       |
| Wind Dir/Speed~ CALM<br>Visibility - 7.0 SM                       | 470     | /Airspace            |         |            |          |              | Ident      | - 18<br>- 4500/ | 100   |
| Lowest Sky/Clouds - UNK/NR                                        |         | ype of Flight        | Dlan -  | NONE       |          |              | Surface    |                 | 100   |
| Lowest Ceiling - 4000 FT B                                        |         | ype of Clearan       |         |            |          |              | Status     |                 |       |
| Obstructions to Vision- NONE                                      |         | vpe Apch/Lndg        |         |            | ZER      |              | 0.000      |                 |       |
| Precipitation - NONE                                              |         |                      |         | TRAFFIC PA | TTERN    |              |            |                 |       |
| Condition of Light - NIGHT(DARK                                   | )       |                      |         | FULL STOP  |          |              |            |                 |       |
| Personnel Information                                             |         |                      |         |            |          |              |            |                 |       |
| Pilot-In-Command                                                  | Age -   | 31<br>1 Flight Revie | M       | edical Cer | tificat  | e - VALID    | MEDICAL-N  | O WAIVERS/      | LIMIT |
| Certificate(s)/Rating(s)                                          | Biennia | 1 Flight Revie       | W       |            | Fligh    | nt Time (H   | ours)      |                 |       |
| ATP                                                               | cur     | rent - Y             | E2      | lotal      | -        | 5200         | Last 2     | 4 Hrs -         | 2     |
| SE LAND, ME LAND                                                  | Mon     | ths Since -          | 2       | Make/Mc    | del-     | 133<br>IK/NR | Last 3     | 10 Days- UN     |       |
|                                                                   | Air     | craft Type - E       | MB120   | Instrum    | ent- UN  | IK/NR        | Last 9     | 0 Days- UN      |       |
|                                                                   |         |                      |         | Multi-E    | ing - UN | IK/NR        | Rotoro     | raft - UN       | IK/NR |
| Instrument Rating(s) - AIRPLANE                                   |         |                      |         |            |          |              |            |                 |       |
|                                                                   |         |                      |         |            |          |              |            |                 |       |
| Narrative<br>ACFT LANDED GEAR UP WHILE ON A TRAININ               |         |                      |         |            |          |              |            |                 |       |
| N THE FIRST OFFICER REQUESTED A SINGLE                            |         |                      |         |            |          |              |            |                 |       |
| 5 DEMONSTRATION THEY NEGLECTED TO EXTEN                           |         |                      |         |            |          |              |            |                 |       |

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| File No 209                         | 93 12/09/87                           | COLUMBUS, MS | A/C Reg. No. N232AS | Time (Lc1) - 2330 CST | _ |
|-------------------------------------|---------------------------------------|--------------|---------------------|-----------------------|---|
| Occurrence #1<br>Phase of Operation | GEAR NOT EXTENDED<br>LANDING - FLARE/ | -            |                     |                       | - |

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

2. CHECKLIST - 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

Brief of Accident

| File No 2116 10/24/87 RAMSEU                                                                                                                                          | R,NC A/C                                                                            | Reg. No. N44LH                                          | Т                                  | Time (Lcl) - 1430 EDT              |                      |              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------|------------------------------------|------------------------------------|----------------------|--------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL                                                                                                         | AVIATION) Aircra<br>SUBS                                                            | Fatal                                                   | Injuries<br>Fatal Serious Minor No |                                    |                      |              |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                 | Fire                                                                                | Cre<br>Pas                                              | ew O                               | 0<br>0                             | 0                    | 1<br>1       |
| Aircraft Information<br>Make/Model - PITTS S2A<br>Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 1450<br>No. of Seats - 2                                       | Number Engines -                                                                    | LYCOMING AEIO-360<br>1<br>RECIPROCATING-CARBL<br>200 HP | S                                  | Installed/A<br>tall Warnir         |                      |              |
| Environment/Operations Information<br>Weather Data<br>W× Briefing - NO RECORD OF BRIEFING<br>Method - N/A                                                             | Itinerary<br>Last Departure Poin<br>MIDLAND.VA                                      | nt                                                      | Airport<br>ON AIR                  | Proximity<br>PORT                  |                      |              |
| Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- UNK/NR                                                                                                   | Destination<br>SAME AS ACC/INC                                                      |                                                         | Airport D<br>YORK<br>Runway        |                                    | 18                   |              |
| Visibility - 15.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - UNK/NR<br>Condition of Light - DAYLIGHT | ATC/Airspace<br>Type of Flight Plan<br>Type of Clearance<br>Type Apch/Lndg          | - NONE                                                  | Runway<br>Runway                   | Lth/Wid -<br>Surface -<br>Status - | GRASS/TUP            |              |
|                                                                                                                                                                       | Age - 30                                                                            |                                                         |                                    |                                    | IVERS/LIM            | Т            |
| PRIVATE<br>SE LAND                                                                                                                                                    | Biennial Flight Review<br>Current - YES<br>Months Since - 18<br>Aircraft Type - S2A | Total -<br>Make/Model-                                  | ght Time (H<br>310<br>60           | Last 24<br>Last 30                 | Hrs - UN<br>Days- UN | (/NR<br>(/NR |

Instrument Rating(s) - NONE

----Narrative----

THE PILOT LOST DIRECTIONAL CONTROL WHILE MAKING A NORMAL LANDING. THE PILOT DID NOT REPORT A MECHANICAL PROBLEM. THE GROUND LOOP CAUSE SUBSTANTIAL DAMAGE TO THE AIRCRAFT'S UNDERCARRIAGE.

| File No 21                          | 16 10/24/87        | RAMSEUR, NC         | A/C Reg. No. N44LH                   | Time (Lc1) - 1430 EDT                 |
|-------------------------------------|--------------------|---------------------|--------------------------------------|---------------------------------------|
| Occurrence #1<br>Phase of Operation |                    | - ON GROUND         |                                      | • • • • • • • • • • • • • • • • • • • |
| Finding(s)<br>1. DIRECTIONAL CON    | TROL - NOT MAINTAI | NED - PILOT IN COMM | IAND                                 |                                       |
| Occurrence #2<br>Phase of Operation |                    |                     |                                      |                                       |
| Finding(s)<br>2. GROUND LOOP/SWE    |                    |                     |                                      |                                       |
| Probable Cause                      |                    |                     |                                      |                                       |
| The National Transpo                | rtation Safety Boa | nd determines that  | the Probable Cause(s) of this accide | ent                                   |

is/are finding(s) 1

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

Brief of Accident

| Type Operating Certificate-AIR CAR                                                       | RIER - FLAG/DOMESTIC                              | Aircraft Da                             | mage                                     |             | Injur        |            | Neve    |
|------------------------------------------------------------------------------------------|---------------------------------------------------|-----------------------------------------|------------------------------------------|-------------|--------------|------------|---------|
| Name of Carrier -DELTA A<br>Type of Operation -SCHEDUL<br>Flight Conducted Under -14 CFR | ED DOMESTIC DASSENCED                             | NUNE                                    | Crew                                     | Fatal<br>O  | Serious      | Minor<br>O |         |
| Flight Conducted Under -14 CER                                                           | 121                                               | NONE                                    | Pass                                     | 0           | 1<br>0       | 0          | 61      |
| Accident Occurred During -DESCENT                                                        |                                                   | NONE                                    | 1 400                                    | 0           | Ū            | Ũ          | 01      |
| ircraft Information                                                                      |                                                   |                                         |                                          |             |              |            |         |
| Make/Model - BOEING 737-232                                                              | Eng Make/M                                        | odel - P&W JT                           | 8D                                       |             | Installed/A  |            |         |
| Landing Gear - TRICYCLE-RETRACTAB<br>Max Gross Wt - 115000                               | LE Number Eng                                     | odel - P&W JT<br>ines - 2<br>e - TURBOF | • • •                                    | S           | tall Warnin  | g Syster   | n - YES |
| No. of Seats - 95                                                                        |                                                   | e - TURBUF<br>r - 14000                 |                                          |             |              |            |         |
| NO. 01 Seats - 95                                                                        |                                                   |                                         |                                          |             |              |            |         |
| nvironment/Operations Information<br>eather Data                                         |                                                   |                                         |                                          | Ainpont     | Proximity    |            |         |
| eather Data<br>W× Briefing - COMPANY                                                     | Last Depart                                       | ure Point                               |                                          |             | RPORT/STRIP  |            |         |
| Method - TELETYPE                                                                        | ATLANTA,G                                         |                                         |                                          | OIT AI      | CFORT/ STRIF |            |         |
| Completeness - FULL                                                                      | Destination                                       | ~                                       |                                          | Airport Da  | ata          |            |         |
| Basic Weather - IMC                                                                      | RALEIGH-D                                         | URHAM, NC                               |                                          |             |              |            |         |
| Wind Dir/Speed- 190/009 KTS                                                              |                                                   |                                         |                                          | Runway      | Ident -      | N/A        |         |
| Visibility ~ 10.0 SM                                                                     | ATC/Airspace                                      |                                         |                                          |             | Lth/Wid -    |            |         |
| Lowest Sky/Clouds - UNK/NR                                                               | Type of Fli                                       |                                         |                                          | Runway      | Surface -    | N/A        |         |
| Lowest Ceiling - 2400 FT                                                                 | OVERCAST Type of Cle                              | arance - IF                             | R                                        | Runway      | Status -     | N/A        |         |
| Obstructions to Vision- NONE                                                             | Type Apch/L                                       | ndg - NO                                | NE                                       |             |              |            |         |
| Precipitation - NONE                                                                     |                                                   |                                         |                                          |             |              |            |         |
| Condition of Light - NIGHT(DA                                                            | RK )<br>                                          |                                         |                                          |             |              |            |         |
| ersonnel Information<br>Pilot-In-Command                                                 | 100 - 16                                          | Mod                                     | ical Certificat                          |             |              |            |         |
| Certificate(s)/Rating(s)                                                                 | Age - 46<br>Biennial Flight R                     | eview                                   | Flight                                   | it Time (He |              | IVERS/LI   | 1911    |
| ATP, FLT ENG                                                                             | Current                                           | - UNK/NR                                | Total -                                  | 8000        | last 24      | Hrs - I    | INK/NR  |
| ME LAND                                                                                  | Months Since                                      | - UNK/NR                                | Total -<br>Make/Model-<br>Instrument- UN | 1200        | Last 30      | Davs- l    | JNK/NR  |
|                                                                                          | Aircraft Type                                     | - UNK/NR                                | Instrument- UN                           | IK/NR       | Last 90      | Days-      | 150     |
|                                                                                          |                                                   |                                         | Multi-Eng - UN                           | IK/NR       | Rotorcr      | aft - l    | JNK/NR  |
| Instrument Rating(s) - AIRPLA                                                            |                                                   |                                         |                                          |             |              |            |         |
| Instrument Rating(s) - AIRPLA                                                            | NC<br>                                            |                                         |                                          |             |              |            |         |
| arrative                                                                                 |                                                   |                                         |                                          |             |              |            |         |
| CFT ENCOUNTERED MODERATE TO SEVERE                                                       | TURBULENCE DURING THE N                           | IGHTTIME FLT,                           | WHEN IT PASSED                           | THROUGH     | CLOUDS       |            |         |
| TARILY AT FL225. A FLT ATTENDANT SU                                                      | STAINED A BROKEN ANKLE.<br>SEAT BELT LIGHT WAS TU | THE CAPTAIN                             | RPTD THAT RADAR                          | GAVE NO     | INDICATION   | OF         |         |

| File No 20                          | 2 11/10/87 RALEIGH, NO                                                    | A/C Reg. No. N315DL | Time (Lcl) - 1945 EST |  |
|-------------------------------------|---------------------------------------------------------------------------|---------------------|-----------------------|--|
| Occurrence #1<br>Phase of Operation | IN FLIGHT ENCOUNTER WITH WEA<br>DESCENT - NORMAL                          | THER                |                       |  |
|                                     | - DARK NIGHT<br>RESTRICTED - PILOT IN COMMANN<br>N - TURBULENCE IN CLOUDS | D                   |                       |  |
| 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

Brief of Accident

| -Basic Information                                               |                                            |                   |             |             |          |        |
|------------------------------------------------------------------|--------------------------------------------|-------------------|-------------|-------------|----------|--------|
| Type Operating Certificate-NONE (GENERAL                         |                                            | t Damage          |             | Injur       |          |        |
|                                                                  | SUBSTA                                     |                   | Fatal       |             |          | None   |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91 | Fire<br>NONE                               | Crew<br>Pass      | -           | 0           | 0        | 1<br>0 |
| Accident Occurred During -LANDING                                | NUNE                                       | P855              | 0           | 0           | 0        | 0      |
|                                                                  |                                            |                   |             |             |          |        |
| Make/Model ~ MOONEY M20A                                         | Eng Make/Model ~ LY                        |                   |             |             |          |        |
| Landing Gear - TRICYCLE-RETRACTABLE                              | Number Engines - 1                         |                   |             | tall Warnin | g System | - YES  |
| Max Gross Wt - 2450                                              | Engine Type - RE                           |                   | ETOR        |             |          |        |
| No. of Seats - 4                                                 | Rated Power -                              | 180 HP            |             |             |          |        |
| Environment/Operations Information                               |                                            |                   |             |             |          |        |
| Weather Data                                                     | Itinerary                                  |                   | Airport f   |             |          |        |
| Wx Briefing ~ NO RECORD OF BRIEFING                              | Last Departure Point                       |                   | OFF AIF     | RPORT/STRIP |          |        |
| Method - N/A                                                     | SAME AS ACC/INC                            |                   |             |             |          |        |
| Completeness - N/A                                               | Destination                                |                   | Airport Da  |             |          |        |
| Basic Weather - VMC                                              | LOCAL                                      |                   | -           | CK COUNTY   |          |        |
| Wind Dir/Speed- CALM                                             |                                            |                   |             | Ident -     | •        |        |
| Visibility - UNK/NR                                              | ATC/Airspace                               |                   |             | Lth/Wid -   |          |        |
| Lowest Sky/Clouds - CLEAR                                        | Type of Flight Plan                        |                   |             | Surface -   |          |        |
| Lowest Ceiling - NONE                                            | Type of Clearance                          |                   | Runway      | Status -    | WATER-C/ | ALM    |
| Obstructions to Vision- NONE                                     | Type Apch/Lndg                             | - FORCED LANDING  |             |             |          |        |
| Precipitation - NONE                                             |                                            |                   |             |             |          |        |
| Condition of Light - DAYLIGHT                                    |                                            |                   |             |             |          |        |
| Personnel Information<br>Pilot-In-Command                        | Age - 23                                   | Medical Certifica |             |             |          |        |
| Certificate(s)/Rating(s)                                         | Biennial Flight Review                     |                   | ht Time (Ho |             | WAIVERS, |        |
| COMMERCIAL,CFI                                                   |                                            | Total -           |             |             | Hrs -    | 0      |
| SE LAND, ME LAND                                                 | Months Since - 7                           | Make/Model-       | 0           | Last 30     |          |        |
|                                                                  | Months Since - 7<br>Aircraft Type - C-172R | G Instrument-     | 65          | Last 90     | Davs-    | 250    |
|                                                                  |                                            | Multi-Eng -       | 34          |             | buyo     | 200    |
| Instrument Rating(s) - AIRPLANE                                  |                                            |                   |             |             |          |        |

THE AIRPLANE LOST ENGINE PWR SHORTLY AFTER TAKEOFF. A FORCED LDG WAS SUBSEQUENTLY MADE IN A NEARBY WATERWAY. POST-CRASH EXAM OF THE AIRPLANE REVEALED THAT THE FUEL SELECTOR WAS IN THE LEFT TANK POSITION, AND THAT THE LEFT TANK CONTAINED ABOUT 1/2 GALLON OF FUEL. THE RIGHT TANK WAS FOUND TO CONTAIN ABOUT 5 GALLONS.

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| File No 21                                                     | 24 11/12/87                                          | SOUTHPORT, NC                         | A/C Reg. No. N1051B           | Time (Lcl) - 1530 EST |
|----------------------------------------------------------------|------------------------------------------------------|---------------------------------------|-------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                            |                                                      | OWER(TOTAL) - NON-MECHANIC<br>L CLIMB | AL                            |                       |
| 1. FLUID,FUEL - ST<br>2. AIRCRAFT PREFLI<br>3. FUEL SUPPLY - N | ARVATION<br>GHT - INADEQUATE -<br>ISJUDGED - PILOT I |                                       |                               |                       |
| Occurrence #2<br>Phase of Operation                            |                                                      |                                       |                               |                       |
| ccurrence #3<br>hase of Operation                              |                                                      | ION WITH TERRAIN/WATER<br>TOUCHDOWN   |                               |                       |
| Finding(s)<br>5. TERRAIN CONDITI                               | ON - WATER                                           |                                       |                               |                       |
| Probable Cause                                                 |                                                      |                                       |                               |                       |
| The National Transpo<br>is/are finding(s) 1,                   |                                                      | rd determines that the Pro            | bable Cause(s) of this accide | ent                   |
|                                                                |                                                      |                                       |                               |                       |

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

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Brief of Accident

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| Basic Information<br>Type Operating Certificate-NONE (GENERA | I AVIATION)      | Aircraft Dam                  | age            |            | Ini        | uries       |       |
|--------------------------------------------------------------|------------------|-------------------------------|----------------|------------|------------|-------------|-------|
| Type operating berthildete hone (acheka                      |                  | SUBSTANTIAL                   |                |            | Serious    | Minor       |       |
| Type of Operation -PERSONAL                                  |                  | Fire                          | Crew           | 0          | 0          | 0           | 1     |
| Flight Conducted Under -14 CFR 91                            |                  | NONE                          | Pass           | 0          | 0          | 0           | 0     |
| Accident Occurred During -LANDING                            |                  |                               |                |            |            |             |       |
| Aircraft Information                                         |                  |                               |                |            |            |             |       |
| Make/Model - CESSNA 172F                                     |                  | Model - CONTINE               |                |            |            |             |       |
| Landing Gear - TRICYCLE-FIXED                                |                  | ngines – 1<br>/pe – RECIPRO   |                |            | tall Warni | ing System  | - YES |
| Max Gross Wt - 2300<br>No. of Seats - 4                      |                  | /pe - RECIPRU<br>ver - 145    |                | IUR        |            |             |       |
|                                                              |                  |                               |                |            |            |             |       |
| Environment/Operations Information                           |                  |                               |                |            |            |             |       |
| Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING          | Itinerary        | rture Point                   |                | Airport F  | PORT/STR1  | r D         |       |
| Method - N/A                                                 | SANFORD          |                               |                | UFF AIR    | CPURI/SIRI |             |       |
| Completeness - N/A                                           | Destination      | -                             |                | Airport Da | ata        |             |       |
| Basic Weather - VMC                                          | SAME AS          | ACC/INC                       |                | •          |            |             |       |
| Wind Dir/Speed- UNK/NR                                       |                  |                               |                |            | Ident      |             |       |
| Visibility - 20.0 SM                                         | ATC/Airspace     | 3                             |                |            | Lth/Wid    |             |       |
| Lowest Sky/Clouds - CLEAR                                    | Type of F        | light Plan - NON              | E              |            |            | - GRASS/TL  | JRF   |
| Lowest Ceiling - NONE<br>Obstructions to Vision- NONE        |                  | learance - NON<br>/Lndg - TRA | -              | Runway     | Status     | SOFT        |       |
| Precipitation - NONE                                         | туре арсп/       |                               | ITTC FATTERN   |            |            | 5011        |       |
| Condition of Light - DAYLIGHT                                |                  |                               |                |            |            | · .         |       |
| Personnel Information                                        |                  |                               |                |            |            |             |       |
| Pilot-In-Command                                             | Age - 53         | Medi                          | cal Certificat | e - VALID  | MEDICAL-W  | WAIVERS/LIM | 1IT   |
| Certificate(s)/Rating(s)                                     | Biennial Flight  | Review                        | Fligh          | t Time (Ho | ours)      |             |       |
| STUDENT                                                      | Current          | - N/A                         | Total -        | 163        | Last 2     | 24 Hrs -    | 3     |
|                                                              | Months Since     | - N/A<br>e - N/A<br>be - N/A  | Make/Model-    | 97         | Last 3     | 30 Days- UN | NK/NR |
|                                                              | Aircraft ly      | De - N/A                      | Instrument-    | 0          | Last       | ao Days-    | 44    |
|                                                              |                  |                               |                |            |            |             |       |
| Instrument Rating(s) - NONE                                  |                  |                               |                |            |            |             |       |
| Narrative                                                    |                  |                               |                |            |            |             |       |
| STUDENT PLT ATTEMPTED TO LAND IN A FARM F                    |                  |                               |                |            |            |             |       |
| DG, AND THE AIRPLANE NOSED OVER. THE STUD                    | ENT PLT DESCRIBE | ) THE TERRAIN AS              | "WET & SOGGY"  | . THE STU  | DENT DID N | TOV         |       |

| File No 2069                                                                                  | 12/02/87 EDEN,NC                 | A/C Reg. No. N8674U | Time (Lc1) - 1500 EST |  |
|-----------------------------------------------------------------------------------------------|----------------------------------|---------------------|-----------------------|--|
|                                                                                               | E OVER<br>DING - FLARE/TOUCHDOWN |                     |                       |  |
| Finding(s)<br>1. TERRAIN CONDITION - S<br>2. TERRAIN CONDITION - W<br>3. UNSUITABLE TERRAIN - |                                  |                     |                       |  |

----Probable Cause----

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

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

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Brief of Accident

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| Basic Information                                                      |                                   |              |         |             |             |          |        |
|------------------------------------------------------------------------|-----------------------------------|--------------|---------|-------------|-------------|----------|--------|
| Type Operating Certificate-NONE (GENERAL                               |                                   | raft Damage  |         | Fatal       | Injur       |          |        |
|                                                                        |                                   | SUBSTANTIAL  |         |             |             |          | None   |
| Type of Operation -PERSONAL                                            | Fire                              |              | Crew    | 0           | 0           | 0        | 1      |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING | NON                               | IE           | Pass    | 0           | 0           | 0        | 0      |
|                                                                        |                                   |              |         |             |             |          |        |
| Aircraft Information                                                   |                                   |              | 000     | <b>C1 T</b> |             |          |        |
| Make/Model - CESSNA 150G                                               | Eng Make/Model ~                  |              | 200-A   |             | Installed/A |          |        |
| Landing Gear - TRICYCLE-FIXED                                          | Number Engines -<br>Engine Type - |              |         |             | tall Warnin | g system | - 165  |
| Max Gross Wt - 1600                                                    |                                   |              | CARBURE | I UK        |             |          |        |
| No. of Seats - 2                                                       | Rated Power -                     | 100 HP       |         |             |             |          |        |
| Environment/Operations Information                                     |                                   |              |         |             |             |          |        |
| Weather Data                                                           | Itinerary                         |              |         | Airport (   | Proximity   |          |        |
| Wx Briefing - NO RECORD OF BRIEFING                                    | Last Departure Po                 | int          |         | ON AIR      |             |          |        |
| Method - N/A                                                           | SAME AS ACC/INC                   |              |         |             |             |          |        |
| Completeness - N/A                                                     | Destination                       |              |         | Airport Da  | ata         |          |        |
| Basic Weather - VMC                                                    | LOCAL                             |              |         | COX-GR      | ANTHAM      |          |        |
| Wind Dir/Speed- UNK/NR                                                 |                                   |              |         | Runway      | Ident ~     | 21       |        |
| Visibility - 15.0 SM                                                   | ATC/Airspace                      |              |         | Runway      | Lth/Wid -   | 2800 -l  | JNK/NR |
| Lowest Sky/Clouds - UNK/NR                                             | Type of Flight Pl                 | an - NONE    |         | Runway      | Surface -   | GRASS/TL | JRF    |
| Lowest Ceiling - UNK/NR                                                | Type of Clearance                 | - NONE       |         | Runway      | Status -    | DRY      |        |
| Obstructions to Vision- NONE                                           | Type Apch/Lndg                    | - TRAFFIC PA | TTERN   |             |             |          |        |
| Precipitation - NONE                                                   |                                   |              |         |             |             |          |        |
| Condition of Light - DAYLIGHT                                          |                                   |              |         |             |             |          |        |
| Personnel Information                                                  |                                   | :            |         | 7           |             |          |        |
| Pilot-In-Command                                                       | Age - 33                          | Medical Cer  |         |             |             | WAIVERS, | /LIMIT |
| Certificate(s)/Rating(s)                                               | Biennial Flight Review            |              |         | t Time (H   |             |          |        |
| STUDENT                                                                | Current - N/A                     |              |         | 13          |             |          | 1      |
|                                                                        | Months Since - N/A                |              |         | 13          |             |          | 13     |
|                                                                        | Aircraft Type - N/A               | Instrum      | ent-    | 0           | Last 90     | Days-    | 13     |
|                                                                        |                                   |              |         |             |             |          |        |

----Narrative----

THE AIRPLANE TOUCHED DOWN INITIALLY ON THE NOSE WHEEL, AND THE NOSE LANDING GEAR COLLAPSED. THE AIRPLANE SUBSEQUENTLY NOSED OVER. THE STUDENT PLT REPORTEDLY HAD ABOUT 2 HRS TOTAL PIC (SOLO) FLT TIME.

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| File No 20                                                               | 47 12/13/87        | GRANTHAM, NC          | A/C Reg. No. N6258S               | Time (Lcl) - 1000 EST |
|--------------------------------------------------------------------------|--------------------|-----------------------|-----------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                                      |                    |                       |                                   |                       |
| Finding(s)<br>1. FLARE - IMPROPE<br>2. LACK OF TOT<br>3. LANDING GEAR,NO | AL EXPERIENCE - PI | LOT IN COMMAND        |                                   |                       |
| Occurrence #2<br>Phase of Operation                                      |                    | TOUCHDOWN             |                                   |                       |
| Probable Cause                                                           |                    |                       |                                   |                       |
| The National Transpo<br>is/are finding(s) 1                              | rtation Safety Boa | rd determines that th | e Probable Cause(s) of this accio | lent                  |

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

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Brief of Accident

| File No 2110 12/17/87 MONROE                                                                                                                                                                                                                                                                                                                                 | ,NC A/                                                                                                                                                | A/C Reg. No. N9132H            |                                             |                                                         | Time (Lcl) - 1545 EST                      |                            |             |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------------|---------------------------------------------------------|--------------------------------------------|----------------------------|-------------|--|--|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL                                                                                                                                                                                                                                                                                                |                                                                                                                                                       | ) Aircraft Damage<br>DESTROYED |                                             |                                                         | Injuries<br>Fatal Serious Minor Nor        |                            |             |  |  |
| Type of Operation -INSTRUCTIONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT                                                                                                                                                                                                                                                   | Fire<br>NOM                                                                                                                                           | )<br>IE                        | Crew<br>Pass                                | 2<br>0                                                  | 0<br>0                                     | 0<br>0                     | 0<br>0      |  |  |
| Aircraft Information<br>Make/Model - FAIRCHILD M-62A-3<br>Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 2800<br>No. of Seats - 2                                                                                                                                                                                                                      | Eng Make/Model -<br>Number Engines -<br>Engine Type -<br>Rated Power -                                                                                | · 1                            |                                             | S                                                       | Installed/A<br>tall Warnin                 |                            | •           |  |  |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 300/011 KTS<br>Visibility - 15.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Itinerary<br>Last Departure Po<br>INDIAN TRAIL,NO<br>Destination<br>LOCAL<br>ATC/Airspace<br>Type of Flight Pl<br>Type of Clearance<br>Type Apch/Lndg | an - NONE<br>a - NONE          | ,                                           | OFF AI<br>GOOSE<br>Runway<br>Runway<br>Runway<br>Runway | CREEK<br>Ident -<br>Lth/Wid -<br>Surface - | N/A<br>2350/<br>N/A<br>N/A | 60          |  |  |
|                                                                                                                                                                                                                                                                                                                                                              | Age - 27<br>Biennial Flight Review<br>Current - YES<br>Months Since - 8<br>Aircraft Type - C-1                                                        | 5 Total<br>Make/Moo            | Fligh <sup>.</sup><br>-<br>del- UNM<br>ent- | t Time (H<br>827<br>K/NR<br>48                          | ours)<br>Last 24<br>Last 30                | Hrs - UN                   | IK/NR<br>67 |  |  |

Instrument Rating(s) - AIRPLANE

----Narrative----

REPTDLY, THE FLT PURPOSE WAS TO ADMINISTER A BFR TO THE PLT/OWNER OF THE ACFT. THE FIRST TAKEOFF WAS ABORTED. THE ACFT DEPTD AGAIN WITHOUT AN APPARENT PROBLEM. AFTER ABOUT 30 MINUTES, THE APT MGR HEARD AND SAW THE ACFT IN A VERTICAL DESCENT AND ROTATING ABOUT THE LONGITUDINAL AXIS. IT DISAPPEARED BEHIND TREES. THE WRECKAGE WAS FOUND IN A WOODLAND AND THE WRECKAGE SCATTER PATTERN INDICATED AN INFLIGHT BREAK-UP. NO EVIDENCE OF ROT WAS FOUND IN THE PRIMARY WOOD STRUCTURE OF THE AIRCRAFT. IT WAS NOT DETERMINED WHAT MANEUVER PRECEDED THE BREAKUP OR WHICH PILOT WAS OPERATING THE FLIGHT CONTROLS.

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| File No 21                                             | 10 12/17/87                      | MONROE, NC           | A/C Reg.                              | No. N9132H       | Time (Lcl) - 1545 EST |  |
|--------------------------------------------------------|----------------------------------|----------------------|---------------------------------------|------------------|-----------------------|--|
| Occurrence #1<br>Phase of Operation                    | AIRFRAME/COMPONEN<br>Maneuvering | IT/SYSTEM FAILURE/MA | LFUNCTION                             |                  |                       |  |
| Finding(s)<br>1. MANEUVER - ATTE<br>2. DESIGN STRESS L | MPTED -<br>IMITS OF AIRCRAFT -   | EXCEEDED -           |                                       |                  |                       |  |
| Occurrence #2<br>Phase of Operation                    |                                  | ON WITH TERRAIN/WAT  | TER                                   |                  |                       |  |
| Probable Cause                                         |                                  |                      | · · · · · · · · · · · · · · · · · · · |                  |                       |  |
| The National Transpo<br>is/are finding(s) 2            | rtation Safety Boar              | d determines that t  | the Probable Cause(                   | s) of this accid | dent                  |  |

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

Brief of Accident

| File No 2097 12/25/87 RUTHERFORDTON,NC                                                                                                                                                                                                                                                                                                                  |                                                                                                                                            |                                        | No. N2869C                            | T<br>                                                       | Time (Lcl) - 1755 EST                                     |                               |             |  |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|---------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------|-------------------------------|-------------|--|--|
| -Basic Information<br>Type Operating Certificate-NONE (GENERAL AVIATION<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91                                                                                                                                                                                                             |                                                                                                                                            | DESTROYED<br>Fire Crew                 |                                       |                                                             | Injuries<br>Fatal Serious Minor Non<br>1 0 0 0<br>3 0 0 0 |                               |             |  |  |
| Accident Occurred During -MANEUVERING                                                                                                                                                                                                                                                                                                                   |                                                                                                                                            | NONE                                   | Pass                                  |                                                             |                                                           |                               |             |  |  |
| Aircraft Information<br>Make/Model - PIPER PA-28RT-201<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 2750<br>No. of Seats - 4                                                                                                                                                                                                                |                                                                                                                                            | el - LYCOMI<br>es - 1<br>- RECIP-      | NG ID-360-C1-C<br>FUEL INJECTED<br>HP | 6 ELT                                                       |                                                           | Activat                       | ed - UNK/   |  |  |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NWS<br>Method - TELEPHONE<br>Completeness - FULL<br>Basic Weather - IMC<br>Wind Dir/Speed- 210/007 KTS<br>Visibility - 15.0 SM<br>Lowest Sky/Clouds - UNK/NR<br>Lowest Ceiling - 100 FT OBSCURE<br>Obstructions to Vision- FDG<br>Precipitation - RAIN<br>Condition of Light - DUSK | Itinerary<br>Last Departur<br>LOUISBURG,N<br>Destination<br>RUTHERFORDT<br>ATC/Airspace<br>Type of Fligh<br>Type of Clear<br>Type Apch/Lnd | C<br>DN,NC<br>t Plan - IF<br>ance - IF | R                                     | OFF AI<br>Airport D<br>RUTHER<br>Runway<br>Runway<br>Runway | FORDTON                                                   | - 36<br>- 4300,<br>- N/A      | / 75        |  |  |
| Personnel Information<br>Pilot-In-Command Age<br>Certificate(s)/Rating(s) Bio<br>COMMERCIAL<br>SE LAND<br>Instrument Rating(s) - AIRPLANE                                                                                                                                                                                                               | e - 36<br>ennial Flight Rev<br>Current -<br>Months Since -<br>Aircraft Type -                                                              | iew                                    | Flia                                  | ht Time (H                                                  | lours)                                                    | 4 Hrs -<br>) Days-<br>) Days- | 2<br>UNK/NR |  |  |

MILE INSIDE THE RBN. THE AIRCRAFT WAS LOCATED ON DECEMBER 27 ABOUT 4 NM NE OF THE AIRPORT. THE AIRCRAFT IMPACTED THE TREES AT ABOUT THE 2270-FOOT LEVEL OF CARSON MT. THE FIELD ELEVATION AT THE AIRPORT IS 1078. THE MDA FOR THE ADF APPROACH IS 1540 FEET. THE MISSED APPROACH PROCEDURES REQUIRE THAT THE PILOT TURN LEFT, CLIMB TO 3000 FEET, RETURN TO THE RBN AND HOLD. IN PERFORMING THE MISSED APPROACH THE PLT FAILED TO CLIMB TO AND MAINTAIN 3000 FEET AS INSTRUCTED.

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File No. - 2097 12/25/87 RUTHERFORDTON, NC A/C Reg. No. N2869C Time (Lcl) - 1755 EST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - MISSED APPROACH (IFR) Finding(s) 1. OBJECT - TREE(S) 2. MISSED APPROACH - IMPROPER - PILOT IN COMMAND 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND 4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation MANEUVERING \_\_\_\_\_ \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4 Factor(s) relating to this accident is/are finding(s) 1,3

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Brief of Accident

| Basic Information                                                    |                                          |                    |              |                                |           |         |
|----------------------------------------------------------------------|------------------------------------------|--------------------|--------------|--------------------------------|-----------|---------|
| Type Operating Certificate-AGRICULTURAL                              | AIRCRAFT Airc                            | raft Damage        |              | Injur                          |           |         |
|                                                                      |                                          | TROYED             |              | al Serious                     |           |         |
| Type of Operation -EXECUTIVE/CO<br>Flight Conducted Under -14 CFR 91 | RPORATE Fire                             |                    | Crew         | 1 0<br>1 0                     | 0         | 0       |
| Accident Occurred During -DESCENT                                    | NUM                                      | IE                 |              |                                |           |         |
| Aircraft Information                                                 |                                          |                    |              |                                |           |         |
| Make/Model - BELLANCA 8GCBC<br>Landing Gear - TAILWHEEL-ALL FIXED    | Eng Make/Model -                         |                    |              |                                |           |         |
| Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 1800            | Number Engines -<br>Engine Type -        |                    |              | Stall Warnir                   | ng Syster | n - YES |
| No. of Seats - 2                                                     | Rated Power -                            |                    | CARDURETUR   |                                |           |         |
|                                                                      |                                          |                    |              |                                |           |         |
| Invironment/Operations Information                                   |                                          |                    |              |                                |           |         |
| leather Data                                                         | Itinerary                                |                    |              | ort Proximity                  |           |         |
| Wx Briefing - NO RECORD OF BRIEFING                                  |                                          |                    | OF           | F AIRPORT/STRIF                | >         |         |
| Method - N/A                                                         | SAME AS ACC/INC                          | ;                  |              | _                              |           |         |
| Completeness - N/A<br>Basic Weather - VMC                            | Destination                              |                    | Airpo        | rt Data                        |           |         |
| Babio Weather the                                                    | LOCAL                                    |                    | Dev          |                                |           |         |
| Wind Dir/Speed- 190/010 KTS<br>Visibility - 15.0 SM                  | ATC/Airspace                             |                    |              | nway Ident -<br>nway Lth/Wid - |           |         |
| Lowest Sky/Clouds - 3000 FT SCAT                                     | TERED Type of Elight Pl                  |                    |              | nway Surface -                 |           |         |
| Lowest Ceiling - NONE                                                |                                          |                    |              | nway Status -                  |           |         |
| Obstructions to Vision- NONE                                         | Type Apch/Lndg                           | - NONE             |              |                                | .,        |         |
| Precipitation - NONE                                                 |                                          |                    |              |                                |           |         |
| Condition of Light - DAYLIGHT                                        |                                          |                    |              |                                |           |         |
| Personnel Information                                                |                                          |                    |              |                                |           |         |
| Pilot-In-Command                                                     | Age - 35                                 | Medical Cer        | tificate - V | ALID MEDICAL-NO                | D WAIVERS | 5/LIMIT |
| Certificate(s)/Rating(s)                                             | Biennial Flight Review                   | T-1-1              | Flight Tim   |                                |           |         |
|                                                                      | Current - YES                            | n iotal<br>Make/Ma |              |                                | + Hrs - l |         |
| SE LAND, ME LAND                                                     | Months Since - 16<br>Aircraft Type - C-1 | P2 Instrum         | ont- UNK/NK  | Last 30                        | ) Days- l |         |
|                                                                      | Months Since - 16<br>Aircraft Type - C-1 | Multi-E            | ng - UNK/NR  | Rotorcr                        | raft - l  | JNK/NR  |
| Instrument Rating(s) - AIRPLANE                                      |                                          |                    |              |                                |           | ·       |
|                                                                      |                                          |                    |              |                                |           |         |

THE AIRCRAFT TO PLUMMET TO THE GROUND, OUT OF CONTROL. THE AIRCRAFT APPEARED TO HAVE BEEN IN TROUBLE DURING THE LOOP ENTRY AND THROUGHOUT THE MANEUVER. SEVERAL WEEKS AFTER THE COMPLETION OF THE ON-SITE INSPECTION OF THE WRECKAGE, PIECES OF THE FAILED LEFT WING WERE FOUND BY AN AIRPORT NEIGHBOR ON HIS FARM PROPERTY.

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| - 1630 CDT |
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Factor(s) relating to this accident is/are finding(s) 1

| File No 2065 10/13/87 LINCOLN,NE                                                                                                                                                                                                        | A/C Reg. No. N39                                                                                | 9922          | т                                                | ime (Lcl) -                       | 1530 CDT                                      |                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|---------------|--------------------------------------------------|-----------------------------------|-----------------------------------------------|----------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL AVIATION)<br>Type of Operation -BUSINESS<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                        | Aircraft Damage<br>DESTROYED<br>Fire<br>ON GROUND                                               | Crew<br>Pass  | Fatal<br>1<br>1                                  | Injur<br>Serious<br>O<br>1        | Minor                                         | None<br>O<br>O |
| Landing Gear - TRICYCLE-RETRACTABLE Numb<br>Max Gross Wt - 3400 Eng                                                                                                                                                                     | Make/Model - LYCOMING TIO-<br>per Engines - 1<br>ine Type - RECIP-FUEL IN<br>ed Power - 300 HP  |               |                                                  | Installed/A<br>tall Warnin        |                                               |                |
| Method - UNK/NR SAM<br>Completeness - UNK/NR Destin<br>Basic Weather - VMC KAM<br>Wind Dir/Speed- 200/014 KTS<br>Visibility - 15.0 SM ATC/Ain<br>Lowest Sky/Clouds - 12000 FT SCATTERED Type<br>Lowest Ceiling - 25000 FT OVERCAST Type | Departure Point<br>ME AS ACC/INC<br>nation<br>NSAS CITY,MD<br>rspace<br>of Flight Plan - UNK/NR | A             | OFF AI<br>irport D<br>Runway<br>Runway<br>Runway | Ident -<br>Lth/Wid -<br>Surface - | N/A<br>N/A<br>GRASS/TU<br>DRY<br>HIGH VEG     |                |
| COMMERCIAL Curren<br>SE LAND Months                                                                                                                                                                                                     | light Review<br>t - UNK/NR Total<br>Since - UNK/NR Make/N                                       | Flight<br>- 3 | Time (H<br>300<br>/NR                            | Last 24<br>Last 30                | IVERS/LIM<br>Hrs - UN<br>Days- UN<br>Days- UN | K/NR<br>K/NR   |

# Instrument Rating(s) - AIRPLANE

----Narrative----

DURING CLIMBOUT, SMOKE BEGAN FILLING THE CABIN AND SHORTLY THEREAFTER THE ENG STOPPED. GROUND WITNESSES OBSERVED SMOKE COMING FROM THE ENG COMPARTMENT JUST BEFORE THE ACFT IMPACTED A LARGE WOODPILE BEHIND A HOUSE LOCATED 1/2 MILE EAST OF THE ARPT. EXAMINATION DISCLOSED THAT THE LEFT INTERMEDIATE EXHAUST PIPE (90 DEGREE ELBOW) HAD SEPARATED FROM THE EXHAUST CROSSOVER TUBE LEADING TO THE TURBOCHARGER AND ALLOWED INTENSE, HOT EXHAUST GASES FLOWING FROM THE ELBOW TO SPEW DIRECTLY INTO THE ENG COMPARTMENT. THE FLANGE AT THE OTHER END OF THE ELBOW WAS CRACKED AND EVIDENCE INDICATED THAT THE GASKET, AS WELL AS THE FLANGES, HAD BEEN MISALLIGNED. A REPAIR HAD BEEN MADE TO THE EXHAUST SYSTEM ABOUT A MONTH BEFORE THE ACCIDENT.

File No. - 2065 10/13/87 LINCOLN, NE A/C Reg. No. N39922 Time (Lcl) - 1530 CDT ------Occurrence #1 FIRE Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. EXHAUST SYSTEM, GASKET - OTHER 2. EXHAUST SYSTEM, MANIFOLD - OTHER 3. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL 4. EXHAUST SYSTEM, MANIFOLD - CRACKED 5. EXHAUST SYSTEM, MANIFOLD - SEPARATION \_\_\_\_\_ Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 6. EXHAUST SYSTEM, MANIFOLD - FIRE 7. IGNITION SYSTEM, HIGH TENSION WIRING - BURNED \_\_\_\_\_ \_\_\_\_\_ Occurrence #3 FORCED LANDING Phase of Operation LANDING Occurrence #4 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 8. FUSELAGE, CREW COMPARTMENT - SMOKE 9. OBJECT - RESIDENCE 10. TERRAIN CONDITION - HIGH OBSTRUCTION(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

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Brief of Accident

| Basic Information<br>Type Operating Certificate-ON-DEMAND A          | ΤΡ ΤΔΧΙ                      | Aircraft          | Damage       |      |            | Inju       | nies      |            |
|----------------------------------------------------------------------|------------------------------|-------------------|--------------|------|------------|------------|-----------|------------|
| Name of Carrier -PRECISION A                                         | IRLINES                      | SUBSTANT          |              |      | Fatal      | Serious    | Minor     | None       |
| Type of Operation -NON SCHED,D<br>Flight Conducted Under -14 CFR 135 | DMESTIC, PASSENGER           | Fire              |              | Crew | 0          | 0          | 0         | 2          |
|                                                                      |                              | NONE              |              | Pass | 0          | 0          | 0         | 14         |
| Accident Occurred During -LANDING                                    |                              |                   |              |      |            |            |           |            |
| Aircraft Information                                                 |                              |                   |              |      |            |            |           |            |
| Make/Model - DORNIER DO-228-201                                      |                              |                   | ETT TPE-331  |      |            |            |           | - YES-UNK/ |
| Landing Gear - TRICYCLE-RETRACTABLE                                  | Number Eng                   |                   |              |      | St         | all Warniı | ng System | - NO       |
| Max Gross Wt - 7720                                                  |                              | e - TURB<br>r - 7 |              |      |            |            |           |            |
| No. of Seats - 20                                                    | Rated Powe                   | r - /             | 15 HP        |      |            |            |           |            |
| Environment/Operations Information                                   |                              |                   |              |      |            |            |           |            |
| Weather Data                                                         | Itinerary                    | D                 |              |      | Airport F  |            |           |            |
| Wx Briefing - NO RECORD OF BRIEFIN<br>Method - N/A                   | G Last Depart<br>NEWARK,NJ   |                   |              |      | ON AIRF    | URI        |           |            |
| Completeness - N/A                                                   | Destination                  |                   |              |      | Airport Da | + 2        |           |            |
| Basic Weather - VMC                                                  | MANCHESTE                    | P NH              |              |      | GRENIER    |            |           |            |
| Wind Dir/Speed- 100/005 KTS                                          | MANONESTE                    | ×, NIT            |              |      |            |            | - 35      |            |
| Visibility - 9.0 SM                                                  | ATC/Airspace                 |                   |              |      |            | Lth/Wid    |           | 150        |
| Lowest Sky/Clouds - UNK/NR                                           | Type of Fli                  | ght Plan -        | NONE         |      |            | Surface    |           |            |
| Lowest Ceiling -                                                     | Type of Cle                  | arance -          | NONE         |      |            | Status ·   |           |            |
| Obstructions to Vision- NONE                                         | Type Apch/L                  | ndg -             | NONE         |      |            |            |           |            |
| Precipitation - NONE                                                 |                              |                   |              |      |            |            |           |            |
| Condition of Light - DAYLIGHT                                        |                              |                   |              |      |            |            |           |            |
| Personnel Information                                                |                              |                   |              |      |            |            |           |            |
| Pilot-In-Command                                                     | Age - 26                     |                   | edical Certi |      |            |            | D WAIVERS | /LIMIT     |
| Certificate(s)/Rating(s)<br>ATP                                      | Biennial Flight R<br>Current |                   | Total        |      | t Time (Ho |            | 1 Hrs -   | c          |
| SE LAND, ME LAND                                                     | Months Since                 |                   | Make/Mode    |      |            |            | ) Days- U |            |
| SE LAND, ME LAND                                                     | Aircraft Type                | •                 | Instrumen    |      |            |            | ) Days- U | 240        |
|                                                                      |                              |                   | Multi-Eng    |      |            |            | , buys    | 240        |
| Instrument Rating(s) - UNK/NR                                        |                              |                   |              |      |            |            |           |            |
|                                                                      |                              |                   |              |      |            |            |           |            |
| Narrative                                                            |                              |                   | THE PROPERTY |      |            |            |           |            |
| BRATION WAS EXPERIENCED SHORTLY AFTER TOUCH                          | IDUWN CAUSED BY THE          |                   |              |      |            |            |           |            |

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| File No 2005                                                   | 4/20/87                          | MANCHESTER, NH                     | A/C Reg. No. N232RP | Time (Lc1) - 2000 EDT                 |  |
|----------------------------------------------------------------|----------------------------------|------------------------------------|---------------------|---------------------------------------|--|
|                                                                | RFRAME/COMPONE<br>NDING - FLARE/ | NT/SYSTEM FAILURE/MAL<br>TOUCHDOWN | FUNCTION            | ·                                     |  |
| Finding(s)<br>1. PROPELLER SYSTEM/AC<br>2. PROPELLER SYSTEM/AC |                                  |                                    |                     |                                       |  |
| Probable Cause                                                 |                                  |                                    |                     | · · · · · · · · · · · · · · · · · · · |  |

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

Brief of Accident

| File No 2033 6/29/87 SULLI                                                                                                                                                                                                                                                                                                                                                             | VAN,NH A/CI                                                                                                                                                   | Reg. No. N5185X                   | T<br>                                             | ime (Lc1) -                                                                      | 1845 EDT            |                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|---------------------------------------------------|----------------------------------------------------------------------------------|---------------------|----------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERA<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT                                                                                                                                                                                                                  |                                                                                                                                                               | t Damage<br>NTIAL<br>Crev<br>Pase |                                                   | Injur<br>Serious<br>1<br>O                                                       | Minor               | None<br>0<br>0 |
| Aircraft Information<br>Make/Model - CITABRIA 7GCB<br>Landing Gear - FLOAT<br>Max Gross Wt - 1650<br>No. of Seats - 2                                                                                                                                                                                                                                                                  | Eng Make/Model - L'<br>Number Engines -<br>Engine Type - R<br>Rated Power -                                                                                   | CIPROCATING-CARBU                 | S                                                 | Installed/A<br>tall Warnir                                                       |                     |                |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 225/012 KTS<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - UNK/NR<br>Lowest Sky/Clouds - UNK/NR<br>Lowest Ceiling -<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Itinerary<br>Last Departure Poin<br>PORTLAND,ME<br>Destination<br>WEST DOVER,VT<br>ATC/Airspace<br>Type of Flight Plan<br>Type of Clearance<br>Type Apch/Lndg | - NONE<br>- NONE                  | OFF AI<br>Airport D<br>Runway<br>Runway<br>Runway | Proximity<br>RPORT/STRIP<br>ata<br>Ident -<br>Lth/Wid -<br>Surface -<br>Status - | N/A<br>N/A<br>WATER | ETATION        |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE<br>SE LAND,SE SEA                                                                                                                                                                                                                                                                                     | Age - 39<br>Biennial Flight Review<br>Current - YES<br>Months Since - UNK/NI<br>Aircraft Type - UNK/NI                                                        | Flig<br>Total -<br>Make/Model-    | ght Time (H<br>174<br>4                           | ours)<br>Last 24<br>Last 30                                                      |                     | 4<br>          |

Instrument Rating(s) - NONE

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----Narrative----

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THE PILOT OF THE FLOAT EQUIPPED CITABRIA 7GCBC EXPERIENCED A POWER LOSS WHEN HE ADDED POWER AND RAISED HIS NOSE FOR A CRUISE CLIMB FROM 3500 FT. HE SET UP FOR A FORCED LANDING IN A POND. AS HE NEARED TOUCHDOWN, THE ENGINE REGAINED POWER AND RESPONDED TO THE THROTTLE. HE OVERFLEW THE POND AT A LOW ALTITUDE. AS HE NEARED THE END OF THE POND HE RAISED THE NOSE TO CLEAR THE TREES AND THE ENGINE AGAIN LOST POWER. HE HAD A SWAMPY AREA AHEAD. HOWEVER, HE WAS TOO FAST TO MAKE A NORMAL LANDING SO HE PLANTED THE AIRCRAFT DOWN ON THE WATER. THE AIRCRAFT WAS FUELED WITH AUTOMOBILE GASOLINE. IT HAD NOT BEEN MODIFIED IN ACCORDANCE WITH AN APPROVED STC FOR AUTOMOBILE GASOLINE. THE FLOAT IN THE CARBURETOR WAS THE WRONG TYPE FOR AUTOMOBILE GASOLINE.

| Brief of Accident (Continued)                                                                                                                 |                              |                       |  |  |  |  |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------|--|--|--|--|--|
| File No 2033 6/29/87 SULLIVAN,NH                                                                                                              | A/C Reg. No. N5185X          | Time (Lc1) - 1845 EDT |  |  |  |  |  |
| Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL<br>Phase of Operation CLIMB                                                               |                              |                       |  |  |  |  |  |
| Finding(s)<br>1. FUEL SYSTEM,CARBURETOR - IMPROPER<br>2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND<br>3. FLUID,FUEL - INCORRECT |                              |                       |  |  |  |  |  |
| Occurrence #2 FORCED LANDING<br>Phase of Operation DESCENT - EMERGENCY                                                                        |                              |                       |  |  |  |  |  |
| Finding(s)<br>4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND<br>5. PRECAUTIONARY LANDING - NOT PERFORMED - PILOT IN COMMAND         |                              |                       |  |  |  |  |  |
| Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN<br>Phase of Operation DESCENT - EMERGENCY                                                      |                              |                       |  |  |  |  |  |
| Finding(s)<br>6. TERRAIN CONDITION - WATER,GLASSY                                                                                             |                              | · · ·                 |  |  |  |  |  |
| Probable Cause                                                                                                                                |                              |                       |  |  |  |  |  |
| The National Transportation Safety Board determines that the Pro<br>is/are finding(s) 1,2,3,4                                                 | bable Cause(s) of this accid | dent                  |  |  |  |  |  |

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

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Brief of Accident

| File No 2085 8/02/87 NEWPORT,                                                                                                                                                                                                                                                                                                                                                                        | NH A                                                                                                                                              | /C Reg. No. N25             | HG                  | Т                                                            | ime (Lc1) -                                       | - 1400 E                                 | т                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|---------------------|--------------------------------------------------------------|---------------------------------------------------|------------------------------------------|------------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL A                                                                                                                                                                                                                                                                                                                                      | -                                                                                                                                                 | craft Damage<br>SSTANTIAL   |                     | Fatal                                                        | Injur<br>Serious                                  | ies<br>Minor                             | None             |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAKEOFF                                                                                                                                                                                                                                                                                                | Fir<br>NO                                                                                                                                         | e                           | Crew<br>Pass        | 0                                                            | 0                                                 | 0<br>0                                   | 1<br>3           |
| Aircraft Information<br>Make/Model - PIPER PA-28-181<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2450<br>No. of Seats - 4                                                                                                                                                                                                                                                                     | Eng Make/Model<br>Number Engines<br>Engine Type<br>Rated Power                                                                                    | - 1                         |                     | S                                                            | Installed/A<br>tall Warnir                        |                                          | -                |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 270/005 KTS<br>Visibility - 6.0 SM<br>Lowest Sky/Clouds - UNK/NR<br>Lowest Sky/Clouds - UNK/NR<br>Lowest Ceiling - 4500 FT BROKEN<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Itinerary<br>Last Departure P<br>SAME AS ACC/IN<br>Destination<br>LOCAL<br>ATC/Airspace<br>Type of Flight P<br>Type of Clearanc<br>Type Apch/Lndg | C<br>1an - NONE<br>e - NONE |                     | ON AIR<br>Airport Da<br>PARLIN<br>Runway<br>Runway<br>Runway | ata<br>FIELD<br>Ident -<br>Lth/Wid -<br>Surface - | - 36<br>- 3500/<br>- ASPHAL<br>- DRY     | -                |
|                                                                                                                                                                                                                                                                                                                                                                                                      | e - 45<br>ennial Flight Review<br>Current - YE<br>Months Since - O<br>Aircraft Type - UN                                                          | S Total<br>Make/M           | Fligh<br>-<br>odel- | t Time (Ho<br>103                                            | ours)<br>Last 24<br>Last 30                       | NIVERS/L:<br>Hrs - l<br>Days- l<br>Days- | JNK/NR<br>JNK/NR |

## Instrument Rating(s) - NONE

----Narrative----

ON TAKEOFF THE AIRCRAFT FAILED TO GAIN SUFFICIENT AIRSPEED TO MAINTAIN FLIGHT. THE TAKEOFF WAS ABORTED AFTER REACHING 200 FEET ALTITUDE AND THE AIRCRAFT WAS LANDED ON THE RUNWAY. THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY AND COLLIDED WITH A SANDBANK. THE PILOT HAD TROUBLE STARTING THE ENGINE AND HAD EXCESSIVE MAG DROP DURING THE RUN-UP. THIS WAS CORRECTED BY LEANING THE MIXTURE. DURING THE TAKEOFF THE ENGINE DEVELOPED LESS RPM THAN DESIRED SO THE PILOT DECIDED TO LAND. HE LATER SAID HE SHOULD HAVE ABORTED THE TAKEOFF EARLIER. NO MALFUNCTIONS OR MECHANICAL FAILURES OULD BE FOUND. THE AIRCRAFT WAS OPERATED AT HIGH GROSS WEIGHT. THE PILOT WAS NOT ACCUSTOMED TO OPERATIONS WITH HIGH DENSITY ALTITUDE.

| File No 20                                                   | 85 8/02/87 NEWPORT,NH                                                                                                                                             | A/C Reg. No. N25HG                  | Time (Lcl) - 1400 EDT |  |
|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------|--|
| Occurrence #1<br>Phase of Operation                          |                                                                                                                                                                   |                                     |                       |  |
| 2. AIRCRAFT WEIG<br>3. PERFORMANCE DAT<br>4. DISTANCE - MISJ | ON - HIGH DENSITY ALTITUDE<br>HT AND BALANCE - DISREGARDED - PILOT<br>A - NOT USED - PILOT IN COMMAND<br>UDGED - PILOT IN COMMAND<br>- DELAYED - PILOT IN COMMAND | IN COMMAND                          | 2                     |  |
| Occurrence #2<br>Phase of Operation                          | ON GROUND COLLISION WITH TERRAIN/WA<br>TAKEOFF - ABORTED                                                                                                          | TER                                 |                       |  |
| Finding(s)<br>6. TERRAIN CONDITI                             | ON - DIRT BANK                                                                                                                                                    |                                     |                       |  |
| Probable Cause                                               |                                                                                                                                                                   |                                     |                       |  |
| The National Transpo<br>is/are finding(s) 4,                 | rtation Safety Board determines that<br>5                                                                                                                         | the Probable Cause(s) of this accid | lent                  |  |

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

| File No 2032 7/16/87 ANDOVE                                                                                                                                                                                                                                                                                                                          | R, NJ A                                                                                                                                             | /C Reg. No. N63             | 346                  | Т                                                            | ime (Lc1) -                 | 1945 EDT                                        |        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|----------------------|--------------------------------------------------------------|-----------------------------|-------------------------------------------------|--------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL                                                                                                                                                                                                                                                                                        |                                                                                                                                                     | craft Damage<br>STROYED     |                      | Fatal                                                        | Injur<br>Serious            | ies<br>Minor                                    | None   |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                                                                                                                                                                                                | Fir<br>NO                                                                                                                                           | -                           | Crew<br>Pass         | 0<br>0                                                       | 0<br>0                      | 1<br>0                                          | 0<br>0 |
| Aircraft Information<br>Make/Model - PIPER PA-11<br>Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 1220<br>No. of Seats - 2                                                                                                                                                                                                                    | Eng Make/Model<br>Number Engines<br>Engine Type<br>Rated Power                                                                                      | - 1                         |                      | S                                                            | Installed/A<br>tall Warnir  |                                                 | •      |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - UNK/NR<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Itinerary<br>Last Departure PA<br>SAME AS ACC/IN<br>Destination<br>LOCAL<br>ATC/Airspace<br>Type of Flight P<br>Type of Clearance<br>Type Apch/Lndg | C<br>1an - NONE<br>e - NONE |                      | ON AIR<br>Airport Da<br>AEROFL<br>Runway<br>Runway<br>Runway | ata                         | 1997/<br>ASPHALT                                | 50     |
|                                                                                                                                                                                                                                                                                                                                                      | Age - 35<br>Biennial Flight Review<br>Current - YE<br>Months Since - UN<br>Aircraft Type - UN                                                       | S Total<br>K/NR Make/M      | Fligh<br>-<br>Iodel- | t Time (Ho<br>153<br>12                                      | ours)<br>Last 24<br>Last 30 | ) WAIVERS/<br>Hrs - UN<br>) Days- UN<br>) Days- |        |

Instrument Rating(s) - NONE

----Narrative----

THE PILOT LOST DIRECTIONAL CONTROL DURING LANDING ROLL. AS THE AIRCRAFT DRIFTED LEFT OF THE RUNWAY, POWER WAS ADDED FOR A GO-AROUND BUT THE AIRCRAFT WAS LEFT OF THE RWY. THE LEFT WING STRUT HIT THE WING OF A CESSNA 150 IN AN ATTEMPT TO AVOID COLLIDING WITH THE HANGAR, THE AIRCRAFT STRUCK THE WING OF A PIPER 140 AIRCRAFT BEFORE COMING TO A STOP.

| File No 20                                   | 32 7/16/87 ANDOVER,NJ                                                  | A/C Reg. No. N6346                 | Time (Lcl) - 1945 EDT |
|----------------------------------------------|------------------------------------------------------------------------|------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation          | LOSS OF CONTROL - ON GROUND<br>LANDING - ROLL                          |                                    |                       |
|                                              | TROL - NOT MAINTAINED - PILOT IN COMMAN<br>ATTAINED - PILOT IN COMMAND | ND                                 |                       |
| Occurrence #2<br>Phase of Operation          | ON GROUND COLLISION WITH OBJECT<br>LANDING - ABORTED                   |                                    |                       |
| Finding(s)<br>3. OBJECT - AIRCRA             | FT PARKED                                                              |                                    |                       |
| Probable Cause                               |                                                                        |                                    |                       |
| The National Transpo<br>is/are finding(s) 1, | rtation Safety Board determines that th<br>2                           | he Probable Cause(s) of this accid | ent                   |

Brief of Accident

| -Basic Information<br>Type Operating Certificate-NONE (GENERA |                                                                                                  | ft Damage          |             | Injur       | ios               |       |
|---------------------------------------------------------------|--------------------------------------------------------------------------------------------------|--------------------|-------------|-------------|-------------------|-------|
| Type operating certificate-none (General                      | DESTR                                                                                            |                    | Fatal       |             |                   | None  |
| Type of Operation -BUSINESS                                   | Fire                                                                                             |                    | 1           | 0           |                   |       |
| Flight Conducted Under -14 CFR 91                             | NONE                                                                                             | Pass               |             | Ō           | Ō                 | Ó     |
| Accident Occurred During -LANDING                             |                                                                                                  |                    |             |             |                   |       |
|                                                               |                                                                                                  |                    |             |             |                   |       |
| Make/Model - BEECH D95A                                       |                                                                                                  | YCOMING IO-360-B1B |             |             |                   |       |
| Landing Gear - TRICYCLE-RETRACTABLE                           |                                                                                                  | 2                  | St          | tall Warnin | g System          | - YES |
| Max Gross Wt - 4200                                           | Engine Type - R                                                                                  |                    |             |             |                   |       |
| No. of Seats - 4                                              | Rated Power -                                                                                    | 180 HP             |             |             |                   |       |
| Environment/Operations Information                            |                                                                                                  |                    |             |             |                   |       |
| Weather Data                                                  | Itinerary                                                                                        |                    | Airport F   |             |                   |       |
| Wx Briefing - NO RECORD OF BRIEFING                           |                                                                                                  | t                  | UFF AIH     | RPORT/STRIP |                   |       |
| Method - N/A<br>Completeness - N/A                            | PITTSTOWN,NJ<br>Destination                                                                      |                    | Airport Da  | **          |                   |       |
| Basic Weather - IMC                                           | BRIDGEPORT,CT                                                                                    |                    | Amport Da   | ala         |                   |       |
| Wind Dir/Speed- UNK/NR                                        | BRIDGEFORT,CT                                                                                    |                    | Runway      | Ident -     | N/A               |       |
| Visibility - UNK/NR                                           | ATC/Airspace                                                                                     |                    |             | Lth/Wid -   |                   |       |
| Lowest Sky/Clouds - UNK/NR                                    | Type of Flight Plan                                                                              | - NONE             |             | Surface -   |                   |       |
|                                                               | Type of Clearance                                                                                | - NONE             | Runway      | Status -    | N/A               |       |
| Obstructions to Vision- FOG                                   | Type Apch/Lndg                                                                                   | - STRAIGHT-IN      | -           |             |                   |       |
| Precipitation - UNK/NR                                        |                                                                                                  | FORCED LANDING     |             |             |                   |       |
| Condition of Light - DAYLIGHT                                 |                                                                                                  |                    |             |             |                   |       |
| Personnel Information                                         |                                                                                                  |                    |             |             |                   |       |
| Pilot-In-Command                                              | Age - 65                                                                                         | Medical Certifica  | te - VALID  | MEDICAL-WA  | IVERS/LIM         | IT    |
| Certificate(s)/Rating(s)                                      | Age - 65<br>Biennial Flight Review<br>Current - YES<br>Months Since - 1<br>Aircraft Type - B-95A | Flig               | nt Time (Ho | ours)       |                   |       |
| PRIVATE                                                       | Current - YES                                                                                    | Total -            | 2000        | Last 24     | Hrs - UN          |       |
| SE LAND, ME LAND                                              | Months Since - 1                                                                                 | Make/Model- U      |             | Last 30     | Days-             | 5     |
|                                                               | Aircraft Type - B-95A                                                                            | Multi-Eng - U      | NK/INK      | Last 90     | Days-<br>sft - UN |       |
|                                                               |                                                                                                  |                    |             | ROLOICI     |                   |       |
| Ir/strument Rating(s) - AIRPLANE                              |                                                                                                  |                    |             |             |                   |       |
|                                                               |                                                                                                  |                    |             |             |                   |       |

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| File No 2015                                                                                                                                                        | 9/29/87                                | PITTSTOWN,NJ               | A/C Reg. No. N7955M | Time (Lc1) - 0745 EDT |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|----------------------------|---------------------|-----------------------|--|
|                                                                                                                                                                     | LIGHT COLLIS<br>EOFF - INITIA          | ION WITH OBJECT<br>_ CLIMB |                     |                       |  |
| Finding(s)<br>1. OBJECT - TREE(S)<br>2. PREFLIGHT PLANNING<br>3. WEATHER CONDITION -<br>4. VFR FLIGHT INTO IM<br>5. PROCEDURES/DIRECTIVE<br>6. VISUAL LOOKOUT - NOT | FOG<br>C - ATTEMPTED<br>S - DISREGARDI |                            |                     |                       |  |
| 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

Brief of Accident

| File No 2046 12/19/87 LAS                                                                                                                                                                                                                                                                                                                                          | CRUCES,NM                                                                                  | A/C Reg. No. N                                  | 23497                                                                                | T i                                         | me (Lcl) -                                   | 1310 MS        | T                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|-------------------------------------------------|--------------------------------------------------------------------------------------|---------------------------------------------|----------------------------------------------|----------------|--------------------------|
| Basic Information<br>Type Operating Certificate-NONE (GENE<br>Type of Operation -INSTRUCTIO<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                                                                                                                                              |                                                                                            | Aircraft Damage<br>SUBSTANTIAL<br>Fire<br>NONE  | Fa<br>Crew<br>Pass                                                                   | tal<br>0<br>0                               | Injur<br>Serious<br>O<br>O                   |                | None<br>2<br>0           |
| Aircraft Information<br>Make/Model - PIPER PA-38-112<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 1670<br>No. of Seats - 2                                                                                                                                                                                                                                   | Number Engi                                                                                | - RECIPROCATI                                   | NG-CARBURETOR                                                                        | St                                          | nstalled/A<br>all Warnin                     | g System       | - YES                    |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFIN<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 270/013 KTS<br>Visibility - 60.0 SM<br>Lowest Sky/Clouds - 12000 FT SC/<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | LAS CRUCES<br>Destination<br>LOCAL<br>ATC/Airspace<br>ATTERED Type of Flig<br>Type of Clea | , NM                                            | C<br>Airr<br>C<br>F<br>F<br>F<br>F<br>F<br>F                                         | ort Da<br>RAWFOR<br>unway<br>unway<br>unway | ta<br>D<br>Ident -<br>Lth/Wid -<br>Surface - |                |                          |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>ATP,CFI<br>SE LAND,ME LAND                                                                                                                                                                                                                                                                | Age - 49<br>Biennial Flight Re<br>Current<br>Months Since<br>Aircraft Type                 | view<br>- YES Tota<br>- 12 Make<br>- PA-38 Inst | Certificate -<br>Flight Ti<br>1 - 9833<br>/Model- 400<br>rument- 531<br>i-Eng - 2323 | me (Ho                                      | urs)<br>Last 24<br>Last 30                   | Hrs -<br>Days- | /LIMIT<br>2<br>20<br>101 |

----Narrative----

5

WHILE PRACTICING CROSSWIND LANDINGS THE INSTRUCTOR STATED THAT THE STUDENT TOUCHED DOWN NORMALLY WITH APRX 5 KNOT CROSSWIND. UPON TOUCH DOWN, THE RIGHT MAIN LANDING GEAR SEPARATED FROM THE ACFT CAUSING SUBSTANTIAL DAMAGE. THERE WERE NO INJURIES AND NO FIRE. INVESTIGATION REVEALED THE RIGHT MAIN GEAR INBD RETENTION BOLT HAD FAILED CAUSING THE RIGHT MAIN GEAR ASSEMBLY TO SEPARATE FROM THE ACFT. METALLURGIST EXAMINATION OF THE BROKEN BOLT REVEALED EVIDENCE OF A PROGRESSIVE FAILURE. THE BOLT WAS PIPER PART NUMBER 402 742.

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| File No 2046                                                       | 12/19/87 LAS CRUCES,NM                                | A/C Reg. No. N23497 | Time (Lcl) - 1310 MST |  |
|--------------------------------------------------------------------|-------------------------------------------------------|---------------------|-----------------------|--|
|                                                                    | N GEAR COLLAPSED<br>DING - FLARE/TOUCHDOWN            |                     |                       |  |
| Finding(s)<br>1. LANDING GEAR,MAIN GEA<br>2. LANDING GEAR,MAIN GEA | AR ATTACHMENT - FATIGUE<br>AR ATTACHMENT - SEPARATION |                     |                       |  |

----Probable Cause----

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

Brief of Accident

| -Basic Information<br>Type Operating Certificate-NONE (GENERA) | AVIATION)              | Aircraft         | Damage                                    |            | Injur                     | ies        |       |
|----------------------------------------------------------------|------------------------|------------------|-------------------------------------------|------------|---------------------------|------------|-------|
| Type operating certificate None (General                       | AVIATION)              | DESTROY          |                                           | Fatal      |                           |            | None  |
| Type of Operation -INSTRUCTIONA                                | _                      | Fire             | Cre                                       |            | 0                         |            | 0     |
| Flight Conducted Under -14 CFR 91                              |                        | NONE             | Pas                                       | s O        | 0                         | 0          | 0     |
| Accident Occurred During -LANDING                              |                        |                  |                                           |            |                           |            |       |
| -Aircraft Information                                          |                        |                  |                                           |            |                           |            |       |
| Make/Model ~ HUGHES 269B                                       |                        |                  | COMING HIO-360-A1                         |            |                           |            |       |
| Landing Gear - SKID                                            |                        | gines - 1        |                                           |            | Stall Warnir              | ng System  | - NO  |
| Max Gross Wt - 2550                                            |                        | pe - REC<br>er - | IP-FUEL INJECTED                          |            |                           |            |       |
| No. of Seats - 2                                               | Rated Pow              | ər -<br>         | 180 HP                                    |            |                           |            |       |
| -Environment/Operations Information                            | ~                      |                  |                                           |            |                           |            |       |
| Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING            | Itinerary              | tuna Daint       |                                           |            | Proximity<br>IRPORT/STRIF | 、<br>、     |       |
| Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A            | Last Depar<br>LAS VEGA |                  |                                           | UFF A      | IRPURI/SIRIF              | •          |       |
| Completeness - N/A                                             | Destination            |                  |                                           | Airport    | Data                      |            |       |
| Basic Weather - VMC                                            | LOCAL                  |                  |                                           | Anpore     | butu                      |            |       |
| Wind Dir/Speed- 160/006 KTS                                    |                        |                  |                                           | Runwa      | y Ident -                 | 04         |       |
| Visibility - 75.0 SM                                           | ATC/Airspace           |                  |                                           | Runwa      | y Lth/Wid –               | 3270/      | 65    |
| Lowest Sky/Clouds - CLEAR                                      | Type of F1             |                  |                                           |            | y Surface -               |            |       |
| Lowest Ceiling - NONE<br>Obstructions to Vision- NONE          | Type of Cl             |                  |                                           |            | y Status -                | · N/A      |       |
| Precipitation - NONE                                           | Type Apch/             | ∟nag -           | SIMULATED FORCE                           | DLANDING   |                           |            |       |
| Condition of Light - DAYLIGHT                                  |                        |                  |                                           |            |                           |            |       |
|                                                                |                        |                  |                                           |            |                           |            |       |
| Pilot-In-Command                                               | Age - 43               |                  | Medical Certific                          | ate - VALI | D MEDICAL-NO              | WAIVERS/   | LIMIT |
| Certificate(s)/Rating(s)                                       | Riennial Elight        | Doviow           | Fli                                       | ght Time ( | Hours)                    |            |       |
| COMMERCIAL,CFI                                                 | Current                | - YES            | Total -                                   | 9005       | Last 24                   | Hrs -      |       |
| SE LAND                                                        | Months Since           |                  | Make/Model-<br>Instrument-<br>Multi-Eng - | 1280       | Last 30                   | ) Days- UN |       |
| HELICOPTER                                                     | Aircraft Typ           | e – UNK/NR       | Instrument-                               | 605        | Last 90                   | ) Days-    |       |
|                                                                |                        |                  | Multi-Eng -                               | 25         | Rotorcr                   | aft -      | 1510  |
| Instrument Rating(s) - AIRPLANE                                |                        |                  |                                           |            |                           |            |       |
|                                                                |                        |                  |                                           |            |                           |            |       |
| ING PRACTICE AUTOROTATION THE PILOT FLARED                     | EXCESSIVELY HIGH       | AND THE TA       | TI BOOM STRUCK T                          | HE GROUND  | THE PILOT T               | HEN        |       |
| T CONTROL OF THE AIRCRAFT. THE DENSITY ALT                     |                        |                  |                                           |            |                           |            |       |

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| File No 20                                                                                        | 62 11/24/87                         | LAS VEGAS, NV                      | A/C Reg. No.          | N22730           | Time (Lc1) - 1428 PST |
|---------------------------------------------------------------------------------------------------|-------------------------------------|------------------------------------|-----------------------|------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                                                               |                                     | ION WITH TERRAIN/WATE<br>TOUCHDOWN | R                     |                  |                       |
| Finding(s)<br>1. WEATHER CONDITI<br>2. WEATHER CONDITI<br>3. AUTOROTATION -<br>4. ALTITUDE - MISU | ON - TAILWIND<br>IMPROPER - PILOT I | N COMMAND                          |                       |                  |                       |
| Occurrence #2<br>Phase of Operation                                                               |                                     |                                    |                       |                  |                       |
| Probable Cause                                                                                    |                                     |                                    |                       |                  |                       |
| The National Transpo                                                                              | rtation Safety Boa                  | rd determines that th              | e Probable Cause(s) o | of this accident |                       |

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

is/are finding(s) 3,4

| -Basic Information<br>Type Operating Certificate-NONE (GENERA | L AVIATION)                             | Aircraft Damage | 5            |                                      | Injur                | ries       |       |
|---------------------------------------------------------------|-----------------------------------------|-----------------|--------------|--------------------------------------|----------------------|------------|-------|
|                                                               |                                         | SUBSTANTIAL     |              | Fatal                                | Serious              |            | None  |
| Type of Operation -PERSONAL                                   |                                         | Fire            | Crew         | 0<br>0                               | 0                    |            | 1     |
| Flight Conducted Under -14 CFR 91                             |                                         | NONE            | Pass         | 0                                    | 0                    | 0          | 0     |
| Accident Occurred During -LANDING                             |                                         |                 |              |                                      |                      |            |       |
| -Aircraft Information                                         |                                         |                 |              |                                      |                      |            |       |
| Make/Model - CESSNA 150                                       | Eng Make/Moc                            | el - CONTINENTA |              |                                      |                      |            |       |
| Landing Gear - TRICYCLE-FIXED                                 |                                         |                 |              |                                      | all Warnir           | ng System  | - NO  |
| Max Gross Wt - 1600                                           |                                         | - RECIPROCAT    | ING-CARBURE  | FOR                                  |                      |            |       |
| No. of Seats - 2                                              | Rated Power                             | - 100 HP        |              |                                      |                      |            |       |
| -Environment/Operations Information                           |                                         |                 |              |                                      |                      |            |       |
| Weather Data                                                  | Itinerary                               |                 |              | Airport P                            |                      |            |       |
| Wx Briefing - NO RECORD OF BRIEFING                           |                                         |                 |              | OFF AIR                              | PORT/STRIP           | >          |       |
| Method - N/A                                                  | PROVIDENCE,                             | RI              |              |                                      |                      |            |       |
| Completeness - N/A                                            | Destination                             |                 | l l          | Airport Da                           | ta                   |            |       |
| Basic Weather - VMC                                           | LINCOLN PAR                             | R,NJ            |              | Duran                                | Talaura              |            |       |
| Wind Dir/Speed- 012 KTS<br>Visibility - 1.000 SM              | ATC/Airspace                            |                 |              |                                      | Ident -<br>Lth/Wid - |            |       |
| Lowest Sky/Clouds - UNK/NR                                    | Type of Eligh                           | + Plan - VEP    |              |                                      | Surface -            |            |       |
| Lowest Ceiling -                                              | Type of Fligh<br>Type of Clear          |                 |              |                                      | Status -             |            |       |
| Obstructions to Vision- NONE                                  | Type Apch/Inc                           | ig - FORCEL     | LANDING      | Rannay                               | Statab               | BRT        |       |
|                                                               | · //· - · · · · · · · · · · · · · · · · |                 |              |                                      |                      |            |       |
| Precipitation - NONE<br>Condition of Light - NIGHT(DARK)      |                                         |                 |              |                                      |                      |            |       |
| <br>-Personnel Information                                    |                                         |                 |              |                                      |                      |            |       |
| Pilot-In-Command                                              | Age - 27                                | Medica          | Certificate  | e - VALID                            | MEDICAL-NO           | WAIVERS/   | LIMIT |
| Certificate(s)/Rating(s)                                      | Biennial Flight Rev                     | iew             | Flight       | t Time (Ho                           | urs)                 |            |       |
| STUDENT                                                       | Current -<br>Months Since -             | N/A Tot         | al -         | 90                                   | Last 24              | 1 Hrs - UN | K/NR  |
|                                                               | Months Since -                          | N/A Mal         | e/Model- UN  | <td>Last 30</td> <td></td> <td></td> | Last 30              |            |       |
|                                                               | Aircraft Type -                         | N/A Ins         | strument-    | 0                                    | Last 90              | ) Days- UN | K/NR  |
|                                                               |                                         |                 |              |                                      |                      |            |       |
| Instrument Rating(s) - NONE                                   |                                         |                 |              |                                      |                      |            |       |
| -Narrative                                                    |                                         |                 |              |                                      |                      |            |       |
| ING ENROUTE FLIGHT FROM ROCK ISLAND, PROVI                    | DENCE TO LINCOLN PAR                    | K AN ENGINE PO  | WER LOSS WAS |                                      | ICED. TN             |            |       |

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|------------------------------------------------------|---------------------------------------------------------------|------------------------------------|-----------------------|
| File No 20                                           | 04 5/11/87 STANFORD,NY                                        |                                    | Time (Lcl) - 2130 EDT |
| Occurrence #1<br>Phase of Operation                  | MISCELLANEOUS/OTHER<br>CRUISE                                 |                                    |                       |
| Finding(s)<br>1. LIGHT CONDITION<br>2. BECAME LOST/D | ISORIENTED - INADVERTENT - PILOT IN COM                       | MAND                               |                       |
| Occurrence #2<br>Phase of Operation                  |                                                               |                                    |                       |
| Finding(s)<br>3. UNDETERMINED                        |                                                               |                                    |                       |
| Occurrence #3<br>Phase of Operation                  |                                                               |                                    |                       |
| Occurrence #4<br>Phase of Operation                  | IN FLIGHT COLLISION WITH TERRAIN<br>LANDING - FLARE/TOUCHDOWN |                                    |                       |
| Finding(s)<br>4. LANDING GEAR,NO                     | SE GEAR - OVERLOAD                                            |                                    |                       |
| Probable Cause                                       |                                                               |                                    |                       |
| The National Transpo<br>is/are finding(s) 3          | rtation Safety Board determines that the                      | e Probable Cause(s) of this accide | ent                   |

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# Brief of Accident (Continued)

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

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| File No 2066 6/29/87 SANE                                                                                                                                                                                                                                                                                                                                    | OY CREEK, NY                                                                                                                             | A/C Reg. No. N4                                           | 627P                                      | Time (Lcl) -                                                                                                              | 0930 EDT                                                       |                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|-------------------|
| Basic Information<br>Type Operating Certificate-NONE (GENER<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAKEOFF                                                                                                                                                                                         |                                                                                                                                          | Aircraft Damage<br>SUBSTANTIAL<br>Fire<br>NONE            |                                           | Injur<br>al Serious<br>0 1<br>0 0                                                                                         | M 2                                                            | None<br>0<br>0    |
| Aircraft Information<br>Make/Mode1 - PIPER PA-23-250<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 4800<br>No. of Seats - 6                                                                                                                                                                                                                       | Eng Make/Mod<br>Number Engin<br>Engine Type                                                                                              | el - LYCOMING O-5<br>es - 2<br>- RECIPROCATIN<br>- 250 HP | 40                                        | ELT Installed/A<br>Stall Warnir                                                                                           | ctivated -                                                     |                   |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFIN<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- UNK/NR<br>Visibility - UNK/NR<br>Lowest Sky/Clouds - UNK/NR<br>Lowest Ceiling - UNK/NR<br>Obstructions to Vision- UNK/NR<br>Precipitation - UNK/NR<br>Condition of Light - DAYLIGHT | Itinerary<br>IG Last Departur<br>SANDY CREEK<br>Destination<br>UNK/NR<br>ATC/Airspace<br>Type of Fligh<br>Type of Clear<br>Type Apch/Lnd | ,NY<br>t Plan - NONE<br>ance - NONE                       | OF<br>Airpo<br>PR<br>Ru<br>Ru<br>Ru<br>Ru | ort Proximity<br>F AIRPORT/STRIF<br>rt Data<br>IVATE<br>nway Ident -<br>nway Lth/Wid -<br>nway Surface -<br>nway Status - | - 30<br>- 2200<br>- GRASS/TUR                                  | F                 |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>COMMERCIAL<br>SE LAND,ME LAND<br>Instrument Rating(s) - AIRPLANE                                                                                                                                                                                                                    | Age - 76<br>Biennial Flight Rev<br>Current<br>Months Since -<br>Aircraft Type -                                                          | UNK/NR Total<br>UNK/NR Make/<br>UNK/NR Instr              |                                           | e (Hours)<br>Last 24<br>Last 30<br>Last 90                                                                                | IVERS/LIMI<br>Hrs - UNK<br>Days- UNK<br>Days- UNK<br>aft - UNK | /NR<br>/NR<br>/NR |

THE PILOT OF THE PA-23-250 ATTEMPTED A TAKEOFF ON A 2200 FT LONG PRIVATE AIRSTRIP WITH A GRASS RUNWAY. WITNESSES REPORTED THE AIRCRAFT WAS AIRBORNE FURTHER DOWN THE RUNWAY THAN NORMAL. THE AIRCRAFT DID NOT CLEAR THE TREES ON THE DEPARTURE END OF THE RUNWAY. THE PILOT SAID HE FAILED TO SET THE FLAPS PRIOR TO TAKEOFF AND THAT THE DOOR OPENED DURING THE TAKEOFF ROLL.

| File No 2066                                                         | 6/29/87 | SANDY CREEK,NY         | A/C Reg. No. N4627P | Time (Lc1) - 0930 EDT |
|----------------------------------------------------------------------|---------|------------------------|---------------------|-----------------------|
| Occurrence #1 IN                                                     |         | TON WITH TERRATN       |                     |                       |
| Phase of Operation TA                                                |         |                        |                     |                       |
| Finding(s)                                                           |         |                        |                     |                       |
| <ol> <li>PREFLIGHT PLANNING/</li> <li>CHECKLIST - NOT FOL</li> </ol> |         |                        | COMMAND             |                       |
| 3. LOWERING OF FLAPS -                                               |         | - PILOT IN COMMAND     |                     |                       |
| 4. DOOR,EXTERIOR CREW<br>5. IMPROPER USE OF                          |         | ERTED ATTENTION - PILO |                     |                       |
| 6. ABORTED TAKEOFF - N                                               |         |                        | IN COMMAND          |                       |
|                                                                      |         |                        |                     |                       |

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

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

|                                                                                                                                                                                                      | Brief of Accider                                                                                  | nt                     |                         | ` <u> </u>                            |                                                 |                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|------------------------|-------------------------|---------------------------------------|-------------------------------------------------|----------------------|
| File No 2082 8/07/87 MCLEA                                                                                                                                                                           | N,NY A/C F                                                                                        | eg. No. N3457X         | т                       | ime (Lcl)                             | - 1100 EL                                       | )T                   |
| Basic Information<br>Type Operating Certificate-NONE (GENERA                                                                                                                                         | L AVIATION) Aircraf<br>SUBSTA                                                                     | t Damage               | Fatal                   | Inju<br>Serious                       | uries<br>Minor                                  | None                 |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                                                | SUBSIA<br>Fire<br>NONE                                                                            | Crew<br>Pass           | 0<br>0                  | 0<br>0                                |                                                 | 1<br>4               |
| -Aircraft Information<br>Make/Model - MOONEY M2OC<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 2575<br>No. of Seats - 4                                                                  | Eng Make/Model - LY<br>Number Engines - 1<br>Engine Type - RE<br>Rated Power -                    | l                      | S                       | Installed,<br>tall Warn               |                                                 | d - YES/YE<br>n - NO |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A                                                                                            | Itinerary<br>Last Departure Point<br>RANGLEY.ME                                                   |                        |                         | Proximity<br>RPORT/STR                | IP                                              |                      |
| Completeness - N/A<br>Basic Weather - VMC                                                                                                                                                            | Destination<br>JAMESTOWN,NY                                                                       |                        | Airport D               |                                       |                                                 |                      |
| Wind Dir/Speed- CALM<br>Visibility - 3.000 SM<br>Lowest Sky/Clouds - 10000 FT SCAT<br>Lowest Ceiling - NONE<br>Obstructions to Vision- HAZE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | ATC/Airspace<br>TERED Type of Flight Plan<br>Type of Clearance<br>Type Apch/Lndg                  | - NONE                 | Runway<br>Runway        | Ident<br>Lth/Wid<br>Surface<br>Status | - N/A<br>- N/A<br>- N/A<br>- N/A                |                      |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE<br>SE LAND                                                                                                          | Age - 38<br>Biennial Flight Review<br>Current - YES<br>Months Since - 0<br>Aircraft Type - UNK/NF | Total -<br>Make/Model- | t Time (H<br>333<br>333 | ours)<br>Last :<br>Last :             | NO WAIVER<br>24 Hrs -<br>30 Days- L<br>30 Days- | 2                    |

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT HAD FLOWN FOR ABOUT 1-1/2 HOURS WHEN THE PILOT BEGAN A DESCENT FROM 12000 FEET FOR AN APPROACH. HOWEVER AT 3500 FEET, THE ENGINE SUDDENLY WENT FROM NORMAL CRUISE TO IDLE. AN EMERGENCY LANDING WAS MADE IN A CORN FIELD AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. UPON EXAMINATION OF THE AIRCRAFT AND ENGINE NO MALFUNCTION OR MECHANICAL FAILURE COULD BE FOUND. THE ENGINE WAS SUCCESSFULLY RUN AFTER THE ACCIDENT. THE PILOT STATED THAT HE WAS TOO BUSY LOOKING FOR A PLACE TO LAND TO NOTICE THE ENGINE CONTROL POSITIONS OR IN<sup>D</sup>TCATIONS.

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8/07/87 File No. - 2082 MCLEAN, NY A/C Reg. No. N3457X Time (Lc1) - 1100 EDT \_ \_ \_ \_ \_ \_ \_ -----\_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ Occurrence #1 LOSS OF ENGINE POWER Phase of Operation DESCENT - NORMAL Finding(s) 1. UNDETERMINED \_\_\_\_\_ \_\_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. TERRAIN CONDITION - CROP ----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

## Brief of Accident (Continued)

| Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage       Injuries         DESTROYED       Fatal       Serious       Minor         Type of Operation       -BUSINESS       Fire       Crew       0       0         Filight Conducted Under       -14 CFR 91       NONE       Pass       0       0         -Accident Occurred During       -TAKEOFF                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Aite-NONE (GENERAL AVIATION) Aircraft Damage DESTROYED Fatal Serious Minor None<br>DESTROYED Fatal Serious Minor None<br>-14 CFR 91 Fire Crew 0 0 0 0 1<br>-14 CFR 91 NONE Pass 0 0 0 0 0<br>g -TAKEOFF Dumber Engines - 1 Stall Warning System - NO<br>Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP<br>Cormation<br>Itinerary Airport Proximity<br>Destination Airport Data<br>ELLENVILLE,NY ELLENVILLE<br>NONE Type of Clearance - NONE Runway Ident - 04<br>CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT<br>NONE Type of Clearance - NONE Runway Status - DRY<br>NONE Type of Clearance - NONE Runway Status - DRY<br>NONE Type of Clearance - NONE Runway Status - DRY<br>NONE Type of Clearance - NONE Runway Status - DRY<br>NONE Type Apch/Lndg - NONE Runway Status - DRY<br>NONE Type Apch/Lndg - NONE Runway Status - DRY<br>NONE Type Of Clearance - NONE Runway Status - DRY<br>NONE Type Apch/Lndg - NONE Current - 785 Last 24 Hrs - UNK/NR<br>Months Since - 10 Make/Model - 130 Last 30 Days UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | -Basic Information<br>Type Operating Certificate-NONE (GENERAL<br>Type of Operation -BUSINESS<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAKEOFF<br>-Aircraft Information<br>Make/Model - PIPER PA-32R-301T<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 6500<br>No. of Seats - 7<br>-Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | AVIATION) Aircra<br>DESTR<br>Fire<br>NONE<br>Eng Make/Model - L<br>Number Engines -<br>Engine Type - R<br>Rated Power -<br>Itinerary<br>Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plan<br>Type of Clearance | aft Damage<br>20YED<br>YCOMING TIO-5-<br>1<br>RECIP-FUEL INJU<br>300 HP | Crew<br>Pass<br>40-S1AD<br>ECTED | Fatal<br>O<br>O<br>ELT I<br>S1<br>Airport F<br>ON AIRF<br>irport Da<br>ELLENVI<br>Runway | Injur<br>Serious<br>O<br>O<br>Installed/A<br>tall Warnir<br>Proximity<br>PORT<br>ata<br>ILLE | vies<br>Minor<br>O<br>O      | None<br>1<br>0<br>1 - YES/NC |
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| DESTROYEDFatal Serious MinorType of Operation-BUSINESSFireCrewOOOAccident Occurred During-TAKEOFFNONEPassOOO-Aircraft InformationMake/Model- LYCOMING TIO-540-S1ADELT Installed/ActivatedMake/Model- PIPER PA-32R-301TEng Make/Model- LYCOMING TIO-540-S1ADELT Installed/ActivatedMake/Model- TRCYCLE-RETRACTABLENumber Engines -1Stall Warning System -Make/Model- StallEng ine Type- RECIP-FUEL INJECTEDStall Warning System -No. of Seats-7Rated Power-300 HP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | DESTROYED       Fatal       Serious       Minor       None         -BUSINESS       Fire       Crew       0       0       0       1         -14 CFR 91       NONE       Pass       0       0       0       0       1         -TAKEOFF       NONE       Pass       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <th>Type Operating Certificate-NONE (GENERAL<br/>Type of Operation -BUSINESS<br/>Flight Conducted Under -14 CFR 91<br/>Accident Occurred During -TAKEOFF<br/>-Aircraft Information<br/>Make/Model - PIPER PA-32R-301T<br/>Landing Gear - TRICYCLE-RETRACTABLE<br/>Max Gross Wt - 6500<br/>No. of Seats - 7<br/>-Environment/Operations Information<br/>Weather Data<br/>Wx Briefing - NO RECORD OF BRIEFING<br/>Method - N/A<br/>Completeness - N/A<br/>Basic Weather - VMC<br/>Wind Dir/Speed- CALM<br/>Visibility - 30.0 SM<br/>Lowest Sky/Clouds - CLEAR<br/>Lowest Ceiling - NONE<br/>Obstructions to Vision- NONE</th> <th>DESTR<br/>Fire<br/>NONE<br/>Eng Make/Model - L<br/>Number Engines -<br/>Engine Type - R<br/>Rated Power -<br/>Itinerary<br/>Last Departure Poin<br/>POUGHKEEPSIE,NY<br/>Destination<br/>ELLENVILLE,NY<br/>ATC/Airspace<br/>Type of Flight Plar<br/>Type of Clearance</th> <th>XOYED<br/>YCOMING TIO-54<br/>1<br/>ECIP-FUEL INJU<br/>300 HP</th> <th>Pass<br/>40-S1AD<br/>ECTED</th> <th>O<br/>O<br/>ELT I<br/>St<br/>Airport F<br/>ON AIRF<br/>irport Da<br/>ELLENVI<br/>Runway</th> <th>Serious<br/>O<br/>O<br/>Installed/A<br/>tall Warnir<br/>Proximity<br/>PORT<br/>Ata<br/>ILLE</th> <th>Minor<br/>O<br/>O<br/>Activated</th> <th>1<br/>0<br/></th>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Type Operating Certificate-NONE (GENERAL<br>Type of Operation -BUSINESS<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAKEOFF<br>-Aircraft Information<br>Make/Model - PIPER PA-32R-301T<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 6500<br>No. of Seats - 7<br>-Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | DESTR<br>Fire<br>NONE<br>Eng Make/Model - L<br>Number Engines -<br>Engine Type - R<br>Rated Power -<br>Itinerary<br>Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plar<br>Type of Clearance                     | XOYED<br>YCOMING TIO-54<br>1<br>ECIP-FUEL INJU<br>300 HP                | Pass<br>40-S1AD<br>ECTED         | O<br>O<br>ELT I<br>St<br>Airport F<br>ON AIRF<br>irport Da<br>ELLENVI<br>Runway          | Serious<br>O<br>O<br>Installed/A<br>tall Warnir<br>Proximity<br>PORT<br>Ata<br>ILLE          | Minor<br>O<br>O<br>Activated | 1<br>0<br>                   |
| Type Operating Certificate-NONE (GENERAL AVIATION)       Aircraft Damage       Injuries         Type of Operation       -BUSINESS       Fire       Crew       0       0       0         Flight Conducted Under       -14 CFR 91       NONE       Pass       0       0       0         -Accident Occurred During       -TAKEOFF       NONE       Pass       0       0       0         -Aircraft Information       Make/Model       - PIPER PA-32R-301T       Eng Make/Model - LYCOMING TIO-540-S1AD       ELT Installed/Activated -         Landing Gear       - TRICYCLE-RETRACTABLE       Number Engines - 1       Stall Warning System - I         Max Gross Wt       6500       Engine Type       - RECIP-FUEL INJECTED       Stall Warning System - I         No. of Seats -       7       Rated Power       - 300 HP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | DESTROYED Fatal Serious Minor None<br>-BUSINESS Fire Crew 0 0 0 0 1<br>-14 CFR 91 NONE Pass 0 0 0 0 0<br>g -TAKEOFF<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Type Operating Certificate-NONE (GENERAL<br>Type of Operation -BUSINESS<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAKEOFF<br>-Aircraft Information<br>Make/Model - PIPER PA-32R-301T<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 6500<br>No. of Seats - 7<br>-Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | DESTR<br>Fire<br>NONE<br>Eng Make/Model - L<br>Number Engines -<br>Engine Type - R<br>Rated Power -<br>Itinerary<br>Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plar<br>Type of Clearance                     | XOYED<br>YCOMING TIO-54<br>1<br>ECIP-FUEL INJU<br>300 HP                | Pass<br>40-S1AD<br>ECTED         | O<br>O<br>ELT I<br>St<br>Airport F<br>ON AIRF<br>irport Da<br>ELLENVI<br>Runway          | Serious<br>O<br>O<br>Installed/A<br>tall Warnir<br>Proximity<br>PORT<br>Ata<br>ILLE          | Minor<br>O<br>O<br>Activated | 1<br>0<br>                   |
| DESTROYEDFatalSeriousMinorType of Operation-BUSINESSFireCrew00Accident Occurred During-TAKEOFFNDNEPass00Aircraft InformationMake/Model- LYCOMING TIO-540-S1ADELT Installed/ActivatedMake/Model- PIPER PA-32R-301TEng Make/Model- LYCOMING TIO-540-S1ADELT Installed/Activated -Landing Gear- TRICYCLE-RETRACTABLENumber Engines - 1Stall Warning System - IMax Gross Wt- 6500Engine Type- RECIP-FUEL INJECTEDStall Warning System - INo. of Seats- 7Rated Power- 300 HP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | DESTROYED Fatal Serious Minor None<br>-BUSINESS Fire Crew 0 0 0 0 1<br>-14 CFR 91 NONE Pass 0 0 0 0 0<br>-TAKEOFF 0 0 0 0 0<br>-TAKEOFF 0 0 0 0 0 0<br>-TAKEOFF 0 0 0 0 0 0<br>-TAKEOFF 0 0 0 0 0 0 0<br>-TAKEOFF 0 0 0 0 0 0 0 0<br>-TAKEOFF 0 0 0 0 0 0 0 0 0 0<br>-TAKEOFF 0 0 0 0 0 0 0 0 0 0<br>-TAKEOFF 0 0 0 0 0 0 0 0 0 0<br>-TAKEOFF 0 0 0 0 0 0 0 0 0 0 0<br>-TAKEOFF 0 0 0 0 0 0 0 0 0 0 0 0<br>-TAKEOFF 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Type of Operation -BUSINESS<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAKEOFF<br>-Aircraft Information<br>Make/Model - PIPER PA-32R-301T<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 6500<br>No. of Seats - 7<br>-Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | DESTR<br>Fire<br>NONE<br>Eng Make/Model - L<br>Number Engines -<br>Engine Type - R<br>Rated Power -<br>Itinerary<br>Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plar<br>Type of Clearance                     | XOYED<br>YCOMING TIO-54<br>1<br>ECIP-FUEL INJU<br>300 HP                | Pass<br>40-S1AD<br>ECTED         | O<br>O<br>ELT I<br>St<br>Airport F<br>ON AIRF<br>irport Da<br>ELLENVI<br>Runway          | Serious<br>O<br>O<br>Installed/A<br>tall Warnir<br>Proximity<br>PORT<br>Ata<br>ILLE          | Minor<br>O<br>O<br>Activated | 1<br>0<br>                   |
| Type of Operation       -BUSINESS       Fire       Crew       O       O       O         Flight Conducted Under       -14 CFR 91       NONE       Pass       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O       O                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | -BUSINESS       Fire       Crew       0       0       0       1         -14 CFR 91       NONE       Pass       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAKEOFF<br>-Aircraft Information<br>Make/Model - PIPER PA-32R-301T<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 6500<br>No. of Seats - 7<br>-Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Fire<br>NONE<br>Eng Make/Model - L<br>Number Engines -<br>Engine Type - R<br>Rated Power -<br>Itinerary<br>Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plar<br>Type of Clearance                              | YCOMING TIO-5<br>1<br>RECIP-FUEL INJU<br>300 HP<br>nt                   | Pass<br>40-S1AD<br>ECTED         | O<br>O<br>ELT I<br>St<br>Airport F<br>ON AIRF<br>irport Da<br>ELLENVI<br>Runway          | O<br>O<br>Installed/A<br>tall Warnir<br>Proximity<br>PORT<br>ata<br>LLLE                     | 0<br>0<br>Activated          | 1<br>0<br>                   |
| fight Conducted Under       -14 CFR 91       NDNE       Pass       0       0       0         Accident Occurred During       -TAKEOFF       NDNE       Pass       0       0       0        Aircraft Information       Make/Model       - LYCOMING TIO-540-S1AD       ELT Installed/Activated -         -Make/Model       - PIPER PA-32R-301T       Eng Make/Model - LYCOMING TIO-540-S1AD       ELT Installed/Activated -         Landing Gear       - TRICYCLE-RETRACTABLE       Number Engines - 1       Stall Warning System - I         Max Gross Wt       6500       Engine Type       - RECIP-FUEL INJECTED       Stall Warning System - I         Max Gross Wt       6500       Engine Type       - RECIP-FUEL INJECTED       NO AIRPORT         Mater Data       Itinerary       Airport Proximity         Wether Data       Itinerary       Airport Data         Method       - N/A       POUGHKEEPSIE,NY       Airport Data         Completeness - N/A       Destination       Airport Data       Runway Ident - 04         Wind Dir/Speed- CALM       Type of Flight Plan - NONE       Runway Lth/Wid - 3840/ Gi         Lowest Sky/Clouds - CLEAR       Type of Flight Plan - NONE       Runway Status - DRY         Dostructions to Vision- NONE       Type of Clearance - NONE       Runway Status -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | -14 CFR 91<br>-14 CF                                                                                                                                                                                                                                                                                                         | Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAKEOFF<br>-Aircraft Information<br>Make/Model - PIPER PA-32R-301T<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 6500<br>No. of Seats - 7<br>-Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | NONE<br>Eng Make/Model - L<br>Number Engines -<br>Engine Type - R<br>Rated Power -<br>Itinerary<br>Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plar<br>Type of Clearance                                      | YCOMING TIO-5<br>1<br>RECIP-FUEL INJU<br>300 HP<br>nt                   | Pass<br>40-S1AD<br>ECTED         | O<br>ELT I<br>S1<br>Airport F<br>ON AIRF<br>irport Da<br>ELLENVI<br>Runway               | O<br>Installed/A<br>tall Warnir<br>Proximity<br>PORT<br>ata<br>ILLE                          | 0<br>                        | 0<br><br>1 - YES/NO          |
| Accident Occurred During -TAKEOFF<br>Aircraft Information<br>Make/Model - PIPER PA-32R-301T Eng Make/Model - LYCOMING TIO-540-S1AD ELT Installed/Activated -<br>Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - I<br>Max Gross Wt - 6500 Engine Type - RECIP-FUEL INJECTED Stall Warning System - I<br>Max Gross Wt - 6500 Engine Type - RECIP-FUEL INJECTED No. of Seats - 7 Rated Power - 300 HP<br>Environment/Operations Information<br>Weather Data Itinerary Airport Proximity<br>Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT<br>Method - N/A Destination Airport Data<br>Basic Weather - VMC ELLENVILLE,NY ELLENVILLE<br>Wind Dir/Speed- CALM Runway Lth/Wid - 3840/ 60<br>Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT<br>Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Status - DRY<br>Obstructions to Vision - NONE Type of Flight Plan - NONE Runway Status - DRY<br>Obstructions to Vision - NONE Type Apch/Lndg - NONE Type Apch/Lndg - NONE<br>-Personnel Information<br>Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRUATE CUMPANDE CUPPENDE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | g -TAKEOFF<br>-32R-301T Eng Make/Model - LYCOMING TIO-540-S1AD ELT Installed/Activated - YES/NO<br>Engine Type - RECIP-FUEL INJECTED<br>Rated Power - 300 HP<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Accident Occurred During -TAKEOFF<br>-Aircraft Information<br>Make/Model - PIPER PA-32R-301T<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 6500<br>No. of Seats - 7<br>-Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Eng Make/Model - L<br>Number Engines -<br>Engine Type - R<br>Rated Power -<br>Itinerary<br>Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plar<br>Type of Clearance                                              | YCOMING TIO-5<br>1<br>RECIP-FUEL INJU<br>300 HP<br>nt                   | 40-S1AD<br>ECTED                 | ELT I<br>S1<br>Airport F<br>ON AIRF<br>irport Da<br>ELLENVI<br>Runway                    | Installed/A<br>tall Warnin<br>Proximity<br>PORT<br>ata<br>LLLE                               |                              |                              |
| Aircraft Information<br>Make/Model - PIPER PA-32R-301T Eng Make/Model - LYCOMING TIO-540-S1AD ELT Installed/Activated -<br>Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - I<br>Max Gross Wt - 6500 Engine Type - RECIP-FUEL INJECTED<br>No. of Seats - 7 Rated Power - 300 HP<br>Environment/Operations Information<br>Weather Data Itinerary Airport Proximity<br>Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT<br>Method - N/A POUGHKEEPSIE,NY<br>Completeness - N/A Destination ELLENVILLE,NY ELLENVILLE<br>Wind Dir/Speed- CALM Runway Ident - 04<br>Visibility - 30.0 SM ATC/Airspace Runway Uth/Wid - 3840/ 66<br>Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Status - DRY<br>Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY<br>Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - DRY<br>Personnel Information<br>Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRUATE CUPY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Image: -RETRACTABLE       Number Engines - 1       Stall Warning System - NO         Engine Type       - RECIP-FUEL INJECTED       Rated Power       - 300 HP         Formation       Itinerary       Airport Proximity         Formation       Itinerary       Airport Proximity         CORD OF BRIEFING       Last Departure Point       ON AIRPORT         POUGHKEEPSIE, NY       Destination       Airport Data         ELLENVILLE, NY       ELLENVILLE         NONE       Type of Flight Plan - NONE       Runway Ident - 04         NONE       Type of Clearance - NONE       Runway Surface - ASPHALT         NONE       Type of Clearance - NONE       Runway Status - DRY         - NONE       Type Apch/Lndg - NONE       NONE         - NONE       - NGNE       Flight Time (Hours)         - NIGHT (DARK)       Current - YES       Total - 785       Last 24 Hrs - UNK/NR         Months Since - 10       Make/Model- 130       Last 30 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | -Aircraft Information<br>Make/Model - PIPER PA-32R-301T<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 6500<br>No. of Seats - 7<br>-Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Sky/Clouds - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Number Engines -<br>Engine Type - R<br>Rated Power -<br>Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plan<br>Type of Clearance                                                                                 | 1<br>RECIP-FUEL INJU<br>300 HP<br>nt<br>nt                              | ECTED                            | Si<br>Airport F<br>ON AIRF<br>irport Da<br>ELLENVI<br>Runway                             | tall Warnir<br>Proximity<br>PORT<br>Ata<br>LLLE                                              |                              |                              |
| Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - 1<br>Max Gross Wt - 6500 Engine Type - RECIP-FUEL INJECTED<br>No. of Seats - 7 Rated Power - 300 HP<br>Environment/Operations Information<br>Weather Data Itinerary Airport Proximity<br>Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT<br>Method - N/A POUGHKEEPSIE,NY<br>Completeness - N/A Destination<br>Basic Weather - VMC ELLENVILLE,NY ELLENVILLE<br>Wind Dir/Speed- CALM Runway Ident - 04<br>Visibility - 30.0 SM ATC/Airspace Runway Ident - 04<br>Visibility - 30.0 SM ATC/Airspace NONE Runway Status - DRY<br>Obstructions to Vision NONE Type of Flight Plan - NONE Runway Status - DRY<br>Obstructions to Vision NONE Type Apch/Lndg - NONE<br>Precipitation - NONE<br>Condition of Light - NIGHT(DARK)<br>Personnel Information<br>Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRIVATE Current - YES Total - 785 Last 24 Hrs - UNK/I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | E-RETRACTABLE Number Engines - 1<br>Engine Type - RECIP-FUEL INJECTED<br>Rated Power - 300 HP Formation Formation Itinerary Airport Proximity<br>ON AIRPORT<br>POUGHKEEPSIE, NY<br>Destination Airport Data<br>ELLENVILLE, NY<br>ELLENVILLE, NY<br>Destination ELLENVILLE<br>Runway Ident - 04<br>Runway Ident - 04<br>Runway Ident - 04<br>Runway Ident - 04<br>Runway Surface - ASPHALT<br>NONE Type of Flight Plan - NONE<br>NONE Type of Clearance - NONE<br>NONE Type of Clearance - NONE<br>NONE Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT<br>Biennial Flight Review<br>Current - YES Total - 785<br>Months Since - 10<br>Aircraft Type - UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 6500<br>No. of Seats - 7<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Number Engines -<br>Engine Type - R<br>Rated Power -<br>Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plan<br>Type of Clearance                                                                                 | 1<br>RECIP-FUEL INJU<br>300 HP<br>nt<br>nt                              | ECTED                            | Si<br>Airport F<br>ON AIRF<br>irport Da<br>ELLENVI<br>Runway                             | tall Warnir<br>Proximity<br>PORT<br>Ata<br>LLLE                                              |                              |                              |
| Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - 1<br>Max Gross Wt - 6500 Engine Type - RECIP-FUEL INJECTED<br>No. of Seats - 7 Rated Power - 300 HP<br>Environment/Operations Information<br>Weather Data Itinerary Airport Proximity<br>Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT<br>Method - N/A POUGHKEEPSIE, NY<br>Completeness - N/A Destination<br>Basic Weather - VMC ELLENVILLE, NY ELLENVILLE<br>Wind Dir/Speed- CALM Runway Ident - 04<br>Visibility - 30.0 SM ATC/Airspace Runway Ident - 04<br>Visibility - 30.0 SM ATC/Airspace NONE Runway Status - DRY<br>Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY<br>Obstruction of Light - NIGHT(DARK)<br>Personnel Information<br>Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRIVATE CUrrent - YES Total - 785 Last 24 Hrs - UNK/I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | E-RETRACTABLE Number Engines - 1<br>Engine Type - RECIP-FUEL INJECTED<br>Rated Power - 300 HP Formation Formation Itinerary Airport Proximity<br>DOUGHKEEPSIE, NY Airport Data<br>ELLENVILLE, NY ELLENVILLE<br>Runway Ident - 04<br>Runway Ident - 04<br>Runway Lth/Wid - 3840/ 60<br>CLEAR Type of Flight Plan - NONE Runway Status - DRY<br>NONE Type of Clearance - NONE Runway Status - DRY<br>NONE Type Apch/Lndg - NONE Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT<br>Biennial Flight Review Flight Time (Hours)<br>Current - YES Total - 785 Last 24 Hrs - UNK/NR<br>Months Since - 10 Make/Model - 130 Last 30 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 6500<br>No. of Seats - 7<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Number Engines -<br>Engine Type - R<br>Rated Power -<br>Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plan<br>Type of Clearance                                                                                 | 1<br>RECIP-FUEL INJU<br>300 HP<br>nt<br>nt                              | ECTED                            | Si<br>Airport F<br>ON AIRF<br>irport Da<br>ELLENVI<br>Runway                             | tall Warnir<br>Proximity<br>PORT<br>Ata<br>LLLE                                              |                              |                              |
| Max Gross Wt - 6500       Engine Type - RECIP-FUEL INJECTED         No. of Seats - 7       Rated Power - 300 HP        Environment/Operations Information       Weather Data       Airport Proximity         Wx Briefing - NO RECORD OF BRIEFING       Last Departure Point       ON AIRPORT         Wethod - N/A       POUGHKEEPSIE,NY       ON AIRPORT         Completeness - N/A       Destination       Airport Data         Basic Weather - VMC       ELLENVILLE,NY       ELLENVILLE         Wind Dir/Speed-CALM       Type of Flight Plan - NONE       Runway Ident - 04         Visibility - 30.0       SM       ATC/Airspace       Runway Surface - ASPHALT         Lowest Sky/Clouds - CLEAR       Type of Clearance - NONE       Runway Status - DRY         Obstructions to Vision- NONE       Type Apch/Lndg - NONE       Pupe Apch/Lndg - NONE         Precipitation - NONE       Type Apch/Lndg - NONE       PRY        Personnel Information       Age - 43       Medical Certificate - VALID MEDICAL-NO WAIVERS/LII         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current - YES       Total - 785       Last 24 Hrs - UNK/                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Engine Type - RECIP-FUEL INJECTED<br>Rated Power - 300 HP<br>Formation<br>Itinerary Airport Proximity<br>ON AIRPORT<br>POUGHKEEPSIE,NY<br>Destination Airport Data<br>ELLENVILLE,NY ELLENVILLE<br>NOME ATC/Airspace Runway Ident - 04<br>Runway Ident - 04<br>Runway Surface - ASPHALT<br>NONE Type of Flight Plan - NONE Runway Surface - ASPHALT<br>NONE Type of Clearance - NONE Runway Status - DRY<br>NONE Type Apch/Lndg - NONE<br>NIGHT(DARK)<br>Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT<br>Biennial Flight Review Flight Time (Hours)<br>Current - YES Total - 785 Last 24 Hrs - UNK/NR<br>Months Since - 10 Make/Model- 130 Last 30 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | No. of Seats - 7<br>-Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Rated Power -<br>Itinerary<br>Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plar<br>Type of Clearance                                                                                                           | 300 HP                                                                  |                                  | Airport F<br>ON AIRF<br>irport Da<br>ELLENVI<br>Runway                                   | Proximity<br>PORT<br>Ata<br>LLLE                                                             |                              |                              |
| No. of Seats -       7       Rated Power       - 300 HP        Environment/Operations Information Weather Data       Itinerary       Airport Proximity         Wx Briefing       -NO RECORD OF BRIEFING       Last Departure Point       ON AIRPORT         Method       - N/A       POUGHKEEPSIE.NY       ON AIRPORT         Completeness -       N/A       Destination       Airport Data         Basic Weather       - VMC       ELLENVILLE.NY       ELLENVILLE         Wind Dir/Speed- CALM       ATC/Airspace       Runway Ident       - 04         Visibility       -       30.0 SM       ATC/Airspace       Runway Lth/Wid       - 3840/ 60         Lowest Sky/Clouds       -       CLEAR       Type of Flight Plan       - NONE       Runway Surface       - ASPHALT         Lowest Ceiling       -       NONE       Type of Clearance       - NONE       Runway Status       - DRY         Obstructions to Vision-       NONE       Type Apch/Lndg       - NONE       -       -       -         Condition of Light       -       NIGHT(DARK)       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       - <t< td=""><td>Airport Proximity         ORD OF BRIEFING       Last Departure Point       ON AIRPORT         POUGHKEEPSIE,NY       Destination       Airport Data         ELLENVILLE,NY       ELLENVILLE         None       Type of Flight Plan - NONE       Runway Lth/Wid - 3840/ 60         NONE       Type of Flight Plan - NONE       Runway Surface - ASPHALT         NONE       Type of Clearance - NONE       Runway Status - DRY         NONE       Type Apch/Lndg - NONE       NONE         NONE       NONE       Type Apch/Lndg - NONE         NONE       Type Apch/Lndg - NONE       Elight Time (Hours)         Current       YES       Total - 785       Last 24 Hrs - UNK/NR         Months Since - 10       Make/Model - 130       Last 90 Days- UNK/NR</td><td>No. of Seats - 7<br/>-Environment/Operations Information<br/>Weather Data<br/>Wx Briefing - NO RECORD OF BRIEFING<br/>Method - N/A<br/>Completeness - N/A<br/>Basic Weather - VMC<br/>Wind Dir/Speed- CALM<br/>Visibility - 30.0 SM<br/>Lowest Sky/Clouds - CLEAR<br/>Lowest Sky/Clouds - CLEAR<br/>Lowest Ceiling - NONE<br/>Obstructions to Vision- NONE<br/>Precipitation - NONE</td><td>Itinerary<br/>Last Departure Poin<br/>POUGHKEEPSIE,NY<br/>Destination<br/>ELLENVILLE,NY<br/>ATC/Airspace<br/>Type of Flight Plar<br/>Type of Clearance</td><td>n - NONE</td><td></td><td>ON AIRF<br/>irport Da<br/>ELLENVI<br/>Runway</td><td>PORT<br/>ata<br/>ILLE</td><td></td><td></td></t<> | Airport Proximity         ORD OF BRIEFING       Last Departure Point       ON AIRPORT         POUGHKEEPSIE,NY       Destination       Airport Data         ELLENVILLE,NY       ELLENVILLE         None       Type of Flight Plan - NONE       Runway Lth/Wid - 3840/ 60         NONE       Type of Flight Plan - NONE       Runway Surface - ASPHALT         NONE       Type of Clearance - NONE       Runway Status - DRY         NONE       Type Apch/Lndg - NONE       NONE         NONE       NONE       Type Apch/Lndg - NONE         NONE       Type Apch/Lndg - NONE       Elight Time (Hours)         Current       YES       Total - 785       Last 24 Hrs - UNK/NR         Months Since - 10       Make/Model - 130       Last 90 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | No. of Seats - 7<br>-Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Itinerary<br>Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plar<br>Type of Clearance                                                                                                                            | n - NONE                                                                |                                  | ON AIRF<br>irport Da<br>ELLENVI<br>Runway                                                | PORT<br>ata<br>ILLE                                                                          |                              |                              |
| Weather Data       Itinerary       Airport Proximity         Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point       ON AIRPORT         Method       - N/A       POUGHKEEPSIE,NY       ON AIRport Data         Method       - N/A       Destination       Airport Data         Basic Weather       - VMC       ELLENVILLE,NY       ELLENVILLE         Wind Dir/Speed- CALM       ATC/Airspace       Runway Ident       - 04         Visibility       - 30.0       SM       ATC/Airspace       Runway Lth/Wid       - 3840/ 60         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan       - NONE       Runway Surface       - ASPHALT         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Status       - DRY         Obstructions to Vision-       NONE       Type Apch/Lndg       - NONE       - PPercipitation       - NONE        Personnel Information       Pilot-In-Command       Age - 43       Medical Certificate - VALID MEDICAL-NO WAIVERS/LII         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 785       Last 24 Hrs - UNK/I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Itinerary Airport Proximity<br>CORD OF BRIEFING Last Departure Point<br>POUGHKEEPSIE,NY<br>Destination Airport Data<br>ELLENVILLE,NY<br>ATC/Airspace Runway Ident - 04<br>NONE Type of Flight Plan - NONE Runway Lth/Wid - 3840/ 60<br>CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT<br>NONE Type of Clearance - NONE Runway Status - DRY<br>- NONE Type Apch/Lndg - NONE<br>- NIGHT (DARK)<br>Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT<br>Biennial Flight Review Flight Time (Hours)<br>Current - YES Total - 785 Last 24 Hrs - UNK/NR<br>Months Since - 10 Make/Model- 130 Last 30 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plar<br>Type of Clearance                                                                                                                                         | n – NONE                                                                |                                  | ON AIRF<br>irport Da<br>ELLENVI<br>Runway                                                | PORT<br>ata<br>ILLE                                                                          |                              |                              |
| Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point       ON AIRPORT         Method       - N/A       POUGHKEEPSIE,NY       Airport Data         Completeness       - N/A       Destination       Airport Data         Basic Weather       - VMC       ELLENVILLE,NY       ELLENVILLE         Wind Dir/Speed-       CALM       Runway Ident       - 04         Visibility       - 30.0       SM       ATC/Airspace       Runway Lth/Wid       - 3840/60         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan       NONE       Runway Surface       - ASPHALT         Lowest Ceiling       - NONE       Type of Clearance       NONE       Runway Status       DRY         Obstructions to Vision-       NONE       Type Apch/Lndg       - NONE       Precipitation       - NONE         Condition of Light       - NIGHT(DARK)       -       Age - 43       Medical Certificate - VALID MEDICAL-NO WAIVERS/LII         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       - 785       Last 24 Hrs - UNK/I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | CORD OF BRIEFING<br>Last Departure Point<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>Airport Data<br>ELLENVILLE<br>Runway Ident - 04<br>Runway Lth/Wid - 3840/ 60<br>CLEAR<br>Type of Flight Plan - NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE | <pre>Wx Briefing - NO RECORD OF BRIEFING<br/>Method - N/A<br/>Completeness - N/A<br/>Basic Weather - VMC<br/>Wind Dir/Speed- CALM<br/>Visibility - 30.0 SM<br/>Lowest Sky/Clouds - CLEAR<br/>Lowest Ceiling - NONE<br/>Obstructions to Vision- NONE<br/>Precipitation - NONE</pre>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plar<br>Type of Clearance                                                                                                                                         | n – NONE                                                                |                                  | ON AIRF<br>irport Da<br>ELLENVI<br>Runway                                                | PORT<br>ata<br>ILLE                                                                          |                              |                              |
| Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point       ON AIRPORT         Method       - N/A       POUGHKEEPSIE,NY       Airport Data         Completeness       - N/A       Destination       Airport Data         Basic Weather       - VMC       ELLENVILLE,NY       ELLENVILLE         Wind Dir/Speed- CALM       Runway Ident       - 04         Visibility       - 30.0       SM       ATC/Airspace       Runway Lth/Wid       - 3840/60         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan       - NONE       Runway Surface       - ASPHALT         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Status       - DRY         Obstructions to Vision-       NONE       Type Apch/Lndg       - NONE       - NONE         Condition of Light       - NIGHT(DARK)       -       -       -        Personnel Information       Pilot-In-Command       Age - 43       Medical Certificate - VALID MEDICAL-NO WAIVERS/LII         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 785       Last 24 Hrs - UNK/I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | CORD OF BRIEFING<br>Last Departure Point<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>Airport Data<br>ELLENVILLE<br>Runway Ident - 04<br>Runway Lth/Wid - 3840/ 60<br>CLEAR<br>Type of Flight Plan - NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE | <pre>Wx Briefing - NO RECORD OF BRIEFING<br/>Method - N/A<br/>Completeness - N/A<br/>Basic Weather - VMC<br/>Wind Dir/Speed- CALM<br/>Visibility - 30.0 SM<br/>Lowest Sky/Clouds - CLEAR<br/>Lowest Ceiling - NONE<br/>Obstructions to Vision- NONE<br/>Precipitation - NONE</pre>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Last Departure Poin<br>POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plar<br>Type of Clearance                                                                                                                                         | n – NONE                                                                |                                  | ON AIRF<br>irport Da<br>ELLENVI<br>Runway                                                | PORT<br>ata<br>ILLE                                                                          |                              |                              |
| Method       - N/A       POUGHKEEPSIE,NY         Completeness       - N/A       Destination       Airport Data         Basic Weather       - VMC       ELLENVILLE,NY       ELLENVILLE         Wind Dir/Speed-CALM       ELLENVILLE,NY       ELLENVILLE         Wind Dir/Speed-CALM       ATC/Airspace       Runway Ident       - 04         Visibility       - 30.0       SM       ATC/Airspace       Runway Lth/Wid       - 3840/60         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan       - NONE       Runway Surface       - ASPHALT         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Status       - DRY         Obstructions to Vision-       NONE       Type Apch/Lndg       - NONE       - NONE         Precipitation       - NONE       Type Apch/Lndg       - NONE         Condition of Light       - NIGHT(DARK)       -       -        Personnel Information       Pilot-In-Command       Age - 43       Medical Certificate - VALID MEDICAL-NO WAIVERS/LII         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 785       Last 24 Hrs - UNK/I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>Airport Data<br>ELLENVILLE<br>Runway Ident - 04<br>Runway Ident - 04<br>Runway Lth/Wid - 3840/ 60<br>CLEAR<br>NONE<br>Type of Flight Plan - NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NIGHT(DARK)<br>Age - 43<br>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT<br>Biennial Flight Review<br>Current - YES<br>Current - YES<br>Notal - 785<br>Last 24 Hrs - UNK/NR<br>Months Since - 10<br>Make/Model - 130<br>Last 30 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | POUGHKEEPSIE,NY<br>Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plan<br>Type of Clearance                                                                                                                                                                | n – NONE                                                                | A                                | irport Da<br>ELLENVI<br>Runway                                                           | ata<br>[LLE                                                                                  |                              |                              |
| Completeness - N/ADestinationAirport DataBasic Weather - VMCELLENVILLE,NYELLENVILLEWind Dir/Speed- CALMELLENVILLE,NYELLENVILLEWind Dir/Speed- CALMRunway Ident - 04Visibility - 30.0 SMATC/AirspaceRunway Lth/Wid - 3840/ 60Lowest Sky/Clouds - CLEARType of Flight Plan - NONERunway Surface - ASPHALTLowest Ceiling - NONEType of Clearance - NONERunway Status - DRYObstructions to Vision- NONEType Apch/Lndg - NONEPrecipitation - NONEPrecipitation - NONECondition of Light - NIGHT(DARK)Medical Certificate - VALID MEDICAL-NO WAIVERS/LIICertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent - YESTotal - 785Last 24 Hrs - UNK/I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>CLEAR<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NONE<br>NON                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Destination<br>ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plan<br>Type of Clearance                                                                                                                                                                                   |                                                                         | А                                | ELLENVI<br>Runway                                                                        | LLE                                                                                          |                              |                              |
| Basic Weather       - VMC       ELLENVILLE,NY       ELLENVILLE         Wind Dir/Speed- CALM       Runway Ident       - 04         Visibility       - 30.0 SM       ATC/Airspace       Runway Ident       - 04         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan       - NONE       Runway Surface       - ASPHALT         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Status       - DRY         Obstructions to Vision-       NONE       Type Apch/Lndg       - NONE       - NONE         Precipitation       - NONE       Type Apch/Lndg       - NONE       - NONE         Condition of Light       - NIGHT(DARK)       Personnel Information       - NONE       43       Medical Certificate - VALID MEDICAL-NO WAIVERS/LII         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       - 785       Last 24 Hrs - UNK/I         PRIVATE       Current       - YES       Total       - 785       Last 24 Hrs - UNK/I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ELLENVILLE,NY       ELLENVILLE         NONE       ATC/Airspace       Runway Ident       - 04         NONE       Type of Flight Plan       NONE       Runway Lth/Wid       - 3840/60         NONE       Type of Clearance       - NONE       Runway Surface       - ASPHALT         NONE       Type of Clearance       - NONE       Runway Status       - DRY         - NONE       Type Apch/Lndg       - NONE       - NONE         - NIGHT(DARK)       - Medical Certificate       - VALID MEDICAL-NO WAIVERS/LIMIT         Biennial Flight Review       Flight Time (Hours)         Current       - YES       Total       - 785       Last 24 Hrs - UNK/NR         Months Since       - 10       Make/Model-       130       Last 30 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ELLENVILLE,NY<br>ATC/Airspace<br>Type of Flight Plar<br>Type of Clearance                                                                                                                                                                                                  |                                                                         |                                  | ELLENVI<br>Runway                                                                        | LLE                                                                                          |                              |                              |
| Wind Dir/Speed- CALMRunway Ident- 04Visibility- 30.0 SMATC/AirspaceRunway Lth/Wid- 3840/60Lowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Surface- ASPHALTLowest Ceiling- NONEType of Clearance- NONERunway Status- DRYObstructions to Vision-NONEType Apch/Lndg- NONE- NONEPrecipitation- NONEType Apch/Lndg- NONE Personnel InformationPilot-In-CommandAge- 43Medical Certificate- VALID MEDICAL-NO WAIVERS/LIICertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal- 785Last 24 Hrs - UNK/I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SM       ATC/Airspace       Runway Ident       - 04         CLEAR       Type of Flight Plan       NONE       Runway Lth/Wid       - 3840/60         NONE       Type of Clearance       - NONE       Runway Surface       - ASPHALT         NONE       Type of Clearance       - NONE       Runway Status       - DRY         - NONE       Type Apch/Lndg       - NONE       - NONE         - NONE       -       - NONE       - NONE         - NONE       -       - NONE       - Runway Status       - DRY         - NONE       -       - NONE       - NONE       - NONE         - NONE       -       - NONE       - NONE       - DRY         - NONE       -       - NONE       - DRY         - NONE       -       - NONE       - DRY         - NONE       -       -       - SONE       - DRY         - NONE       -       -       -       - DRY         - NONE       -       -       -       -         - NIGHT(DARK)       -       -       -       -         - Si       Biennial Flight Review       Flight Time (Hours)       -         - Current       -       YES       - <t< td=""><td>Wind Dir/Speed- CALM<br/>Visibility - 30.0 SM<br/>Lowest Sky/Clouds - CLEAR<br/>Lowest Ceiling - NONE<br/>Obstructions to Vision- NONE<br/>Precipitation - NONE</td><td>ATC/Airspace<br/>Type of Flight Plar<br/>Type of Clearance</td><td></td><td></td><td>Runway</td><td></td><td></td><td></td></t<>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Wind Dir/Speed- CALM<br>Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | ATC/Airspace<br>Type of Flight Plar<br>Type of Clearance                                                                                                                                                                                                                   |                                                                         |                                  | Runway                                                                                   |                                                                                              |                              |                              |
| Visibility       - 30.0       SM       ATC/Airspace       Runway Lth/Wid       - 3840/60         Lowest Sky/Clouds       - CLEAR       Type of Flight Plan       - NONE       Runway Surface       - ASPHALT         Lowest Ceiling       - NONE       Type of Clearance       - NONE       Runway Status       - DRY         Obstructions to Vision-       NONE       Type Apch/Lndg       - NONE       Runway Status       - DRY         Obstruction of Light       - NONE       Type Apch/Lndg       - NONE       - NONE         Condition of Light       - NIGHT(DARK)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SM       ATC/Airspace       Runway Lth/Wid       - 3840/60         CLEAR       Type of Flight Plan       NONE       Runway Surface       - ASPHALT         NONE       Type of Clearance       - NONE       Runway Status       - DRY         - NONE       Type Apch/Lndg       - NONE       - NONE         - NONE       - NONE       - NONE       - NONE         - NONE       - NIGHT(DARK)       - Age - 43       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Biennial Flight Review       Flight Time (Hours)       - Current       - YES         Current       - YES       Total       - 785       Last 24 Hrs - UNK/NR         Months Since       - 10       Make/Model-       130       Last 30 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Visibility - 30.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Type of Flight Plan<br>Type of Clearance                                                                                                                                                                                                                                   |                                                                         |                                  |                                                                                          |                                                                                              | 04                           |                              |
| Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT<br>Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY<br>Obstructions to Vision- NONE Type Apch/Lndg - NONE<br>Precipitation - NONE<br>Condition of Light - NIGHT(DARK)<br>Personnel Information<br>Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRIVATE Current - YES Total - 785 Last 24 Hrs - UNK/I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | CLEAR       Type of Flight Plan - NONE       Runway Surface - ASPHALT         NONE       Type of Clearance - NONE       Runway Status - DRY         - NONE       Type Apch/Lndg - NONE       -         - NONE       -       NONE         - NONE       -       NONE         - NONE       -       -         - NOR       -       -         - NIGHT(DARK)       -       -         - Signostic - 43       Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT         Biennial Flight Review       Flight Time (Hours)         Current - YES       Total -       785         Months Since - 10       Make/Model-       130 <t< td=""><td>Lowest Ceiling - NONE<br/>Obstructions to Vision- NONE<br/>Precipitation - NONE</td><td>Type of Flight Plan<br/>Type of Clearance</td><td></td><td></td><td></td><td></td><td></td><td>60</td></t<>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Type of Flight Plan<br>Type of Clearance                                                                                                                                                                                                                                   |                                                                         |                                  |                                                                                          |                                                                                              |                              | 60                           |
| Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY<br>Obstructions to Vision- NONE Type Apch/Lndg - NONE<br>Precipitation - NONE<br>Condition of Light - NIGHT(DARK)<br>Personnel Information<br>Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LII<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRIVATE Current - YES Total - 785 Last 24 Hrs - UNK/I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | NONE       Type of Clearance       - NONE       Runway Status       - DRY         - NONE       Type Apch/Lndg       - NONE         - NONE       -       NONE         - NONE       -       NONE         - NONE       -       NONE         - NONE       -       NONE         - NONE       -       NONE         - NONE       -       NONE         - NONE       -       NONE         - NONE       -       NONE         - NONE       -       NONE         - NONE       -       NONE         - NONE       -       NONE         - NONE       -       NONE         - NONE       -       NONE         - NIGHT(DARK)       -       NONE         - Signation       -       -         - Biennial Flight Review       Flight Time (Hours)         Current       -       YES         - Months Since       -       10         Aircraft Type       -       -         - Aircraft Type       -       -         - NONK/NR       -       -         - Nonthe Since       -       -         - Nothe Since <td>Lowest Ceiling - NONE<br/>Obstructions to Vision- NONE<br/>Precipitation - NONE</td> <td></td> <td>NONE</td> <td></td> <td>Runwav</td> <td>Surface -</td> <td>ASPHALT</td> <td>г</td>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                            | NONE                                                                    |                                  | Runwav                                                                                   | Surface -                                                                                    | ASPHALT                      | г                            |
| Obstructions to Vision- NONE     Type Apch/Lndg     - NONE       Precipitation     - NONE     - NONE       Condition of Light     - NIGHT(DARK)      Personnel Information     Pilot-In-Command     Age - 43       Pilot-In-Command     Age - 43     Medical Certificate - VALID MEDICAL-NO WAIVERS/LII       Certificate(s)/Rating(s)     Biennial Flight Review     Flight Time (Hours)       PRIVATE     Current     - YES     Total     - 785                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | n- NONE<br>- NONE<br>- NIGHT(DARK)<br>Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT<br>biennial Flight Review Flight Time (Hours)<br>Current - YES Total - 785 Last 24 Hrs - UNK/NR<br>Months Since - 10 Make/Model- 130 Last 30 Days- UNK/NR<br>Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Precipitation - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                            | ~ NUNE                                                                  |                                  | Runway                                                                                   | Status -                                                                                     | DRY                          |                              |
| Precipitation - NONE<br>Condition of Light - NIGHT(DARK)<br>Personnel Information<br>Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRIVATE Current - YES Total - 785 Last 24 Hrs - UNK/I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | - NONE<br>- NIGHT(DARK)<br>Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT<br>Biennial Flight Review Flight Time (Hours)<br>Current - YES Total - 785 Last 24 Hrs - UNK/NR<br>Months Since - 10 Make/Model - 130 Last 30 Days- UNK/NR<br>Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Type Apch/Lnda                                                                                                                                                                                                                                                             |                                                                         |                                  | -                                                                                        |                                                                                              |                              |                              |
| Condition of Light - NIGHT(DARK)<br>Personnel Information<br>Pilot-In-Command Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LI<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRIVATE Current - YES Total - 785 Last 24 Hrs - UNK/I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | - NIGHT(DARK)<br>Age - 43 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT<br>Biennial Flight Review Flight Time (Hours)<br>Current - YES Total - 785 Last 24 Hrs - UNK/NR<br>Months Since - 10 Make/Model- 130 Last 30 Days- UNK/NR<br>Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 31-1                                                                                                                                                                                                                                                                       |                                                                         |                                  |                                                                                          |                                                                                              |                              |                              |
| Pilot-In-CommandAge -43Medical Certificate -VALID MEDICAL-NO WAIVERS/LIDCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent-YESTotal-785Last 24 Hrs - UNK/ID                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ;) Biennial Flight Review Flight Time (Hours)<br>Current - YES Total - 785 Last 24 Hrs - UNK/NR<br>Months Since - 10 Make/Model- 130 Last 30 Days- UNK/NR<br>Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                            |                                                                         |                                  |                                                                                          |                                                                                              |                              |                              |
| Pilot-In-CommandAge -43Medical Certificate -VALID MEDICAL-NO WAIVERS/LIDCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent-YESTotal-785Last 24 Hrs - UNK/D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Biennial Flight Review Flight Time (Hours)<br>Current - YES Total - 785 Last 24 Hrs - UNK/NR<br>Months Since - 10 Make/Model- 130 Last 30 Days- UNK/NR<br>Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | -Bonconnol Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                            |                                                                         |                                  |                                                                                          |                                                                                              |                              |                              |
| Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal- 785Last 24 Hrs - UNK/I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Biennial Flight Review Flight Time (Hours)<br>Current - YES Total - 785 Last 24 Hrs - UNK/NR<br>Months Since - 10 Make/Model- 130 Last 30 Days- UNK/NR<br>Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 100 - 12                                                                                                                                                                                                                                                                   | Medical Con                                                             | +ificato                         |                                                                                          | MEDICAL -NO                                                                                  |                              |                              |
| PRIVATE Current - YES Total - 785 Last 24 Hrs - UNK/                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Current - YES Total - 785 Last 24 Hrs - UNK/NR<br>Months Since - 10 Make/Model- 130 Last 30 Days- UNK/NR<br>Aircraft Type - UNK/NR Instrument- UNK/NR Last 90 Days- UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                            |                                                                         |                                  |                                                                                          |                                                                                              | WAIVERS                      | )/LIMII                      |
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No mechanical or structural problems were found during investigation of ACFT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                            |                                                                         |                                  |                                                                                          |                                                                                              |                              |                              |

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8/10/87 A/C Reg. No. N8337T Time (Lc1) - 2230 EDT File No. - 2081 ELLENVILLE, NY Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. LIGHT CONDITION - DARK NIGHT \_\_\_\_\_ \_\_\_\_\_ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN 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

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Brief of Accident

| Make/Model- AERO COMMANDER 112Eng Make/Model- LYCOMLanding Gear- TRICYCLE-RETRACTABLENumber Engines - 1Max Gross Wt- 2650Engine Type- RECIPNo. of Seats- 4Rated Power- 200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Fatal       Serious       Minor       No         Crew       1       0       0         Pass       0       0       0         ING IO-360-C1D6       ELT Installed/Activated - YES         FUEL INJECTED       Stall Warning System - YES         O HP                                  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Flight Conducted Under-14 CFR 91NONEAccident Occurred During-DESCENT-Aircraft InformationMake/Model- AERO COMMANDER 112Eng Make/Model - LYCOMLanding Gear- TRICYCLE-RETRACTABLENumber Engines - 1Max Gross Wt- 2650Engine Type - RECIPNo. of Seats- 4Rated Power - 200-Environment/Operations InformationWeather DataItineraryWx Briefing- FSSLast Departure PointMethod- TELEPHONE'MIDDLEFIELD,OHCompleteness- FULLDestinationBasic Weather- IMCDAYTON,OHWind Dir/Speed-080/003 KTSATC/AirspaceLowest Sky/Clouds- PART OBSType of Flight Plan - IfLowest Ceiling- 600 FT OVERCASTType of Clearance - NCObstructions to Vision- FOGType Apch/LndgNC                                                                               | Pass 0 0 0<br>IING IO-360-C1D6 ELT Installed/Activated - YES<br>Stall Warning System - YES<br>-FUEL INJECTED<br>O HP<br>Airport Proximity<br>OFF AIRPORT/STRIP<br>Airport Data<br>Runway Ident - N/A<br>Runway Lth/Wid - N/A<br>FR Runway Surface - DIRT<br>ONE Runway Status - WET |
| Accident Occurred During -DESCENT<br>-Aircraft Information<br>Make/Model - AERO COMMANDER 112 Eng Make/Model - LYCOM<br>Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1<br>Max Gross Wt - 2650 Engine Type - RECIP-<br>No. of Seats - 4 Rated Power - 200<br>-Environment/Operations Information<br>Weather Data Itinerary<br>Wx Briefing - FSS Last Departure Point<br>Method - TELEPHONE' MIDDLEFIELD,OH<br>Completeness - FULL Destination<br>Basic Weather - IMC DAYTON,OH<br>Wind Dir/Speed- 080/003 KTS<br>Visibility - 2.000 SM ATC/Airspace<br>Lowest Sky/Clouds - PART OBS Type of Flight Plan - If<br>Lowest Ceiling - 600 FT OVERCAST Type of Clearance - NC<br>Obstructions to Vision- FOG Type Apch/Lndg - NC | ING IO-360-C1D6 ELT Installed/Activated - YES<br>Stall Warning System - YES<br>O HP<br>Airport Proximity<br>OFF AIRPORT/STRIP<br>Airport Data<br>Runway Ident - N/A<br>Runway Lth/Wid - N/A<br>FR Runway Surface - DIRT<br>ONE Runway Status - WET                                  |
| -Aircraft Information<br>Make/Model - AERO COMMANDER 112 Eng Make/Model - LYCOM:<br>Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1<br>Max Gross Wt - 2650 Engine Type - RECIP-<br>No. of Seats - 4 Rated Power - 200<br>-Environment/Operations Information<br>Weather Data Itinerary<br>Wx Briefing - FSS Last Departure Point<br>Method - TELEPHONE MIDDLEFIELD,OH<br>Completeness - FULL Destination<br>Basic Weather - IMC DAYTON,OH<br>Wind Dir/Speed- 080/003 KTS<br>Visibility - 2.000 SM ATC/Airspace<br>Lowest Sky/Clouds - PART OBS Type of Flight Plan - If<br>Lowest Ceiling - 600 FT OVERCAST Type of Clearance - NC<br>Obstructions to Vision- FOG Type Apch/Lndg - NC                                      | ING IO-360-C1D6<br>ELT Installed/Activated - YES<br>Stall Warning System - YES<br>O HP<br>Airport Proximity<br>OFF AIRPORT/STRIP<br>Airport Data<br>Runway Ident - N/A<br>Runway Lth/Wid - N/A<br>FR<br>Runway Surface - DIRT<br>ONE<br>Runway Status - WET                         |
| Make/Model- AERO COMMANDER 112Eng Make/Model - LYCOMLanding Gear- TRICYCLE-RETRACTABLENumber Engines - 1Max Gross Wt- 2650Engine Type- RECIPNo. of Seats- 4Rated Power- 200-Environment/Operations InformationWeather DataItineraryWe Briefing- FSSLast Departure PointMethod- TELEPHONE'MIDDLEFIELD,OHCompleteness- FULLDestinationBasic Weather- IMCDAYTON,OHWind Dir/Speed-080/003 KTSType of Flight Plan - IfLowest Sky/Clouds- PART OBSType of ClearanceObstructions to Vision-FOGType Apch/LndgPrecipitation- RAIN- RAIN                                                                                                                                                                                                    | Stall Warning System - YES<br>-FUEL INJECTED<br>O HP<br>                                                                                                                                                                                                                            |
| Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1<br>Max Gross Wt - 2650 Engine Type - RECIP-<br>No. of Seats - 4 Rated Power - 200<br>-Environment/Operations Information<br>Weather Data Itinerary<br>Wx Briefing - FSS Last Departure Point<br>Method - TELEPHONE MIDDLEFIELD,OH<br>Completeness - FULL Destination<br>Basic Weather - IMC DAYTON,OH<br>Wind Dir/Speed- 080/003 KTS<br>Visibility - 2.000 SM ATC/Airspace<br>Lowest Sky/Clouds - PART OBS Type of Flight Plan - IM<br>Lowest Ceiling - 600 FT OVERCAST Type of Clearance - NO<br>Obstructions to Vision- FOG Type Apch/Lndg - NO                                                                                                                          | Stall Warning System - YES<br>-FUEL INJECTED<br>O HP<br>                                                                                                                                                                                                                            |
| Max Gross Wt-2650Engine Type-RECIP-<br>Rated PowerNo. of Seats-4Rated Power-200-Environment/Operations Information<br>Weather DataItineraryWx Briefing-FSSLast Departure PointWethod-TELEPHONE'MIDDLEFIELD,OHCompleteness-FULLDestinationBasic Weather-IMCDAYTON,OHWind Dir/Speed-080/003 KTSVisibility-Lowest Sky/Clouds-PART OBSType of Flight Plan - INLowest Ceiling-600 FT OVERCASTType of Clearance - NOObstructions to Vision-FOGType Apch/LndgNO                                                                                                                                                                                                                                                                          | -FUEL INJECTED<br>O HP<br>Airport Proximity<br>OFF AIRPORT/STRIP<br>Airport Data<br>Runway Ident - N/A<br>Runway Lth/Wid - N/A<br>FR Runway Surface - DIRT<br>ONE Runway Status - WET                                                                                               |
| No. of Seats -4Rated Power -200-Environment/Operations InformationWeather DataItineraryWeather DataItineraryWx Briefing - FSSLast Departure PointMethod -TELEPHONE'MIDDLEFIELD,0HCompleteness -FULLDestinationBasic Weather -IMCDAYTON,0HWind Dir/Speed-080/003 KTSVisibility -Lowest Sky/Clouds -PART OBSType of Flight Plan -Lowest Ceiling -600 FT OVERCASTType of Clearance -NODistructions to Vision -FQINPrecipitation-RAIN                                                                                                                                                                                                                                                                                                 | O HP<br>Airport Proximity<br>OFF AIRPORT/STRIP<br>Airport Data<br>Runway Ident - N/A<br>Runway Lth/Wid - N/A<br>FR Runway Surface - DIRT<br>ONE Runway Status - WET                                                                                                                 |
| -Environment/Operations Information<br>Weather Data Itinerary<br>Wx Briefing - FSS Last Departure Point<br>Method - TELEPHONE' MIDDLEFIELD,OH<br>Completeness - FULL Destination<br>Basic Weather - IMC DAYTON,OH<br>Wind Dir/Speed- 080/003 KTS<br>Visibility - 2.000 SM ATC/Airspace<br>Lowest Sky/Clouds - PART OBS Type of Flight Plan - If<br>Lowest Ceiling - 600 FT OVERCAST Type of Clearance - NC<br>Obstructions to Vision- FOG Type Apch/Lndg - NC                                                                                                                                                                                                                                                                     | Airport Proximity<br>OFF AIRPORT/STRIP<br>Airport Data<br>Runway Ident - N/A<br>Runway Lth/Wid - N/A<br>FR Runway Surface - DIRT<br>ONE Runway Status - WET                                                                                                                         |
| Wx Briefing- FSSLast Departure PointMethod- TELEPHONE'MIDDLEFIELD,OHCompleteness- FULLDestinationBasic Weather- IMCDAYTON,OHWind Dir/Speed-080/003 KTSVisibility- 2.000 SMATC/AirspaceLowest Sky/Clouds- PART OBSType of Flight Plan - IfLowest Ceiling- 600 FT OVERCASTType of Clearance - NCObstructions to Vision-FOGType Apch/Lndg- NCPrecipitation- RAIN- RAIN                                                                                                                                                                                                                                                                                                                                                               | OFF AIRPORT/STRIP<br>Airport Data<br>Runway Ident - N/A<br>Runway Lth/Wid - N/A<br>FR Runway Surface - DIRT<br>ONE Runway Status - WET                                                                                                                                              |
| Wx Briefing- FSSLast Departure PointMethod- TELEPHONE'MIDDLEFIELD,OHCompleteness- FULLDestinationBasic Weather- IMCDAYTON,OHWind Dir/Speed-080/003 KTSVisibility- 2.000 SMATC/AirspaceLowest Sky/Clouds- PART OBSType of Flight Plan - IfLowest Ceiling- 600 FT OVERCASTType of Clearance - NCObstructions to Vision-FOGType Apch/Lndg- NCPrecipitation- RAIN- RAIN                                                                                                                                                                                                                                                                                                                                                               | OFF AIRPORT/STRIP<br>Airport Data<br>Runway Ident - N/A<br>Runway Lth/Wid - N/A<br>FR Runway Surface - DIRT<br>ONE Runway Status - WET                                                                                                                                              |
| Method- TELEPHONE"MIDDLEFIELD,OHCompleteness- FULLDestinationBasic Weather- IMCDAYTON,OHWind Dir/Speed-080/003 KTSVisibility- 2.000 SMATC/AirspaceLowest Sky/Clouds- PART OBSType of Flight Plan - IfLowest Ceiling- 600 FT OVERCASTType of Clearance - NCObstructions to Vision-FOGType Apch/Lndg- NCPrecipitation- RAIN- RAIN                                                                                                                                                                                                                                                                                                                                                                                                   | Airport Data<br>Runway Ident - N/A<br>Runway Lth/Wid - N/A<br>FR Runway Surface - DIRT<br>ONE Runway Status - WET                                                                                                                                                                   |
| CompletenessFULLDestinationBasic Weather- IMCDAYTON,OHWind Dir/Speed-080/003 KTSVisibility- 2.000 SMLowest Sky/Clouds- PART OBSLowest Sky/Clouds- 000 FT OVERCASTType of Flight Plan- IfLowest Ceiling- 600 FT OVERCASTType of Clearance- NOObstructions to Vision-FOGPrecipitation- RAIN                                                                                                                                                                                                                                                                                                                                                                                                                                         | Runway Ident - N/A<br>Runway Lth/Wid - N/A<br>FR Runway Surface - DIRT<br>ONE Runway Status - WET                                                                                                                                                                                   |
| Basic Weather - IMC DAYTON,OH<br>Wind Dir/Speed- 080/003 KTS<br>Visibility - 2.000 SM ATC/Airspace<br>Lowest Sky/Clouds - PART OBS Type of Flight Plan - If<br>Lowest Ceiling - 600 FT OVERCAST Type of Clearance - NG<br>Obstructions to Vision- FOG Type Apch/Lndg - NG<br>Precipitation - RAIN                                                                                                                                                                                                                                                                                                                                                                                                                                 | Runway Ident - N/A<br>Runway Lth/Wid - N/A<br>FR Runway Surface - DIRT<br>ONE Runway Status - WET                                                                                                                                                                                   |
| Wind Dir/Speed- 080/003 KTS<br>Visibility - 2.000 SM ATC/Airspace<br>Lowest Sky/Clouds - PART OBS Type of Flight Plan - If<br>Lowest Ceiling - 600 FT OVERCAST Type of Clearance - NG<br>Obstructions to Vision- FOG Type Apch/Lndg - NG<br>Precipitation - RAIN                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Runway Lth/Wid - N/A<br>FR Runway Surface - DIRT<br>ONE Runway Status - WET                                                                                                                                                                                                         |
| Visibility - 2.000 SM ATC/Airspace<br>Lowest Sky/Clouds - PART OBS Type of Flight Plan - If<br>Lowest Ceiling - 600 FT OVERCAST Type of Clearance - NG<br>Obstructions to Vision- FOG Type Apch/Lndg - NG<br>Precipitation - RAIN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Runway Lth/Wid - N/A<br>FR Runway Surface - DIRT<br>ONE Runway Status - WET                                                                                                                                                                                                         |
| Lowest Sky/Clouds - PART OBS Type of Flight Plan - If<br>Lowest Ceiling - 600 FT OVERCAST Type of Clearance - NG<br>Obstructions to Vision- FOG Type Apch/Lndg - NG<br>Precipitation - RAIN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | FR Runway Surface - DIRT<br>ONE Runway Status - WET                                                                                                                                                                                                                                 |
| Obstructions to Vision-FOG Type Apch/Lndg - NG<br>Precipitation - RAIN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                     |
| Precipitation - RAIN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ONE                                                                                                                                                                                                                                                                                 |
| Precipitation - RAIN<br>Condition of Light - NIGHT(DARK)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                     |
| Condition of Light - NIGHT(DARK)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                     |
| -Personnel Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                     |
| Pilot-In-Command Age - 62 Med                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | dical Certificate - VALID MEDICAL-WAIVERS/LIMIT                                                                                                                                                                                                                                     |
| Certificate(s)/Rating(s) Biennial Flight Review<br>COMMERCIAL Current - YES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Flight Time (Hours)                                                                                                                                                                                                                                                                 |
| COMMERCIAL Current - YES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Total - 1048 Last 24 Hrs - 1                                                                                                                                                                                                                                                        |
| SE LAND,ME LAND Months Since - 21<br>Aircraft Type - AC-112                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Make/Model- UNK/NR Last 30 Days- UNK/NR<br>Instrument- 340 Last 90 Days- UNK/NR                                                                                                                                                                                                     |
| All Grant Type - AC-112                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Multi-Eng - 240 Rotorcraft - UNK/NR                                                                                                                                                                                                                                                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Multi-Eng 240 Rotorciait - UNR/NR                                                                                                                                                                                                                                                   |
| Instrument Rating(s) - AIRPLANE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                     |

THROUGHOUT THE FUSELAGE. THE PLT HAD BEEN ASKED TO MAINTAIN VFR UNTIL RADAR CONTACT WAS ESTABLISHED. RADAR CONTACT WAS NOT ESTABLISHED. THE WT & BAL COULD NOT BE DETERMINED DUE TO MOVEMENT OF CARGO. RECOVERED CARGO INDICATED AN OVER GW CONDITION. THE TIME OF THE CARGO MOVEMENT IN THE ACFT WAS NOT DETERMINED BUT BELIEVED TO BE POSTCRASH.

| File No 20                          | 86 8/27/87                                          | MIDDLEFIELD,OH                                   | A/C Reg. No. N1050J                   | Time (Lcl) - 2109 EDT |     |
|-------------------------------------|-----------------------------------------------------|--------------------------------------------------|---------------------------------------|-----------------------|-----|
| Occurrence #1<br>Phase of Operation |                                                     |                                                  |                                       |                       |     |
| 3. WEATHER CONDITION                | NNING/PREPARATION<br>DN - FOG<br>FO IMC - CONTINUED | - POOR - PILOT IN COMM<br>- PILOT IN COMMAND     |                                       |                       | . * |
|                                     | MANEUVERING<br>SHINGS,CARGO RESTR                   | AINTS - MISSING<br>- PILOT IN COMMAND<br>COMMAND |                                       |                       |     |
| Occurrence #3<br>Phase of Operation |                                                     | ION WITH TERRAIN/WATER                           |                                       |                       |     |
| Finding(s)<br>9. OBJECT - TREE(S)   |                                                     |                                                  |                                       |                       |     |
| Probable Cause                      |                                                     |                                                  | · · · · · · · · · · · · · · · · · · · |                       |     |
| The National Transpor               | tation Safety Boa                                   | rd determines that the                           | Probable Cause(s) of this accide      | ent                   |     |

is/are finding(s) 2,4

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

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| Basic Information                                          |                                     | noft Damage           |                                                      | •                                    |                            |              |
|------------------------------------------------------------|-------------------------------------|-----------------------|------------------------------------------------------|--------------------------------------|----------------------------|--------------|
| Type Operating Certificate-NONE (G                         |                                     | raft Damage<br>TROYED | Fat                                                  |                                      | uries<br>Minor             | None         |
| Type of Operation -BUSINES                                 | S Fire                              |                       |                                                      | 1 0                                  |                            | 0            |
| Flight Conducted Under -14 CFR                             |                                     | E                     | Pass                                                 | 0 0                                  | 0                          | 0            |
| Accident Occurred During -MANEUVE                          | RING                                |                       |                                                      |                                      |                            |              |
| Aircraft Information                                       |                                     |                       |                                                      |                                      |                            |              |
| Make/Model - CESSNA 182                                    | Eng Make/Model -                    |                       | 470-R                                                | ELT Installed                        |                            |              |
| Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2550       | Number Engines -<br>Engine Type -   |                       |                                                      | Stall Warni                          | ing System                 | - YES        |
| No. of Seats - 4                                           |                                     | 230 HP                |                                                      |                                      |                            |              |
| -Environment/Operations Information                        |                                     |                       |                                                      |                                      |                            |              |
| Weather Data                                               | Itinerary                           |                       | Airp                                                 | ort Proximity                        |                            |              |
| Wx Briefing - NO RECORD OF BRI                             |                                     | int .                 | OF                                                   | F AIRPORT/STRI                       | ΓP                         |              |
| Method - N/A                                               | TOLEDO, OH                          |                       |                                                      |                                      |                            |              |
| Completeness - N/A                                         | Destination                         |                       | Airpo                                                | rt Data                              |                            |              |
| Basic Weather - VMC<br>Wind Dir/Speed- 100/008 KTS         | CINCINNATI, OH                      |                       | Dev                                                  | ava. Talawa                          | NI / A                     |              |
| Visibility - 20.0 SM                                       | ATC/Airspace                        |                       |                                                      | nway Ident<br>nway Lth/Wid           | - N/A                      |              |
| Lowest Sky/Clouds - CLEAR                                  | Type of Flight Pl                   | an - NONE             |                                                      | nway Surface                         | •                          |              |
| Lowest Ceiling - NONE                                      | Type of Clearance                   |                       |                                                      | nway Status                          |                            |              |
| Obstructions to Vision- NONE                               | Type Apch/Lndg                      |                       |                                                      |                                      | ,                          |              |
| Precipitation - NONE                                       |                                     |                       |                                                      |                                      |                            |              |
| Condition of Light - NIGHT(DA                              | RK)                                 |                       |                                                      |                                      |                            |              |
| -Personnel Information                                     |                                     |                       |                                                      | _                                    |                            |              |
|                                                            | Age - 51                            |                       |                                                      | ALID MEDICAL-W                       | AIVERS/LIM                 | IT           |
| Pilot-In-Command                                           |                                     |                       | Flight Time                                          |                                      |                            |              |
| Pilot-In-Command<br>Certificate(s)/Rating(s)               | Biennial Flight Review              |                       | 11000                                                | 100+ 2                               |                            |              |
| Pilot-In-Command<br>Certificate(s)/Rating(s)<br>COMMERCIAL | Current - UNK                       | /NR Total             | - 12000                                              | Last 2                               | 24 Hrs - UN<br>20 Days- UN |              |
| Pilot-In-Command<br>Certificate(s)/Rating(s)               | Current - UNK<br>Months Since - UNK | /NR Total             | - 12000<br>del- UNK/NR<br>ent- UNK/NR                | Last 2<br>Last 3<br>Last 9           | 80 Days- UN                | K/NR         |
| Pilot-In-Command<br>Certificate(s)/Rating(s)<br>COMMERCIAL | Current - UNK                       | /NR Total             | - 12000<br>del- UNK/NR<br>ent- UNK/NR<br>ng - UNK/NR | Last 2<br>Last 3<br>Last 9<br>Rotoro |                            | K/NR<br>K/NR |

| File No 2027                                                                                                    | 9/04/87 LIMA,OH                                       | A/C Reg. No. N71536                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Time (Lcl) - 0130 EDT |
|-----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| Occurrence #1 IN FLI<br>Phase of Operation MANEUV                                                               | GHT COLLISION WITH TERRAIN/WAT<br>ERING               | ER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                       |
| 1. JUDGEMENT - POOR - PILO<br>2. PHYSICAL IMPAIRMENT<br>3. LIGHT CONDITION - DARK<br>4. TERRAIN CONDITION - DIR | T IN COMMAND<br>(ALCOHOL) - PILOT IN COMMAND<br>NIGHT | <ul> <li>A second sec<br/>second second sec</li></ul> |                       |

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

Brief of Accident 9/10/87 COLUMBUS,OH A/C Reg. No. N8073J Time (Lc1) - 2120 EDT File No. - 2025 \_\_\_\_\_ -Basic Information----Name of Carrier -NEW CREATIONS, INC. Type of Operation -SCHEDULED, DOMESTIC, CARGO Flight Conducted Under -14 CFR 135 Accident Occupped Durate - 271175 Aircraft Damage Injuries Serious Minor SUBSTANTIAL Fatal None Crew 0 0 0 Fire 1 NONE Pass 0 0 0 0 Accident Occurred During -STANDING Other 0 0 0 1 ----Aircraft Information----Make/Model - AEROSTAR 600 Eng Make/Model ~ LYCOMING ID-540 ELT Installed/Activated - YES/NO Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - UNK/NR Max Gross Wt - 6000 Engine Type - RECIP-FUEL INJECTED Rated Power - 290 HP No. of Seats - 6 \_\_\_\_\_ ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - UNK/NR Last Departure Point ON AIRPORT - UNK/NR Method UNK/NR Completeness - FULL Destination Airport Data Basic Weather - VMC UNK/NR PORT COLUMBUS INT'L Wind Dir/Speed- 100/100 KTS Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Visibility - 8.0 SM ATC/Airspace Lowest Sky/Clouds -Type of Flight Plan - IFR Runway Surface - MACADAM UNK/NR Lowest Ceiling - 5000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - RAIN Condition of Light - NIGHT(DARK) \_\_\_\_\_ ----------Personnel Information----Pilot-In-Command Age - 23 Medical Certificate - UNK/NR Biennial Flight Review Certificate(s)/Rating(s) Flight Time (Hours) Current - UNK/NR Last 24 Hrs -COMMERCIAL, CFI Total - 3700 Last 30 Days- UNK/NR Last 90 Down 5 Months Since - UNK/NR SE LAND, ME LAND Make/Model- 1050 Aircraft Type - UNK/NR Instrument- 930 Multi-Eng - 2100 Instrument Rating(s) - AIRPLANE

----Narrative----

THE SCHEDULED ALL CARGO FLT WAS HOLDING ON A TAXIWAY SHORT OF THE RWY AWAITING ITS IFR CLEARANCE OUT OF THE HUB ARPT. SUDDENLY THE ACFT DIPPED DOWN AT THE NOSE AND THEN THE YOKE JUMPED REARWARD AND HIT THE PLT IN THE CHEST. THE PLT CALLED GROUND CONTROL AND REQUESTED TAXI BACK TO THE RAMP. THE PLT DID NOT INFORM GROUND CONTROL THAT A COLLISION BETWEEN THE TWO COMPANY AIRCRAFT HAD OCCURRED. EACH AIRCRAFT WAS TAXIED BACK TO THE RAMP UNDER ITS OWN POWER WITHOUT BENEFIT OF ANY EXTERNAL EXAMINATION BY ANYONE.

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| File No 2025                            | 9/10/87                                                        | COLUMBUS,OH                                | A/C Reg. No. N8073J | Time (Lc1) - 2120 EDT |  |
|-----------------------------------------|----------------------------------------------------------------|--------------------------------------------|---------------------|-----------------------|--|
| Occurrence #1 C<br>Phase of Operation S | N GROUND COLLIS<br>TANDING - ENGIN                             |                                            |                     |                       |  |
| 3. CLEARANCE - NOT MA                   | DELAYED - PILO<br>INTAINED - PILO<br>TION - PILOT OF<br>- RAIN | T OF OTHER AIRCRAFT<br>T OF OTHER AIRCRAFT |                     |                       |  |
| Probable Cause                          |                                                                |                                            |                     |                       |  |

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

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

| File No. ~ 2025 9/                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 10/87 COLUMBU   | S,0H                      | A/C Reg.      | No. N3643D      | -          | Time (Lcl) - | 2120 E  | DT        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------------------|---------------|-----------------|------------|--------------|---------|-----------|
| Basic Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                 |                           |               |                 |            |              |         |           |
| Type Operating Certificat                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                 |                           | Aircraft D    | amage           |            | Injur        |         |           |
| Name of Carrier                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | -NEW CREATIONS, | INC.                      | MINOR         |                 | Fatal      | Serious      | Minor   | None      |
| Type of Operation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | -SCHEDULED,DOME | STIC,CARGO                | Fire          | Crew            |            | 0            | 0       | 1         |
| Flight Conducted Under                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | -14 CFR 135     |                           | NONE          | Pass            | -          | 0            | 0       | 0         |
| Accident Occurred During                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | -TAXI           |                           |               | Othe            | r 0        | 0            | 0       | 1         |
| Aircraft Information                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                 |                           |               |                 |            |              |         |           |
| Make/Model - PIPER PA-                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 60-600          | Eng Make/                 | Model - LYCOM | ING I0-540-K1J5 | ELT        | Installed/A  | ctivate | d ~ YES/N |
| Landing Gear - TRICYCLE-                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | RETRACTABLE     | Number En                 | gines – 2     |                 | 4          | Stall Warnin | g Syste | m - YES   |
| Max Gross Wt - 6000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                 | Engine Ty                 | pe - RECIP    | -FUEL INJECTED  |            |              |         |           |
| No. of Seats - UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                 | Rated Pow                 | er - 29       | O HP            |            |              |         |           |
| Environment/Operations Info                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                 |                           |               |                 |            |              |         |           |
| Weather Data                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                 | Itinerary                 |               |                 | Airport    | Proximity    |         |           |
| Wx Briefing - NWS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                 | Last Depar                | ture Point    |                 | ON AI      |              |         |           |
| Method - UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 | SAME AS                   |               |                 |            |              |         |           |
| Completeness - UNK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                 | Destination               |               |                 | Airport [  | Data         |         |           |
| Basic Weather - VMC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                 | UNK/NR                    |               |                 | COLUME     |              |         |           |
| Wind Dir/Speed- 100/008                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | ξ KTS           |                           |               |                 |            |              | UNK/NR  |           |
| Visibility - 8.0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                 | ATC/Airspace              |               |                 |            |              | UNK/NR  |           |
| Lowest Sky/Clouds -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                 |                           | ight Plan - I | FR              |            | y Surface -  |         |           |
| Lowest Ceiling -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                 | ST Type of C1             |               |                 |            |              | UNK/NR  |           |
| Obstructions to Vision-                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                 | Type Apch/                |               | ONE             |            | ,            | ,       |           |
| Precipitation -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 | i jpe viperij             |               | 0112            |            |              |         |           |
| Condition of Light -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                 |                           |               |                 |            |              |         |           |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 |                           |               |                 |            |              |         |           |
| Personnel Information<br>Pilot-In-Command                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                 | ~~                        | Ma            | dical Certifica |            |              |         |           |
| Certificate(s)/Rating(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                 | ge - 30<br>iennial Flight |               |                 | ht Time (H |              | WAIVER  | S/LIMII   |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | , D             |                           | - YES         | Total -         |            | Last 24      | Una     | E         |
| COMMERCIAL, CFI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 | Current                   |               |                 |            |              | · · · = | 5         |
| SE LAND, ME LAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                 | Months Since              |               | Make/Model-     |            | Last 30      |         |           |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 | Aircraft Typ              | e - UNK/NR    | Instrument-     |            | Last 90      | Days-   | 210       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 |                           |               | Multi-Eng -     | 1000       |              |         |           |
| Instrument Rating(s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | - ATRPLANE      |                           |               |                 |            |              |         |           |
| There are the second se | AINF CANL       |                           |               |                 |            |              |         |           |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                 |                           |               |                 |            |              |         |           |

----Narrative----

THE SCHEDULED DOMESTIC ALL CARGO FLT WAS TAXIING FROM THE RAMP TO THE RWY BEHIND ANOTHER COMPANY ACFT WHEN THE PLT SUDDENLY REALIZED THAT THE LEAD ACFT WAS NOT MOVING. THE PLTS ATTEMPTS TO STOP THE ACFT WERE NOT SUCCESSFUL. THE STOPPED ACFT WAS SUBSTANTIALLY DAMAGED. AFTER THE COLLISION THE LEAD ACFT CALLED FOR TAXI BACK TO THE RAMP. THIS ACFT TURNED AROUND AND TAXIIED BACK TO THE RAMP WITHOUT CONTACTING GROUND CONTROL. NEITHER ACFT WAS SHUT DOWN AND EXAMINED BY EITHER THE PLT OR GROUND PERSONNEL PRIOR TO RETURNING TO THE RAMP.

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| File No 20                          | 025 9/10/87 COLUMBUS,OH                                                                                   | A/C Reg. No. N3643D                   | Time (Lcl) - 2120 EDT |                |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------|----------------|
| Occurrence #1<br>Phase of Operation | ON GROUND COLLISION WITH OBJECT<br>TAXI - TO TAKEOFF                                                      |                                       |                       |                |
| 3. CLEARANCE - NO                   | - DELAYED - PILOT IN COMMAND<br>MAINTAINED - PILOT IN COMMAND<br>TENTION - PILOT IN COMMAND<br>ION - RAIN |                                       |                       |                |
| Probable Cause                      |                                                                                                           | · · · · · · · · · · · · · · · · · · · |                       | · <b></b><br>· |

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) 4,5,6

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| -Basic Information<br>Type Operating Certificate-ON-DEM |                            | 1 in on of t           | Democra                          |                 |                                 | Tenit      |                    |          |    |
|---------------------------------------------------------|----------------------------|------------------------|----------------------------------|-----------------|---------------------------------|------------|--------------------|----------|----|
| Type operating centrate-on-bem                          | AND AIR TAXI               | Aircraft<br>SUBSTAN    |                                  |                 | Injuries<br>Fatal Serious Minor |            |                    |          | ne |
| Type of Operation -PERSON                               | AL                         | Fire                   |                                  | Crew            | 0                               | 1          |                    |          | 0  |
| Flight Conducted Under -14 CFR                          |                            | NONE                   |                                  | Pass            | 0                               | 0          | 1                  |          | 0  |
| Accident Occurred During -LANDIN                        | G<br>                      |                        |                                  |                 |                                 |            |                    |          |    |
| -Aircraft Information                                   |                            |                        |                                  |                 |                                 |            |                    |          |    |
| Make/Model - CESSNA 172N                                |                            | e/Model - LYC          | OMING 0-320-                     | H2AD            |                                 | Installed/ |                    |          |    |
| Landing Gear - TRICYCLE-FIXED                           |                            | Engines - 1            |                                  |                 |                                 | tall Warni | ng Syst            | em – YES |    |
| Max Gross Wt - 2300<br>No. of Seats - 4                 |                            | Type - REC<br>ower -   |                                  | ARBURET         | OR                              |            |                    |          |    |
| No. 01 Seats - 4                                        |                            |                        |                                  |                 |                                 |            |                    |          |    |
| -Environment/Operations Information-                    |                            |                        |                                  |                 |                                 |            |                    |          |    |
| Weather Data                                            | Itinerary                  |                        |                                  |                 |                                 | Proximity  |                    |          |    |
| W× Briefing - NO RECORD OF BR<br>Method - N/A           | IEFING LAST Depa<br>SAME A | arture Point           |                                  |                 | ON AIR                          | JURI       |                    |          |    |
| Completeness - N/A                                      | Destinatio                 |                        |                                  |                 | virport Da                      | ata        |                    |          |    |
| Basic Weather - VMC                                     | LOCAL                      |                        |                                  | ,               |                                 | ILLE AIR P | ARK                |          |    |
| Wind Dir/Speed- 280/010 KTS                             | 200/12                     |                        |                                  |                 |                                 | Ident      |                    |          |    |
| Visibility - 10.0 SM                                    | ATC/Airspa                 | ce                     |                                  |                 |                                 | Lth/Wid    |                    | / 30     |    |
| Lowest Sky/Clouds - 4000 F                              |                            |                        |                                  |                 | Runway                          | Surface    | - DIRT             |          |    |
| Lowest Ceiling - NONE                                   |                            | Clearance -            |                                  |                 | Runway                          | Status     | - DRY              |          |    |
| Obstructions to Vision- NONE                            | Type Apc                   | h/Lndg -               |                                  | TERN            |                                 |            |                    |          |    |
| Precipitation - NONE                                    | _                          |                        | FULL STOP                        |                 |                                 |            |                    |          |    |
| Condition of Light - DAYLIGH                            | I<br>                      |                        |                                  |                 |                                 |            |                    |          |    |
| -Personnel Information                                  |                            |                        |                                  |                 |                                 |            |                    |          |    |
| Pilot-In-Command                                        | Age - 26                   | *.                     | Medical Cert                     |                 |                                 |            | AIVERS/            | LIMIT    |    |
| Certificate(s)/Rating(s)                                | Age - 26<br>Biennial Fligh | t Review               | <b>T</b> - + - 1                 |                 | : Time (Ho                      |            |                    | 0        |    |
| PRIVATE<br>SE LAND                                      | Current                    | - 163                  | TOLAT                            |                 |                                 |            | 4 Hrs -            |          |    |
| SE LAND                                                 |                            | ce - 1<br>ype - UNK/NR | Make/Moo                         | el-<br>nt- 1004 | 49<br>//ND                      | Last 3     | 0 Days-<br>0 Days- |          |    |
|                                                         | Anorart                    |                        | Make/Mod<br>Instrume<br>Multi-En | g - UNK         | (/NR                            | Rotoro     | raft -             |          |    |
| Instrument Rating(s) - NONE                             |                            |                        |                                  |                 |                                 |            |                    |          |    |
|                                                         |                            |                        |                                  |                 |                                 |            |                    |          |    |
| -Narrative                                              |                            |                        |                                  |                 |                                 |            |                    |          |    |

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TRAINING. THE ACFT WAS OUTFITTED WITH A SET OF CONTROLS THAT ALLOWED THE PLT TO OPERATE THE RUDDER PEDALS BY HAND. THE PLT WAS A PARAPLEGIC AND HAD A REDUCED HEARING ABILITY WHICH SEVERELY RESTRICTED HIS VERBAL COMMUNICATION.

| File No 20                          | 67 10/17/87 BROOKVILLE,OH                                                                       | A/C Reg.              | No. N737WU    | Time (Lcl) - 1615 EDT |
|-------------------------------------|-------------------------------------------------------------------------------------------------|-----------------------|---------------|-----------------------|
| Occurrence #1<br>Phase of Operation | UNDERSHOOT<br>APPROACH - VFR PATTERN - FINAL AP                                                 | PROACH                |               |                       |
| 2. LOWERING OF FLA                  | H - INADEQUATE - PILOT IN COMMAND<br>PS - EXCESSIVE - PILOT IN COMMAND<br>ED - PILOT IN COMMAND |                       |               |                       |
|                                     | COMPLETE GEAR COLLAPSED<br>LANDING - FLARE/TOUCHDOWN                                            |                       |               |                       |
| Finding(s)<br>4. LANDING GEAR -     | OVERLOAD                                                                                        |                       |               |                       |
| Probable Cause                      |                                                                                                 |                       |               |                       |
| The National Transpo                | rtation Safety Board determines tha                                                             | t the Probable Cause( | s) of this ac | cident                |

is/are finding(s) 1,3

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

Brief of Accident

| File No 2128 11/15/87 DAYTO                                                                                                                                                                                                                                                                                                                                          | A/C Reg                                                              | ). No. N7623                                         | N7623T Time (Lcl) - 1715 EST |                    |                                                             |                             |                                             |                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|------------------------------------------------------|------------------------------|--------------------|-------------------------------------------------------------|-----------------------------|---------------------------------------------|----------------|
| Type Operation<br>Type Operating Certificate-NONE (GENERA<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                                                                                                                                                   | L AVIATION)                                                          | Aircraft<br>SUBSTAN<br>Fire<br>NONE                  | •                            | Crew<br>Pass       | Fatal<br>O<br>O                                             | Injur<br>Serious<br>O<br>O  | Minor                                       | None<br>1<br>1 |
| Aircraft Information<br>Make/Model - CESSNA 172A<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2200<br>No. of Seats - 4                                                                                                                                                                                                                                         | Number<br>Engine                                                     | e/Model - CON<br>Engines - 1<br>Type - REC<br>ower - | PROCATING-C                  |                    | S                                                           | Installed/A<br>tall Warnin  |                                             |                |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 140/008 KTS<br>Visibility - 15.0 SM<br>Lowest Sky/Clouds - 25000 FT THIN<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | SAME A<br>Destinati<br>LOCAL<br>ATC/Airspa<br>OVC Type of<br>Type of | ce                                                   | NONE                         |                    | OFF AI<br>Airport D<br>MORAIN<br>Runway<br>Runway<br>Runway | E AIR PARK                  | N/A<br>N/A<br>WATER                         | _M             |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE<br>SE LAND                                                                                                                                                                                                                                                                          |                                                                      | t Review                                             | Total<br>Make/Mode           | Flight<br>-<br>el- | t Time (H<br>168<br>51                                      | ours)<br>Last 24<br>Last 30 | WAIVERS/<br>Hrs - UNI<br>Days- UNI<br>Days- | (/NR<br>(/NR   |

Instrument Rating(s) - NONE

----Narrative----

THE PLT RPTD THAT THE ENGINE BEGAN TO SPUTTER AND LOSE POWER SHORTLY AFTER TAKEOFF. A FORCED LDG WAS SUBSEQUENTLY MADE IN A NEARBY RIVER. THE ACFT NOSED OVER ON LDG AND CAME TO REST PARTIALLY SUBMERGED IN ABOUT 4 FEET OF WATER. POST-CRASH EXAM OF THE AIRPLANE AFTER IT WAS RECOVERED FROM THE RIVER REVEALED NO EVIDENCE OF PRE-EXISTING MECHANICAL FAILURE OR MALFUNCTION. THE ENGINE RAN SATISFACTORILY ON FUEL REMAINING IN THE ACFT FUEL TANKS, AFTER WATER WAS DRAINED FROM THE FUEL SYSTEM AND ENGINE. THERE WERE EXTENSIVE RAIN SHOWERS IN THE AREA. THE AIRCRAFT WAS BEING OPERATED IN CONDITIONS CONDUCIVE TO CARBURETOR ICE.

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| File No 21                          | 28 11/15/87 DAYTON,OH                                                | A/C Reg. No. N7623T                | Time (Lc1) - 1715 EST |
|-------------------------------------|----------------------------------------------------------------------|------------------------------------|-----------------------|
|                                     | LOSS OF ENGINE POWER<br>TAKEOFF - INITIAL CLIMB                      |                                    |                       |
|                                     | ON - CARBURETOR ICING CONDITIONS<br>AT - NOT USED - PILOT IN COMMAND |                                    |                       |
| Occurrence #2<br>Phase of Operation | FORCED LANDING<br>DESCENT - EMERGENCY                                |                                    |                       |
| Occurrence #3<br>Phase of Operation | NOSE OVER<br>LANDING - FLARE/TOUCHDOWN                               |                                    |                       |
| Finding(s)<br>3. TERRAIN CONDITI    | DN - WATER                                                           |                                    |                       |
| Probable Cause                      |                                                                      |                                    |                       |
|                                     | rtation Safety Board determines that th                              | ne Probable Cause(s) of this accid | ent                   |

is/are finding(s) 2

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

| Basic Information<br>Type Operating Certificate-NONE (GE  | NERAL AVIATION)            | Aircraft Da     | nage           |                            | Injur       | ies       |       |
|-----------------------------------------------------------|----------------------------|-----------------|----------------|----------------------------|-------------|-----------|-------|
| · )                                                       |                            | DESTROYED       |                | Fatal                      |             | Minor     | None  |
| Type of Operation -INSTRUCT:                              | IONAL                      | Fire            | Crew           |                            | 0           | 0         | 0     |
| Flight Conducted Under -14 CFR 9                          | 1                          | NONE            | Pass           | s O                        | 0           | 0         | 0     |
| Accident Occurred During -DESCENT                         |                            |                 |                |                            |             |           |       |
| Aircraft Information                                      |                            |                 |                |                            |             |           |       |
| Make/Model - PIPER PA-32R-301                             |                            | Model - LYCOMI  | NG I0-540-K1G  |                            |             |           |       |
| Landing Gear - TRICYCLE-RETRACTABLE                       |                            | ngines - 1      |                | S                          | tall Warnin | ig System | - YES |
| Max Gross Wt - 3600                                       |                            | /pe RECIP-      |                |                            |             |           |       |
| No. of Seats - 6                                          | Rated Pow                  | ver - 300       |                |                            |             |           |       |
| Environment/Operations Information                        | -                          |                 |                |                            |             |           |       |
| Weather Data                                              | Itinerary                  |                 |                |                            | Proximity   |           |       |
| Wx Briefing - FSS                                         |                            | rture Point     |                | OFF AI                     | RPORT/STRIP |           |       |
| Method - TELEPHONE                                        | COLUMBUS                   |                 |                |                            |             |           |       |
| Completeness - UNK/NR                                     | Destination                | ר               |                | Airport D                  | ata         |           |       |
| Basic Weather - VMC                                       | LOCAL                      |                 |                | _                          |             |           |       |
| Wind Dir/Speed- 110/004 KTS                               |                            |                 |                |                            |             | N/A       |       |
| Visibility - 3.000 SM                                     | ATC/Airspace               |                 | _              |                            | Lth/Wid -   |           |       |
| Lowest Sky/Clouds - N/A                                   |                            | light Plan - IF |                |                            | Surface -   | •         |       |
| Lowest Ceiling - 3500 FT (<br>Obstructions to Vision- FOG | OVERCAST Type of C         |                 |                | Runway                     | Status -    | N/A       |       |
| Precipitation - RAIN                                      | Type Apch/                 | Lndg - NO       | NE             |                            |             |           |       |
| Condition of Light - NIGHT(DAR                            | ()                         |                 |                |                            |             |           |       |
|                                                           | 、)<br>                     |                 |                |                            |             |           |       |
| Personnel Information<br>Pilot-In-Command                 | Age - 24                   | Mod             | ical Certifica |                            |             |           |       |
| Certificate(s)/Rating(s)                                  | Age 24<br>Biennial Elight  | Poview          |                | ate - VALID<br>aht Time (H |             | WAIVER3/  |       |
| COMMERCIAL                                                | Biennial Flight<br>Current | - YFS           | Total -        |                            |             | Hrs -     | 6     |
| SE LAND, ME LAND                                          | Months Since               | e - 19          | Make/Model-    | 45                         | Last 30     | Days- UN  |       |
| SE EAND, ME EAND                                          | Aircraft Tv                | pe - UNK/NR     | Instrument-    | 220                        | Last 90     | Days ON   | •     |
|                                                           |                            | ,               | Multi-Eng -    | 27                         |             | 20,72     |       |
| Instrument Rating(s) - AIRPLAN                            | =                          |                 |                |                            |             |           |       |
|                                                           |                            |                 |                |                            |             |           |       |
| Narrative                                                 |                            |                 |                |                            |             |           |       |
| ACFT CRASHED ON A WHEAT FIELD DURING A                    |                            |                 |                |                            |             |           |       |
| JRE ABOUT 40 MINUTES AFTER TAKE-OFF BU                    |                            |                 |                |                            |             |           |       |
| FES AFTER THE RADIO CALL RADAR CONTACT                    |                            |                 |                |                            |             |           |       |
| AST MINUTE OF FLT. DURING THE POST AC                     | NO THUSEOTTOATTOAL THE     | · OF THE THETON |                |                            |             |           |       |

CUPS, LIKE THE ONE FOUND, ARE USED BY INSTRUCTORS TO COVER INSTRUMENTS FOR PARTIAL PANEL TRAINING.

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## Brief of Accident

11/24/87 File No. - 2080 COMMERCIAL PT, OH A/C Reg. No. N8046X Time (Lcl) - 1939 EDT \_\_\_\_\_ LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - CLOUDS 2. LIGHT CONDITION - DARK NIGHT 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND(CFI) 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND(CFI) 5. SPATIAL DISORIENTATION - PILOT IN COMMAND(CFI) 6. STALL - UNCONTROLLED - PILOT IN COMMAND(CFI) \_\_\_\_\_ 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) 4,6

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

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#### National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

| File No 2028 11/24/87 BLANC                                                                                                                                                                                                                                                                                                                                                                                                                                  | HESTER,OH A/C                                                                                                                                                | Reg. No. N5548J              |                                                      | Time (Lcl) - 0540 EST                                 |                                                          |                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|------------------------------------------------------|-------------------------------------------------------|----------------------------------------------------------|----------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERA<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -MANEUVERING                                                                                                                                                                                                                                                                                    | DEST<br>Fire                                                                                                                                                 | (                            | Fatal<br>Crew 1<br>Pass 1                            | Injur<br>Serious<br>O<br>O                            |                                                          | None<br>O<br>O |
| Aircraft Information<br>Make/Model - CESSNA 172N<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2300<br>No. of Seats - 4                                                                                                                                                                                                                                                                                                                                 | Eng Make/Model -<br>Number Engines -<br>Engine Type -<br>Rated Power -                                                                                       | 1<br>RECIPROCATING-CAF       |                                                      | Installed/A<br>Stall Warnin                           |                                                          |                |
| <ul> <li>Environment/Operations Information</li> <li>Weather Data</li> <li>Wx Briefing - NO RECORD OF BRIEFING</li> <li>Method - N/A</li> <li>Completeness - N/A</li> <li>Basic Weather - IMC</li> <li>Wind Dir/Speed- VARIABLE</li> <li>Visibility - 25.0 SM</li> <li>Lowest Sky/Clouds - UNK/NR</li> <li>Lowest Ceiling - OBSCURED</li> <li>Obstructions to Vision- FOG</li> <li>Precipitation - RAIN</li> <li>Condition of Light - NIGHT(DARK)</li> </ul> | Itinerary<br>Last Departure Poi<br>BLANCHESTER,OH<br>Destination<br>COLUMBUS,IL<br>ATC/Airspace<br>Type of Flight Pla<br>Type of Clearance<br>Type Apch/Lndg | n - NONE<br>- NONE<br>- NONE | OFF A<br>Airport<br>Runwa<br>Runwa<br>Runwa<br>Runwa | y Ident -<br>y Lth/Wid -<br>y Surface -<br>y Status - | N/A<br>N/A<br>N/A<br>N/A                                 |                |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>COMMERCIAL<br>SE LAND<br>Instrument Rating(s) - AIRPLANE                                                                                                                                                                                                                                                                                                                            | Age - 51<br>Biennial Flight Review<br>Current - UNK/<br>Months Since - UNK/<br>Aircraft Type - UNK/                                                          | F                            | liaht Time (                                         | Hours)                                                | Hrs - UN<br>Days- UN<br>Days- UN<br>Days- UN<br>aft - UN |                |

----Narrative----

THE FLIGHT DEPARTED A PRIVATE SOD AIRSTRIP OWNED BY THE PILOT. THE WEATHER CONDITION WAS MARGINAL VFR AT BEST, BUT THE NEAREST STATION REPORTED IMC CONDITION. THE PILOT DID NOT RECEIVE A WEATHER BRIEFING. THE PILOT'S WIFE SAID THAT THE AIRSTRIP WAS NOT FOGGY WHEN HER HUSBAND ARRIVED. THE WITNESS REPORTED THAT THE FOG AT THE ACCIDENT SITE PREVENTED THE SHERIFF DEPARTMENT FROM VISUALLY LOCATING THE WRECKAGE UNTIL ABOUT O700. THE WRECKAGE WAS ABOUT 100 YARDS FROM THE WITNESS HOME. THE INVESTIGATION FAILED TO DISCLOSE ANY SYSTEM MALFUNCTION OR FAILURE. THE PILOT WAS PROPERLY CERTIFICATED AND INSTRUMENT RATED. THE PILOT'S INTENTIONS WERE NOT KNOWN. HOWEVER HE WAS FLYING TOWARDS HIS PRIVATE AIRSTRIP.

File No. - 2028 11/24/87 BLANCHESTER.OH A/C Reg. No. N5548J Time (Lcl) - 0540 EST \_\_\_\_\_ IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - FOG 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. LIGHT CONDITION - DARK NIGHT \_\_\_\_\_ Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 4. OBJECT - TREE(S) 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 6. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND \_\_\_\_\_ ----Probable Cause----

Brief of Accident (Continued)

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

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

| File No 2155 12/03/87 MANS                                                                                                                                                                                                                                                                                                                                                                                                                              | FIELD,OH                                                                                                                                         | A/C Reg                                                                                                          | . No. N500TS                                                                                                                   | т                                                                                                    | ime (Lcl) -                                                                                      | 2159 EST                                    |                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|---------------------------------------------|----------------|
| Basic Information<br>Type Operating Certificate-ON-DEMAND A<br>Name of Carrier -AIR CONTINE<br>Type of Operation -NON SCHED,D<br>Flight Conducted Under -14 CFR 135<br>Accident Occurred During -APPROACH                                                                                                                                                                                                                                               | NTAL, INC.                                                                                                                                       | Aircraft<br>DESTROYE<br>Fire<br>NONE                                                                             |                                                                                                                                |                                                                                                      | Injur<br>Serious<br>1<br>O                                                                       |                                             | None<br>O<br>O |
| Aircraft Information<br>Make/Model - PIPER PA-60-600<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 5500<br>No. of Seats - 2                                                                                                                                                                                                                                                                                                                  | Number E                                                                                                                                         | ngines – 2<br>ype – RECI                                                                                         |                                                                                                                                | S                                                                                                    | Installed/A<br>tall Warnir                                                                       | ng System                                   | - YES          |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - FSS<br>Method - TELEPHONE<br>Completeness - FULL<br>Basic Weather - IMC<br>Wind Dir/Speed- 310/004 KTS<br>Visibility250 SM<br>Lowest Sky/Clouds - UNK/NR<br>Lowest Sky/Clouds - UNK/NR<br>Lowest Ceiling - OBSCURED<br>Obstructions to Vision- FOG<br>Precipitation - NONE<br>Condition of Light - NIGHT(DARK)                                                                      | CINCINN<br>Destination<br>CLEVELA<br>ATC/Airspace<br>Type of F                                                                                   | n<br>ND,OH<br>e<br>light Plan -<br>learance -                                                                    | [FR                                                                                                                            | OFF AI<br>Airport D<br>MANSFI<br>Runway<br>Runway<br>Runway                                          | ELD LAHM MU                                                                                      | NICIPAL<br>23<br>6795/<br>ASPHALT           | 150            |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>COMMERCIAL<br>SE LAND,ME LAND                                                                                                                                                                                                                                                                                                                                                  | Age - 49<br>Biennial Flight<br>Current<br>Months Since<br>Aircraft Typ                                                                           | Review<br>- YES<br>e - 4                                                                                         | Total -<br>Make/Model-                                                                                                         | ght Time (H<br>6870<br>1170<br>640                                                                   | ours)<br>Last 24<br>Last 30                                                                      |                                             | 7              |
| Instrument Rating(s) - AIRPLANE                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                  |                                                                                                                  |                                                                                                                                |                                                                                                      |                                                                                                  |                                             |                |
| Narrative<br>THE PILOT DEPARTED LOUISVILLE, KY REPORTEDLY<br>ON-DEMAND AIR TAXI CARGO FLIGHT. ABOUT 14 MI<br>REQUESTED AND RECEIVED AN ALTITUDE CHANGE FR<br>ENTERING CLEVELAND APPROACH AIRSPACE HE REPO<br>PILOT WAS INFORMED OF MANSFIELD WEATHER. HE<br>MAINTAIN ALTITUDE AND WANTED TO GO TO MANSFI<br>RUNWAY 23 AND AT ABOUT 1 1/2 MILES FROM THE<br>THEN DISAPPEARED FROM THE RADAR SCOPE. INVES<br>SEPARATION OF THE NUMBER SIX CYLINDER FROM T | NUTES AFTER ENTER<br>OM 5,000 TO 3,000<br>RTED THE RIGHT EN<br>THEN INDICATED HE<br>ELD. THE PILOT WA<br>THRESHOLD THE PILO<br>TIGATION REVEALED | ING MANSFIELD<br>FT BECAUSE H<br>GINE HAD FAIL<br>WANTED TO TR<br>S RECEIVING V<br>OT REPORTED H<br>IMPROPER WEL | APPROACH CONTR<br>E "WAS PICKING<br>ED AND REQUESTE<br>Y CLEVELAND, TH<br>ECTORS FROM MAN<br>E WAS LOWERING<br>D REPAIRS TO TH | OL AIRSPACE<br>UP A LOT OF<br>D TO RETURN<br>EN REPORTED<br>SFIELD FOR<br>THE LANDING<br>E RIGHT ENG | , THE PILOT<br>ICE." AFTE<br>TO MANSFIE<br>HE COULD N<br>AN ASR APPR<br>GEAR. THE<br>INE CASE AN | R<br>LD. THE<br>NOT<br>COACH TO<br>AIRCRAFT |                |

File No. - 2155 12/03/87 A/C Reg. No. N500TS Time (Lc1) - 2159 EST MANSFIELD, OH \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. 1 ENGINE - FAILURE, TOTAL 2. ENGINE ASSEMBLY, CRANKCASE - CRACKED 3. MAINTENANCE, MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL 4. ENGINE ASSEMBLY, OTHER - FATIGUE 5. ENGINE ASSEMBLY, CYLINDER - SEPARATION 6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND 7. COMPANY-INDUCED PRESSURE - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 8. OBJECT - TREE(S) 9. WEATHER CONDITION - ICING CONDITIONS 10. WEATHER CONDITION - BELOW APPROACH MINIMUMS 11. LIGHT CONDITION - DARK NIGHT 12. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

Brief of Accident (Continued)

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,12

Factor(s) relating to this accident is/are finding(s) 6,7,8,9,10,11

# National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

| File No 2048 12/10/87 MARLB                                                                                                    | 0R0,0H A/C Reg. No. N87102                                                     |                     |                        | Time (Lcl) - 0930 EST      |          |        |  |
|--------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|---------------------|------------------------|----------------------------|----------|--------|--|
| Basic Information<br>Type Operating Certificate-NONE (GENERA                                                                   | L AVIATION) Aircraf<br>SUBSTA                                                  | t Damage<br>NTIAI   | Fatal                  | Injur<br>Serious           |          | None   |  |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                          | Fire<br>NONE                                                                   | Crew<br>Pass        | 0                      | 0                          | 0        | 1<br>0 |  |
| Aircraft Information<br>Make/Model - ERCOUPE 415-C<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 1650<br>No. of Seats - 2 | Eng Make/Model - CO<br>Number Engines - 1<br>Engine Type - RE<br>Rated Power - | CIPROCATING-CARBURE | S                      | Installed/A<br>tall Warnin |          |        |  |
| Environment/Operations Information                                                                                             |                                                                                |                     |                        |                            |          |        |  |
| Weather Data                                                                                                                   | Itinerary                                                                      |                     |                        | Proximity                  |          |        |  |
| Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A                                                                            |                                                                                |                     | ON AIR                 | STRIP                      |          |        |  |
| Completeness - N/A                                                                                                             | SAME AS ACC/INC<br>Destination                                                 |                     | Airport D              | <b>a</b> +a                |          |        |  |
| Basic Weather - VMC                                                                                                            | LOCAL                                                                          |                     |                        | STRIP                      |          |        |  |
| Wind Dir/Speed- 240/005 KTS                                                                                                    | LOCAL                                                                          |                     |                        | Ident -                    | 27       |        |  |
| Visibility - 10.0 SM                                                                                                           | ATC/Airspace                                                                   |                     |                        | Lth/Wid -                  |          | 100    |  |
| Lowest Sky/Clouds - CLEAR                                                                                                      | Type of Flight Plan                                                            | - NONE              |                        | Surface -                  |          | 100    |  |
| Lowest Ceiling - NONE                                                                                                          | Type of Clearance                                                              |                     |                        |                            | WET      |        |  |
| Obstructions to Vision- NONE                                                                                                   | Type Apch/Lndg                                                                 | - TRAFFIC PATTERN   |                        |                            |          |        |  |
| Precipitation - NONE                                                                                                           |                                                                                | TOUCH AND GO        |                        |                            |          |        |  |
| Condition of Light - DAYLIGHT                                                                                                  |                                                                                |                     |                        |                            |          |        |  |
| Personnel Information<br>Pilot-In-Command                                                                                      | Age - 37                                                                       | Madiaal Cantifiant  |                        |                            |          | /      |  |
| Certificate(s)/Rating(s)                                                                                                       | Age - 37<br>Biennial Flight Review                                             | Medical Certificat  | e - VALID<br>t Time (H |                            | WAIVERS/ |        |  |
| STUDENT                                                                                                                        | Current - N/A                                                                  | Total -             |                        |                            | Hrs - UN |        |  |
|                                                                                                                                |                                                                                | Make/Model-         |                        |                            |          |        |  |
|                                                                                                                                |                                                                                |                     |                        |                            |          |        |  |

Instrument Rating(s) - NONE

----Narrative----

.

THE STUDENT PLT RPTD THAT HE FLEW A FLAT FINAL APCH TO REMAIN CLEAR OF TREES. THE AIRSPEED BEGAN TO DROP, AND THE AIRPLANE SUBSEQUENTLY LANDED HARD AFTER CLEARING THE TREES.

| File No 2048     | 12/10/87 | MARLBORO, OH | A/C Reg. No. N87102 | Time (Lcl) - 0930 EST |
|------------------|----------|--------------|---------------------|-----------------------|
| Occurrence #1 HA |          |              |                     |                       |

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

----Probable Cause----

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

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| File No 2016 12/11/87 COLUMBUS                                                                                                                                                                                                                                                                                                                                      | S,OH A/CR                                                                                                                                                          | eg. No. N52701                                                       | т                          | ime (Lcl) -                                                     | 1352 ES     | г          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|----------------------------|-----------------------------------------------------------------|-------------|------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL A                                                                                                                                                                                                                                                                                                     | .VIATION) Aircraf<br>SUBSTA                                                                                                                                        | t Damage                                                             | Fatal                      | Injur<br>Serious                                                |             | None       |
| Type of Operation -INSTRUCTIONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                                                                                                                                                                                                          | Fire<br>NONE                                                                                                                                                       | Crew                                                                 | 0                          | 0                                                               |             | 1<br>0     |
| Aircraft Information<br>Make/Model - CESSNA 172P<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2400<br>No. of Seats - 4                                                                                                                                                                                                                                        | Eng Make/Model - LY<br>Number Engines - 1<br>Engine Type - RE<br>Rated Power -                                                                                     | CIPROCATING-CARBURE                                                  | S                          | Installed/A<br>tall Warnin                                      |             |            |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - UNK/NR<br>Method - UNK/NR<br>Completeness - UNK/NR<br>Basic Weather - VMC<br>Wind Dir/Speed- VARIABLE/005 KTS<br>Visibility - 7.0 SM<br>Lowest Sky/Clouds - 5500 FT<br>Lowest Ceiling - 5500 FT BROKEN<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Itinerary<br>Last Departure Point<br>HUNTINGTON,WV<br>Destination<br>SAME AS ACC/INC<br>ATC/Airspace<br>Type of Flight Plan<br>Type of Clearance<br>Type Apch/Lndg | - VFR<br>- VFR                                                       | Runway<br>Runway<br>Runway | PORT<br>ata<br>DLUMBUS INT<br>Ident -<br>Lth/Wid -<br>Surface - | 31<br>5001/ | 150        |
| 5                                                                                                                                                                                                                                                                                                                                                                   | e - 24<br>ennial Flight Review<br>Current - N/A<br>Months Since - N/A<br>Aircraft Type - N/A                                                                       | Medical Certificat<br>Fligh<br>Total -<br>Make/Model-<br>Instrument- | t Time (Ho<br>53<br>53     | burs)<br>Last 24<br>Last 30                                     |             | 1<br>NK/NR |

Instrument Rating(s) - NONE

----Narrative----

AT 1343 EST, THE STUDENT PLT CONTACTED APCH CTL & ASKED FOR LNDG INFO. HE WAS ADZD TO CONTINUE VFR FOR RWY 31. WHEN HE CONTACTED THE TOWER AT 1347, THE WIND WAS FM 200 DEG AT 13 KTS. TOWER PSNL GAVE HIM THE CHOICE OF RWY 31 OR 28L; HE ELECTED TO LND ON RWY 31. BY THE TIME HE WAS LNDG AT 1352, THE WIND HAD SHIFTED TO THE SSE AT 5 TO 15 KTS. RPRTDLY, THE ACFT WAS HIGH & FAST ON FINAL APCH & IT TOUCHED DOWN ABOUT HALF WAY DOWN THE RWY. THE STUDENT ELECTED TO CONTINUE THE LNDG RATHER THAN GO AROUND. HE WAS UNABLE TO STOP ON THE REMAINING RWY. AFTER THE ACFT WENT OFF THE DEP END, IT ENCTRD SOFT TERRAIN & GRASS & THE NOSE GEAR COLLAPSED. THE 1350 EST WIND WAS FM 190 DEG AT 5 KTS.

| File No 20                                                                   | 16 12/11/87 COLUMBUS,OH                                                                                          | A/C Reg. No. N52701 | Time (Lcl) - 1352 EST |
|------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|---------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                                          |                                                                                                                  |                     |                       |
| 2. WEATHER CONDITI<br>3. PROPER TOUCHDOW                                     | ON - UNFAVORABLE WIND<br>ON - TAILWIND<br>N POINT - NOT ATTAINED - PILOT IN COMM<br>PERFORMED - PILOT IN COMMAND | IAND                |                       |
| Occurrence #2<br>Phase of Operation                                          | NOSE GEAR COLLAPSED<br>LANDING - ROLL                                                                            |                     |                       |
| Finding(s)<br>5. TERRAIN CONDITI<br>6. TERRAIN CONDITI<br>7. LANDING GEAR,NO | ON - GRASS                                                                                                       |                     |                       |
| 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

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| File No 2039 3/22/87 EL DO                                                                                                             | RADO,OK A/C Reg. No. N3655G |                                                    |               | Т         | ime (Lcl) -                | 0955 C    | ST      |
|----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|----------------------------------------------------|---------------|-----------|----------------------------|-----------|---------|
| Basic Information<br>Type Operating Certificate-AGRICULTURAL                                                                           | AIRCRAFT                    | Aircraft Dama<br>SUBSTANTIAL                       |               | Fatal     | Injur<br>Serious           |           | None    |
| Type of Operation -AERIAL APPL                                                                                                         | CATION                      | Fire                                               | Crew          | 0         | 0                          |           | 1       |
| Type of Operation -AERIAL APPL:<br>Flight Conducted Under -14 CFR 137<br>Accident Occurred During -TAKEOFF                             |                             | NONE                                               |               | õ         | õ                          | õ         | Ō       |
| Aircraft Information<br>Make/Model - AIRTRACTOR AT301<br>Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 7050<br>No. of Seats - 1 | Number Engi<br>Engine Type  | del - P & W R9<br>nes - 1<br>- RECIPROC<br>- 450 H | ATING-CARBURE | S         | Installed/A<br>tall Warnin |           |         |
| Environment/Operations Information                                                                                                     |                             |                                                    |               |           |                            |           |         |
| Weather Data                                                                                                                           | Itinerary                   |                                                    |               |           | Proximity                  |           |         |
| Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A                                                                                    |                             |                                                    |               | OFF AI    | RPORT/STRIP                |           |         |
| Completeness - N/A                                                                                                                     | EL DORADO,<br>Destination   | UK                                                 |               | Airport D |                            |           |         |
| Basic Weather - VMC                                                                                                                    | LOCAL                       |                                                    |               | Ampont    | ala                        |           |         |
| Wind Dir/Speed- LIGHT AND VARIABLE                                                                                                     | LUCAL                       |                                                    |               | Runway    | Ident -                    | N/A       |         |
| Visibility ~ UNK/NR                                                                                                                    | ATC/Airspace                |                                                    |               |           | Lth/Wid -                  | •         |         |
| Lowest Sky/Clouds - CLEAR                                                                                                              | Type of Flig                | ht Plan - NONE                                     |               |           | Surface -                  |           |         |
| Lowest Ceiling - NONE                                                                                                                  |                             | rance - NONE                                       |               | -         | Status -                   |           |         |
| Obstructions to Vision- NONE                                                                                                           | Type Apch/Ln                | dg - NONE                                          |               | -         |                            |           |         |
| Precipitation - NONE                                                                                                                   |                             |                                                    |               |           |                            |           |         |
| Condition of Light - DAYLIGHT                                                                                                          |                             |                                                    |               |           |                            |           |         |
| Personnel Information                                                                                                                  |                             |                                                    |               |           |                            |           |         |
| Pilot-In-Command                                                                                                                       | Age - 37                    | Medic                                              | al Certificat | e - VALIC | MEDICAL-NO                 | WAIVER    | S/LIMIT |
| Certificate(s)/Rating(s)                                                                                                               | Biennial Flight Re          | view                                               | Fligh         | t Time (⊦ | lours)                     |           |         |
| COMMERCIAL                                                                                                                             |                             | - YES T                                            | otal -        | 2700      | Last 24                    | Hrs - l   | JNK/NR  |
| SE LAND                                                                                                                                | Months Since                | - 18 M                                             | ake/Model-    | 290       | Last 30                    | ) Days- l | JNK/NR  |
|                                                                                                                                        | Aircraft Type               | - 100 T                                            | nstrument-    | 4.4       | Last 90                    | Davia     | 100     |

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT DURING TAKEOFF FROM A COUNTY ROAD, BLACK SMOKE STARTED COMING OUT OF THE ENGINE EXHAUST. THE AIRCRAFT THEN COLLIDED WITH A TREE AND A POST CAUSING SUBSTANTIAL DAMAGE. IT WAS FOUND THAT THE CARBURETOR HEAT SYSTEM HAD BEEN MODIFIED AND THE CARBURETOR FLAPPER VALVE WAS STUCK IN THE CLOSED POSITION.

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A/C Reg. No. N3655G Time (Lcl) - 0955 CST File No. - 2039 3/22/87 EL DORADO, OK \_\_\_\_\_ Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. CARBÜRETOR HEAT CONTROL - IMPROPER 2. MAINTENANCE, MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 4. ABORT - NOT PERFORMED - PILOT IN COMMAND 5. LOAD JETTISON - INITIATED - 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) 1,2

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

## National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

|                                                                                                                                                                                                                                | RT SUPPLY,OK                                                                               | A/C Reg. No.                                        | N2LU                                           | Т                          | ime (Lcl) -                        | • 1730 CST                                     |              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|-----------------------------------------------------|------------------------------------------------|----------------------------|------------------------------------|------------------------------------------------|--------------|
| -Basic Information<br>Type Operating Certificate-NONE (GEN                                                                                                                                                                     |                                                                                            | ircraft Damage<br>SUBSTANTIAL                       |                                                | Fatal                      | Injur<br>Serious                   |                                                | None         |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                                                                          | F                                                                                          | ire<br>NONE                                         | Crew<br>Pass                                   | 0<br>0                     | 0<br>0                             | 0                                              | 1<br>0       |
| -Aircraft Information<br>Make/Model - BEECH 95-C55<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 5300<br>No. of Seats - 6                                                                                           | Number Engine                                                                              | 1 - CONTINENTA<br>s - 2<br>- RECIP-FUEL<br>- 285 HP | INJECTED                                       | S                          | Installed/4<br>tall Warnir         | ng System                                      | - YES        |
| -Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEF<br>Method - N/A<br>Completeness - N/A                                                                                                  | Itinerary<br>ING Last Departure<br>DODGE CITY,K<br>Destination                             |                                                     |                                                | Airport                    | Proximity<br>RPORT/STRIF           |                                                |              |
| Basic Weather - VMC<br>Wind Dir/Speed- 180/010 KTS<br>Visibility - 15.0 SM<br>Lowest Sky/Clouds - 10000 FT S<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | WOODWARD,OK<br>ATC/Airspace<br>CATTERED Type of Flight<br>Type of Cleara<br>Type Apch/Lndg | nce - NONE                                          |                                                | Runway<br>Runway<br>Runway | Lth/Wid -<br>Surface -<br>Status - | N/A<br>N/A                                     |              |
| -Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)                                                                                                                                                         | Age - 28                                                                                   | Medical                                             | Certificate                                    | - VALID                    | MEDICAL-WA                         |                                                | IT           |
| COMMERCIAL,CFI<br>SE LAND,ME LAND                                                                                                                                                                                              | Biennial Flight Revi<br>Current                                                            | YES Tot<br>11 Mak<br>UNK/NR Ins                     | al - 3<br>e/Model-<br>trument- UNK<br>ti-Eng - | 50<br>/NR                  | Last 24<br>Last 30                 | Hrs - UN<br>) Days- UN<br>) Days-<br>`aft - UN | IK/NR<br>120 |
| Instrument Rating(s) - AIRPLANE                                                                                                                                                                                                |                                                                                            |                                                     |                                                |                            |                                    |                                                |              |
| -Narrative<br>ACFT WAS FORCED TO LAND DUE TO LOSS OF<br>ACFT RT WING STRUCK A FENCE POST. THE<br>ESTIGATION REVEALED THAT THE ENG WAS SU                                                                                       | LANDING GEAR COLLAPSED D                                                                   | URING A GROUND                                      | LOOP AFTER L                                   | NDG. POS                   | Т АСС                              |                                                |              |

Brief of Accident (Continued) File No. - 2171 10/28/87 FORT SUPPLY, OK A/C Reg. No. N2LU Time (Lcl) - 1730 CST \_\_\_\_\_ LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND 2. FLUID, FUEL - STARVATION \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ IN FLIGHT COLLISION WITH OBJECT Occurrence #3 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 4. OBJECT - FENCE POST Occurrence #4 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. DIRECTIONAL CONTROL - NOT POSSIBLE -\_\_\_\_\_ Occurrence #5 COMPLETE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 6. LANDING GEAR - OVERLOAD \_\_\_\_\_ ----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) 3,4,6

## National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

| File No 2073 12/11/87 AURORA,OR                                                                                                                                                                                                         | A/C Reg. No. N2                                                                                               | 2884G                                           | Time (Lcl) -                     | Time (Lcl) - 1610 PST                     |             |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------|----------------------------------|-------------------------------------------|-------------|--|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL AVIATIO                                                                                                                                                                   | N) Aircraft Damage<br>SUBSTANTIAL                                                                             | Fata                                            | Injur<br>1 Serious               | ies<br>Minor                              | None        |  |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAXI                                                                                                                                      | Fire<br>NONE                                                                                                  | Crew (<br>Pass (<br>Other (                     | 0 0                              | 0<br>0<br>0                               | 1<br>1<br>2 |  |
| Landing Gear - TRICYCLE-FIXED N<br>Max Gross Wt - 2200 E                                                                                                                                                                                | Eng Make/Model - LYCOMING 0-3<br>Jumber Engines - 1<br>Engine Type - RECIPROCATIN<br>Rated Power - 160 HP     |                                                 | LT Installed/A<br>Stall Warnin   |                                           |             |  |
| Wx Briefing - UNK/NR La<br>Method - UNK/NR<br>Completeness - UNK/NR Des<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - 15.0 SM ATC/<br>Lowest Sky/Clouds - 10000 FT SCATTERED Ty<br>Lowest Ceiling - 30000 FT BROKEN Ty |                                                                                                               | ON<br>Airpor<br>AUF<br>Rur<br>Rur<br>Rur<br>Rur | nway Lth/Wid -<br>nway Surface - | UNK/NR<br>UNK/NR<br>UNK/NR<br>UNK/NR      |             |  |
| Certificate(s)/Rating(s) Biennial<br>PRIVATE Curr<br>SE LAND Mont                                                                                                                                                                       | 53 Medical C<br>Flight Review<br>Pent - UNK/NR Total<br>Sha Since - UNK/NR Make/<br>Shaft Type - UNK/NR Instr | Flight Time<br>- 464                            | e (Hours)<br>Last 24<br>Last 30  | WAIVERS/<br>Hrs - UN<br>Days- UN<br>Days- | K/NR        |  |

Instrument Rating(s) - AIRPLANE

----Narrative----

A SINGLE ENGINE AIRCRAFT WAS TAXIING FROM THE SOUTH END OF THE RAMP AREA TO THE RUNWAY. A TWIN ENGINE AIRCRAFT ENTERED THE TAXIWAY IN FRONT OF THE SINGLE ENGINE AIRCRAFT FROM THE RIGHT OF THE TAXIWAY. THE SINGLE ENGINE AIRCRAFT STRUCK THE TWIN ENGINE AIRCRAFT THAT HAD TAXIED IN FRONT OF HIM. THE SINGLE ENGINE AIRCRAFT HAD A FOGGED WINDSCREEN.

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| File No 20                                                | 073 12/11/87                                                   | AURORA, OR         | A/C Reg. No. N2884G | Time (Lcl) - 1610 PST |  |
|-----------------------------------------------------------|----------------------------------------------------------------|--------------------|---------------------|-----------------------|--|
| Occurrence #1<br>Phase of Operation                       | ON GROUND COLLIS<br>Taxi                                       | ION WITH OBJECT    |                     |                       |  |
| <ol> <li>AIRCRAFT PREF</li> <li>VISUAL LOOKOUT</li> </ol> | FT MOVING ON GROUN<br>LIGHT - INADEQUATE<br>- INADEQUATE - PIL | - PILOT IN COMMAND | т                   |                       |  |
| 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

| asic Information<br>Type Operating Certificate | -NONE (GENERAL / | VIATION) Aircraft                          | t Damage                                  |                      | Injur                         | ies                         |       |
|------------------------------------------------|------------------|--------------------------------------------|-------------------------------------------|----------------------|-------------------------------|-----------------------------|-------|
| Type operating ber threate                     | NONE (GENERAL F  | SUBSTAN                                    |                                           | Fatal                | Serious                       | Minor                       | None  |
| Type of Operation                              | -PERSONAL        | Fire                                       | Crew                                      |                      | 0                             | 0                           | 1     |
| Flight Conducted Under                         |                  | NONE                                       | Pass                                      |                      | 0                             | 0                           | 1     |
| Accident Occurred During                       | -TAXI            |                                            | 0the                                      | r 0                  | 0                             | 0                           | 2     |
| ircraft Information                            |                  |                                            |                                           |                      |                               |                             |       |
| Make/Model - PIPER PA-2                        |                  | Eng Make/Model - LY(                       |                                           |                      | Installed/A                   |                             |       |
| Landing Gear - TRICYCLE-R                      | ETRACTABLE       | Number Engines - 2                         |                                           |                      | tall Warnin                   | g System <sup>.</sup>       | - YES |
| Max Gross Wt - 3800<br>No. of Seats - 6        |                  | Engine Type - RE(<br>Rated Power -         | 160 HP                                    | ETUR                 |                               |                             |       |
|                                                |                  |                                            | 160 HP                                    |                      |                               |                             |       |
| nvironment/Operations Infor                    | mation           |                                            |                                           |                      |                               |                             |       |
| eather Data                                    |                  | Itinerary                                  |                                           |                      | Proximity                     |                             |       |
| Wx Briefing - UNK/NR                           |                  | Last Departure Point                       |                                           | ON AIR               | PORT                          |                             |       |
| Method - UNK/NR<br>Completeness - UNK/NR       |                  | SAME AS ACC/INC                            |                                           | Admont D             | - 4 -                         |                             |       |
| Basic Weather - VMC                            |                  | Destination<br>HILLSBORD,OR                |                                           | Airport Da<br>AURORA |                               |                             |       |
| Wind Dir/Speed- CALM                           |                  | HILLSBORD, OK                              |                                           |                      |                               | UNK/NR                      |       |
| Visibility - 15.0                              | SM               | ATC/Airspace                               |                                           |                      | Lth/Wid -                     |                             |       |
|                                                |                  | RED Type of Flight Plan                    | - NONE                                    |                      | Surface -                     |                             |       |
|                                                | 30000 FT BROKEN  |                                            |                                           |                      |                               | UNK/NR                      |       |
| Obstructions to Vision-                        |                  |                                            | - NONE                                    |                      | 0                             |                             |       |
| Precipitation -                                | NONE             |                                            |                                           |                      |                               |                             |       |
| Condition of Light - I                         | DAYLIGHT         |                                            |                                           |                      |                               |                             |       |
| ersonnel Information                           |                  |                                            |                                           |                      |                               |                             |       |
| Pilot-In-Command                               |                  |                                            | Medical Certifica                         |                      |                               | WAIVERS/L                   | IMIT  |
| Certificate(s)/Rating(s)                       | Bf               | iennial Flight Review                      | Flig                                      | ht Time (He          | ours)                         |                             |       |
| ATP,CFI                                        |                  | Current - YES                              | Total -                                   | 5244                 | Last 24                       |                             | 2     |
|                                                |                  |                                            | Make/Model-                               | 78                   | Last 30                       |                             |       |
| HELICOPTER                                     |                  | Aircraft Type - UNK/NR                     |                                           |                      |                               |                             | 185   |
|                                                |                  |                                            | Multi-Eng -                               | 195                  | Rotorcr                       | aft -                       | 1919  |
| Instrument Rating(s)                           | - AIRPLANE       |                                            |                                           |                      |                               |                             |       |
| SE LAND,ME LAND<br>HELICOPTER                  |                  | Months Since - 5<br>Aircraft Type - UNK/NR | Make/Model-<br>Instrument-<br>Multi-Eng - | 78<br>240<br>195     | Last 30<br>Last 90<br>Rotorcr | Days- UNA<br>Days-<br>aft - |       |

| File No 2073 12/11/87 AURORA,OR                                                                                                                                                                                                      | A/C Reg. No. N3275P | Time (Lc1) - 1610 PST |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------------------|
| Occurrence #1 ON GROUND COLLISION WITH OBJECT<br>Phase of Operation TAXI                                                                                                                                                             |                     |                       |
| Finding(s)<br>1. OBJECT - AIRCRAFT MOVING ON GROUND<br>2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND<br>3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT<br>4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT OF OTHER AIRCRAFT |                     |                       |

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

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

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| File No 2006 5/12/87 WEST MIF                                                                                                                                                                                                                                                                                                                               | FLIN,PA A                                                                                                                                                | /C Reg. No. N1                           | 00EP                       | T                                                           | ime (Lcl) -                                                                                    | 1057 EDT                |                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|----------------------------|-------------------------------------------------------------|------------------------------------------------------------------------------------------------|-------------------------|-------------------------|
| Basic Information<br>Type Operating Certificate-ON-DEMAND AIR T<br>Type of Operation -INSTRUCTIONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAKEOFF                                                                                                                                                                               | DE<br>Fir                                                                                                                                                | craft Damage<br>STROYED<br>e<br>I GROUND | Crew<br>Pass               |                                                             | Injur<br>Serious<br>O<br>O                                                                     | Minor                   | None<br>O<br>O          |
| Aircraft Information<br>Make/Model - LEARJET 35A<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 18300<br>No. of Seats - 10                                                                                                                                                                                                                        | Eng Make/Model<br>Number Engines<br>Engine Type<br>Rated Power                                                                                           | - 2<br>- TURBOFAN                        |                            |                                                             | Installed/A<br>tall Warnin                                                                     |                         |                         |
| -Environment/Operations Information<br>Weather Data<br>Wx Briefing - FSS<br>Method - TELEPHONE<br>Completeness - FULL<br>Basic Weather - VMC<br>Wind Dir/Speed- 330/012 KTS<br>Visibility - 3.000 SM<br>Lowest Sky/Clouds - UNK/NR<br>Lowest Sky/Clouds - UNK/NR<br>Dostructions to Vision- HAZE<br>Precipitation - UNK/NR<br>Condition of Light - DAYLIGHT | Itinerary<br>Last Departure P<br>SAME AS ACC/IN<br>Destination<br>TETERBORO,NJ<br>ATC/Airspace<br>Type of Flight P<br>Type of Clearanc<br>Type Apch/Lndg | NC<br>21an - IFR<br>21e - IFR            |                            | OFF AI<br>Airport D<br>ALLEGH<br>Runway<br>Runway<br>Runway | Proximity<br>RPORT/STRIP<br>ata<br>ENY COUNTY<br>Ident -<br>Lth/Wid -<br>Surface -<br>Status - | 28<br>6500/<br>CONCRETE |                         |
| <b>0</b>                                                                                                                                                                                                                                                                                                                                                    | e - 44<br>ennial Flight Review<br>Current - YE<br>Months Since - 1<br>Aircraft Type - 35                                                                 | /<br>S Total<br>Make/<br>Make/Instr      | Flight<br>- 10<br>Model- 3 | : Time (H<br>)211<br>3838<br>718                            | Last 24<br>Last 30                                                                             | Hrs -<br>Days-          | (LIMIT<br>1<br>27<br>78 |

Instrument Rating(s) - AIRPLANE

#### ----Narrative----

THE COPLT (DUAL STUDENT) WAS TO GET A PROF CHECK ON THE 1ST LEG OF THE FLT WITH A SIMULATED SINGLE ENG PWR LOSS ON TKOF. ACCORDING TO WITNESSES, THE TKOF WAS NORMAL UNTIL LIFT-OFF APRX 3200' DOWN THE RWY; BUT AFTER LIFT-OFF, THE ACFT CLBD ONLY ABOUT 50' & DIDN'T SEEM TO ACCELERATE. THEY RPRTD THE NOSE PITCHED UP & THE ACFT WENT IN A STEEP BANK ATTITUDE NR THE DEP END OF THE RWY. SUBSEQUENTLY, IT DSCNDD & CRASHED IN WOODED TERRAIN IN A RGT WING DOWN, NOSE HI ATTITUDE. A BY-STANDER TRIED TO GET IN THE ACFT TO RESCUE THE PLTS, BUT THE DOOR WAS JAMMED & HE WAS UNABLE TO BREAK THE CABIN WINDOWS. A FIRE ERUPTED & ENGULFED THE ACFT. DUE TO ROUGH TERRAIN, THERE WAS A DELAY IN GETTING FIRE FIGHTING EQUIPMENT TO THE ACCONT SITE. NO PREIMPACT MECHANICAL FAILURES WERE FND. THE GEAR, FLAPS & SPOILERS WERE FND IN THE RETRACTED PSN. FOR TKOF, THE FLAPS SHOULD HAVE BEEN EXTD TO THE 8 OR 20 DEG POSITION. THE STALL SPEEDS FOR 20 DEG, 8 DEG & NO FLAPS WERE 104.5, 109.0 & 119.5 KTS, RESPECTIVELY. THE CAPT WAS AN FAA DESIGNATED FLT EXAMINER & A CERTIFIED FLT INSTRUCTOR (CFI).

| File NO 20                          | 06 5/12/87                                | WEST MIFFLIN,PA  | A/C Reg. No. N100EP | Time (Lc1) - 1057 EDT |
|-------------------------------------|-------------------------------------------|------------------|---------------------|-----------------------|
| Occurrence #1<br>Phase of Operation |                                           |                  |                     |                       |
|                                     | S - PREMATURE - COP<br>EQUATE -<br>TENT - |                  |                     |                       |
|                                     |                                           | ION WITH TERRAIN |                     |                       |

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

| File No 2003 6/24/87 BUTLE                                                                                                                                                                                                                                                                                                                                                              | R, PA                                                                                     | A/C Reg. No. N93                             | 304                  | T i                                      | me (Lc1) -                                             | 1015 E         | DT<br>                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|----------------------------------------------|----------------------|------------------------------------------|--------------------------------------------------------|----------------|-----------------------|
| -Basic Information<br>Type Operating Certificate-NONE (GENERAL<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                                                                                                                                                                 | F                                                                                         | ircraft Damage<br>SUBSTANTIAL<br>ire<br>NONE | Crew<br>Pass         | Fatal<br>O<br>O                          | Injur<br>Serious<br>O<br>O                             |                | None<br>1<br>0        |
| -Aircraft Information<br>Make/Model - CESSNA 152<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 1670<br>No. of Seats - 2                                                                                                                                                                                                                                                            | Number Engine                                                                             | - RECIPROCATING                              |                      | St                                       | nstalled/A<br>all Warnir                               |                | d - YES/YES<br>m - NO |
| -Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- VARIABLE<br>Visibility - 25.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | ZELIENOPLE,P<br>Destination<br>LOCAL<br>ATC/Airspace<br>Type of Flight<br>Type of Cleara  | A<br>Plan - NONE                             |                      | Runway                                   | ORT<br>ta<br>FARM<br>Ident -<br>Lth/Wid -<br>Surface - |                |                       |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>STUDENT                                                                                                                                                                                                                                                                                                        | Age - 33<br>Biennial Flight Revie<br>Current - 1<br>Months Since - 1<br>Aircraft Type - 1 | N/A Total<br>N/A Make/M                      | Fligh<br>-<br>lodel- | e - VALID<br>t Time (Ho<br>34<br>34<br>0 | urs)<br>Last 24<br>Last 3(                             | Hrs -<br>Days- | 1<br>UNK/NR           |
| Instrument Rating(s) - NONE                                                                                                                                                                                                                                                                                                                                                             |                                                                                           |                                              |                      |                                          |                                                        |                |                       |

THE STUDENT PILOT LANDED AT BUTLER FARM AIRPORT. THE PLT OVERSHOT THE NORMAL TOUCHDOWN POINT AT EXCESSIVE SPEED. THE AIRCRAFT SKIDDED OFF THE END OF THE RUNWAY AND COLLIDED WITH A THREE FOOT DEEP DITCH AND WAS SUBSTANTIALLY DAMAGED.

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| File No 20                          | 03 6/24/87 BUTLER.PA                                                                          | A/C Reg. No. N93304                     | Time (Lcl) - 1015 EDT |   |
|-------------------------------------|-----------------------------------------------------------------------------------------------|-----------------------------------------|-----------------------|---|
| Occurrence #1<br>Phase of Operation |                                                                                               |                                         |                       |   |
| 2. GO-AROUND - NOT                  | N POINT - NOT ATTAINED - PILOT IN<br>PERFORMED - PILOT IN COMMAND<br>UDGED - PILOT IN COMMAND | COMMAND                                 |                       |   |
| Occurrence #3<br>Phase of Operation | ON GROUND COLLISION WITH TERRAIN<br>LANDING - ROLL                                            | i                                       |                       | , |
| Finding(s)<br>4. TERRAIN CONDITI    | ON - DITCH                                                                                    |                                         |                       |   |
| Probable Cause                      |                                                                                               |                                         |                       |   |
| The National Transpo                | rtation Safety Board determines th                                                            | nat the Probable Cause(s) of this accid | ent                   |   |

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is/are finding(s) 1,3

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

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#### National Transportation Safety Board Washington, D.C. 20594

#### Brief of Accident

| File No 2001 6/24/87 OLYHAN                                                                                                                                                                                                            | NT,PA A/CI                                                                                                           | Reg. No. N35354        | Т                                       | ime (Lcl) -                 | 0515 ED    | Т                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------|-----------------------------|------------|---------------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL                                                                                                                                                                          | _ AVIATION) Aircrat<br>SUBST/                                                                                        | t Damage               | Fatal                                   | Injur<br>Serious            |            | None                |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                                                                                  | Fire<br>NONE                                                                                                         | Cre<br>Pas             |                                         | 0<br>0                      | 0<br>0     | 1<br>O              |
| Aircraft Information<br>Make/Model - CESSNA 172<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2150<br>No. of Seats - 4                                                                                                            | Eng Make/Model - L<br>Number Engines -<br>Engine Type - RI<br>Rated Power -                                          | l                      | S                                       | Installed/A<br>itall Warnin |            | - YES-UNK/N<br>- NO |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- UNK/NR<br>Visibility - 10.0 SM<br>Lowest Sky/Clouds - UNK/NR | Itinerary<br>Last Departure Point<br>CUMBERLAND,MD<br>Destination<br>DOVER,NH<br>ATC/Airspace<br>Type of Flight Plan |                        | OFF AI<br>Airport D<br>Runway<br>Runway | Ident -                     | N/A<br>N/A |                     |
| Lowest Ceiling -<br>Obstructions to Vision- FOG<br>Precipitation - NONE<br>Condition of Light - DAWN                                                                                                                                   | Type of Clearance<br>Type Apch/Lndg                                                                                  | - NONE                 |                                         | Status -                    |            | GETATION            |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)                                                                                                                                                                  | Age - 28<br>Biennial Flight Review                                                                                   |                        | ate - VALID<br>ght Time (H              |                             | WAIVERS    | <br>/LIMIT          |
| PRIVATE<br>SE LAND                                                                                                                                                                                                                     |                                                                                                                      | Total -<br>Make/Model- | 154                                     | Last 24                     | Days- U    | 8<br>NK/NR<br>50    |

Instrument Rating(s) - NONE

----Narrative----

THE CROSS COUNTRY PERSONAL TRANSPORTATION FLIGHT ARRIVED IN THE SCRANTON, PENNSYLVANIA AREA FOR A PLANNED REFUELING STOP AND ENCOUNTERED HEAVY FOG CONDITIONS. SIX ATTEMPTS TO LAND WERE MADE, BUT WERE ABORTED. AN ATTEMPT TO LAND AT ANOTHER AIRPORT WAS ALSO ABORTED. BEING OUT OF FUEL THE PILOT DECIDED TO MAKE AN EMERGENCY LANDING ON A ROAD AND CRASHED IN A WOODED AREA.

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## File No. - 2001 6/24/87 OLYHANT, PA A/C Reg. No. N35354 Time (Lc1) - 0515 EDT \_\_\_\_\_ \_\_\_\_\_ Occurrence #1 LOSS OF POWER Phase of Operation APPROACH Finding(s) FLUID, FUEL - EXHAUSTION 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - FOG Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S) \_\_\_\_\_ ----Probable Cause----

Brief of Accident (Continued)

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

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

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## National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

| Basic Information<br>Type Operating Certificate-NONE (GENERAL |                                         | rcraft Damag  | e           |            | Inju       |            |          |
|---------------------------------------------------------------|-----------------------------------------|---------------|-------------|------------|------------|------------|----------|
|                                                               |                                         | SUBSTANTIAL   |             |            | Serious    |            |          |
| Type of Operation -PERSONAL                                   |                                         | re            | Crew        |            |            | 0          | 0        |
| Flight Conducted Under -14 CFR 91                             | ٦<br>ا                                  | IONE          | Pass        | 0          | 0          | 0          | 0        |
| Accident Occurred During -DESCENT                             |                                         |               |             |            |            |            |          |
| Aircraft Information                                          |                                         |               |             |            |            |            |          |
| Make/Model - ERCOUPE 415-C                                    | Eng Make/Model                          |               |             |            | Installed/ | Activated  | - YES/YE |
| Landing Gear - TRICYCLE-FIXED                                 | Number Engines                          | s - 1         |             | S          | tall Warni | ng System  | - UNK/NR |
| Max Gross Wt - 1260                                           | Engine Type                             | - RECIPROCA   | TING-CARBUR | ETOR       |            |            |          |
| No. of Seats - 2                                              | Rated Power                             |               |             |            |            |            |          |
| Environment/Operations Information                            |                                         |               |             |            |            |            |          |
| Weather Data                                                  | Itinerary                               |               |             | Airport    | Proximity  |            |          |
| Wx Briefing - NO RECORD OF BRIEFING                           | Last Departure                          | Point         |             |            | RPORT/STRI | P          |          |
| Method - N/A                                                  | YORK, PA                                |               |             |            |            |            |          |
| Completeness - N/A                                            | Destination                             |               |             | Airport D  | ata        |            |          |
| Basic Weather - VMC                                           | LOCAL                                   |               |             |            |            |            |          |
| Wind Dir/Speed- CALM                                          |                                         |               |             | Runway     | Ident      | - N/A      |          |
| Visibility - 10.0 SM                                          | ATC/Airspace                            |               |             | Runway     | Lth/Wid    | - N/A      |          |
| Lowest Sky/Clouds - UNK/NR                                    | Type of Flight                          | Plan - NONE   |             |            | Surface    |            | RF       |
| Lowest Ceiling - UNK/NR                                       | Type of Clearar                         |               |             |            | Status     |            |          |
| Obstructions to Vision- NONE                                  | Type Apch/Lndg                          |               |             |            |            |            |          |
| Precipitation - NONE                                          | .,, , , , , , , , , , , , , , , , , , , |               |             |            |            |            |          |
| Condition of Light - DAYLIGHT                                 |                                         |               |             |            |            |            |          |
| Personnel Information                                         |                                         |               |             |            |            |            |          |
|                                                               | Age - 63                                | Medica        | l Certifica | te – UNK/N | R          |            |          |
| Certificate(s)/Rating(s)                                      | Age - 63<br>Biennial Flight Revie       | 9W            | Flia        | ht Time (H | ours)      |            |          |
| PRIVATE                                                       | Current - I                             |               | tal -       | 300        | Last 2     | 4 Hrs -    | 1        |
| SELAND                                                        | Months Since - U                        | JNK/NR Ma     | ke/Model-   | 300        | Last 3     | 0 Days- UN |          |
|                                                               | Months Since - l<br>Aircraft Type - l   | JNK/NR In     | strument-   | 0          | Last 9     | 0 Days-    | •        |
| · · · · · · · · · · · · · · · · · · ·                         |                                         |               |             |            |            | <b>,</b> - |          |
| Instrument Rating(s) - NONE                                   |                                         |               |             |            |            |            |          |
| ·                                                             |                                         |               |             |            |            |            |          |
| Narrative                                                     |                                         |               |             |            |            |            |          |
| ERCOUPE MODEL 415 EXPERIENCED A LOSS OF PO                    |                                         |               |             |            |            | ENT        |          |
| R SOME POWER LINES, HOWEVER, HE COULD NOT                     | AVOID THE TELEPHONE L                   | INES AND WEN  | T THROUGH T | HEM. THE P | ILOT       |            |          |
| IVED SERIOUS INJURIES AND THE AIRCRAFT REC                    |                                         | MAGE. THE CAU | SE OF THE P | OWER LOSS  | WAS TRACED |            |          |
| A BROKEN NO. 3 CONNECTING ROD IN THE ENGINE                   | •                                       |               |             |            |            |            |          |
|                                                               |                                         |               |             |            |            |            |          |

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8/09/87 YORK, PA A/C Reg. No. N99236 File No. - 2104 Time (Lc1) - 0911 EDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CLIMB Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 2. OBJECT - WIRE, TRANSMISSION (MARKED) \_\_\_\_\_ Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - EMERGENCY Finding(s) 3. TERRAIN CONDITION - UPHILL \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

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| NTOURSVILLE, PA                                                                          | A/C Reg. No. N                                                                                                                                                                                                                                                        | 138364                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | T                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ime (Lcl) -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0228 EDT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ERAL AVIATION)                                                                           | Aircraft Damage<br>DESTROYED                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Fatal                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| I                                                                                        | Fire<br>NONE                                                                                                                                                                                                                                                          | Crew<br>Pass                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1<br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 0<br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 0<br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 0<br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Number En<br>Engine Ty                                                                   | gines - 1<br>pe - RECIP-FUEL                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| WHEELING<br>Destination<br>WILLIAMS<br>ATC/Airspace<br>Type of F1<br>DBSCURED Type of C1 | ,IL<br>PORT,PA<br>ight Plan - IFR<br>earance - IFR                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | OFF AI<br>Airport Da<br>WILLIA<br>Runway<br>Runway<br>Runway<br>Runway                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | RPORT/STŘIP<br>ata<br>MSPORT<br>Ident –<br>Lth/Wid –<br>Surface –                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 6449/<br>ASPHALT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 150                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Current<br>Months Since                                                                  | - YES Tota<br>- 2 Make<br>e-UNK/NR Inst                                                                                                                                                                                                                               | Fligh<br>1 - 10<br>Model-<br>rument-UN                                                                                                                                                                                                                                                                                                                                                                                                                                    | t Time (He<br>2000<br>1000<br>K/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | burs)<br>Last 24<br>Last 30<br>Last 90                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Hrs - UNH<br>Days- UNH<br>Days-                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | (/NR<br>(/NR<br>120                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                                                                          | ERAL AVIATION)<br>Eng Make/<br>Number En<br>Engine Ty<br>Rated Pow<br>Itinerary<br>Last Depar<br>WHEELING<br>Destination<br>WILLIAMS<br>ATC/Airspace<br>Type of F1<br>BSCURED Type of C1<br>Type Apch/<br>)<br>Age - 61<br>Biennial Flight<br>Current<br>Months Since | IERAL AVIATION) Aircraft Damage<br>DESTROYED<br>Fire<br>NONE<br>Eng Make/Model - LYCOMING IC<br>Number Engines - 1<br>Engine Type - RECIP-FUEL<br>Rated Power - 300 HP<br>Itinerary<br>Last Departure Point<br>WHEELING,IL<br>Destination<br>WILLIAMSPORT,PA<br>ATC/Airspace<br>Type of Flight Plan - IFR<br>Type of Clearance - IFR<br>Type of Clearance - IFR<br>Type Apch/Lndg - ILS-COM<br>Current - YES Tota<br>Months Since - 2 Make<br>Aircraft Type - UNK/NR Inst | IERAL AVIATION) Aircraft Damage<br>DESTROYED<br>Fire Crew<br>NONE Pass<br>Eng Make/Model - LYCOMING ID-540-KIG5<br>Number Engines - 1<br>Engine Type - RECIP-FUEL INJECTED<br>Rated Power - 300 HP<br>Itinerary<br>Last Departure Point<br>WHEELING,IL<br>Destination WILLIAMSPORT,PA<br>ATC/Airspace<br>Type of Flight Plan - IFR<br>BSCURED Type of Clearance - IFR<br>Type Apch/Lndg - ILS-COMPLETE<br>)<br>Age - 61 Medical Certificate<br>Biennial Flight Review Flight<br>Current - YES Total - 10<br>Months Since - 2 Make/Model -<br>Aircraft Type - UNK/NR Instrument- UNW | IERAL AVIATION) Aircraft Damage<br>DESTROYED Fatal<br>Fire Crew 1<br>NONE Pass 0<br>Eng Make/Model - LYCOMING IO-540-KIG5 ELT<br>Number Engines - 1 S<br>Engine Type - RECIP-FUEL INJECTED<br>Rated Power - 300 HP<br>Itinerary Airport M<br>Last Departure Point DFF AII<br>WHEELING,IL<br>Destination Airport D<br>WILLIAMSPORT,PA WILLIAM<br>Runway<br>ATC/Airspace Runway<br>Type of Flight Plan - IFR Runway<br>Type of Clearance - IFR Runway<br>Type Apch/Lndg - ILS-COMPLETE<br>Age - 61 Medical Certificate - VALID<br>Biennial Flight Review Flight Time (He<br>Current - YES Total - 10000<br>Months Since - 2 Make/Model - 1000<br>Aircraft Type - UNK/NR Instrument- UNK/NR | IERAL AVIATION)       Aircraft Damage       Injur         DESTROYED       Fatal Serious         Fire       Crew       1       0         NONE       Pass       0       0         Eng Make/Model - LYCOMING IO-540-KIG5       ELT Installed/A         Number Engines - 1       Stall Warning         Engine Type       - RECIP-FUEL INJECTED         Rated Power       300 HP         Itinerary       Airport Proximity         Last Departure Point       OFF AIRPORT/STRIP         WHEELING, IL       Airport Data         WILLIAMSPORT, PA       WILLIAMSPORT         Runway Ident -       Runway Ident -         Type of Flight Plan - IFR       Runway Status -         Type Apch/Lndg       - ILS-COMPLETE         D       -       Stall Medical Certificate - VALID MEDICAL-WA         Biennial Flight Review       Flight Time (Hours)         Current       - YES       Total       - 10000         Aircraft Type - UNK/NR       Instrument- UNK/NR       Last 30 | JERAL AVIATION)       Aircraft Damage       Injuries         DESTROYED       Fatal       Serious       Minor         Fire       Crew       1       0       0         NUMDE       Pass       0       0       0         Eng Make/Model       -       LYCOMING IO-540-KIG5       ELT Installed/Activated         Number Engines       1       Stall Warning System         Engine Type       -       RECIP-FUEL INJECTED         Rated Power       -       300 HP         Itinerary       Airport Proximity         Last Departure Point       DFF AIRPORT/STRIP         WHEELING,IL       Destination       Airport Data         WILLIAMSPORT,PA       WILLIAMSPORT         MURUP of Clearance       IFR       Runway Ident       -         Type of Clearance       IFR       Runway Surface       -       ASPHALT         BSCURED       Type of Clearance       IFR       Runway Status       DRY         Age -       61       Medical Certificate - VALID MEDICAL-WAIVERS/LIMI         Biennial Flight Review       Flight Time (Hours)       Current       -       YES         Current       -       YES       Total       -       10000       Last 30 Days-UNW |

----Narrative----

THE PLT INITIATED THE ILS APPROACH AND ACKNOWLEDGED A FREQUENCY CHANGE. THE ACFT WAS FOUND ON A STEEP HILL ONE MILE SOUTH OF THE AIRPORT. NO EVIDENCE OF AN ENGINE OR CONTROL SYSTEM MALFUNCTION WAS FOUND. IT APPEARED THAT THE PILOT MADE A MISSED APPROACH AND FLEW INTO HIGH TERRAIN. THERE WAS A 2 1/2 HOUR DELAY BETWEEN THE TIME OF THE CRASH AND CONFIRMATION OF THE CRASH. THE PILOT WAS FOUND OUTSIDE OF THE WRECKAGE APPROXIMATELY 5 HOURS LATER. AN AME SAID THE CRASH WAS SURVIVABLE AND THAT THE PILOT HAD EXITED THE AIRCRAFT ON HIS OWN AFTER THE ACCIDENT. HE SAID THAT ALTHOUGH THE PILOT EXPERIENCED SERIOUS INJURIES, NONE OF THEM WERE LETHAL. THE TEMPERATURE DROPPED TO 46 DEGREES WITH A WIND CHILL TEMPERATURE OF 36 DEGREES DURING THE NIGHT. THE AUTOPSY SHOWED THE PILOT HAD DIED OF EXPOSURE AND SHOCK.

File No. - 2164 9/25/87 MONTOURSVILLE, PA A/C Reg. No. N38364 Time (Lc1) - 0228 EDT Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation APPROACH - MISSED APPROACH (IFR) Finding(s) 1. RADAR, APPROACH/DEPARTURE - UNAVAILABLE 2. MISSED APPROACH - IMPROPER - PILOT IN COMMAND 3. TERRAIN CONDITION - MOUNTAINOUS/HILLY 4. WEATHER CONDITION - FOG 5. LIGHT CONDITION - DARK NIGHT \_\_\_\_\_ ----Probable Cause----

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

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

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| File No 2179 11/14/87 ST.                                                                                                                                                                                                                                                                                                                                                                   | MARYS,PA                                                                                  | A/C Reg. N                                                   | lo. N3644H     | T                                                 | ime (Lc1) ~                                                                      | 2110 EST                         | ſ<br>  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|--------------------------------------------------------------|----------------|---------------------------------------------------|----------------------------------------------------------------------------------|----------------------------------|--------|
| Basic Information<br>Type Operating Certificate-NONE (GENER                                                                                                                                                                                                                                                                                                                                 | AL AVIATION)                                                                              | Aircraft Dam<br>DESTROYED                                    | age            | Fatal                                             | Injur<br>Serious                                                                 |                                  | None   |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT                                                                                                                                                                                                                                                                                       |                                                                                           | Fire<br>ON GROUND                                            | Crew<br>Pass   | 1<br>3                                            | 0<br>0                                                                           | 0                                | 0<br>0 |
| Aircraft Information<br>Make/Model - MOONEY M2OC<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 2575<br>No. of Seats - 4                                                                                                                                                                                                                                                          | Number Engine Ty                                                                          | /Model - LYCOMIN<br>ngines - 1<br>/pe - RECIPRC<br>ver - 180 | CATING-CARBURE | S                                                 | Installed/A<br>tall Warnin                                                       |                                  |        |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - UNK/NR<br>Method - UNK/NR<br>Completeness - UNK/NR<br>Basic Weather - VMC<br>Wind Dir/Speed- LIGHT AND VARIABLE<br>Visibility - 12.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - NIGHT(BRIGHT | ST. MAR<br>Destination<br>SAME AS<br>ATC/Airspace<br>Type of F<br>Type of C<br>Type Apch, | ACC/INC                                                      | /NR<br>/NR     | OFF AI<br>Airport D<br>Runway<br>Runway<br>Runway | Proximity<br>RPORT/STRIP<br>ata<br>Ident -<br>Lth/Wid -<br>Surface -<br>Status - | N/A<br>N/A<br>N/A                |        |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE<br>SE LAND                                                                                                                                                                                                                                                                                                 | Age - 42<br>Biennial Flight<br>Current<br>Months Since<br>Aircraft Typ                    |                                                              | Total -        | t Time (H                                         | lours)<br>Last 24                                                                | Hrs - UN<br>Days- UN<br>Days- UN | NK/NR  |

----Narrative----

WHILE GETTING FUEL, THE PILOT OF THE MOONEY M2OC AND HIS 3 PALS WERE ATTEMPTING TO REMOVE FROST WITH PAPER TOWELS AND PLASTIC CREDIT CARDS AFTER BEING TOLD BY THE FUEL TRUCK DRIVER THAT THE ARPT HAD NO ICE REMOVAL SOLUTION. A WITNESS STATED THAT AS THE ATTEMPT WAS BEING MADE TO REMOVE THE FROST & ICE, MORE FROST AND ICE WAS FORMING. WITNESSES WHO OBSERVED THE AIRCRAFT ON THE TAKEOFF STATED THE ROLL WAY VERY LONG; THE CLIMB AND TURNING BANK WAS STEEP; AND THAT THE AIRCRAFT DESCENT ANGLE WAS STEEP. THE ACFT COLLIDED WITH TREES AND BURST INTO FLAMES.

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File No. - 2179 11/14/87 ST. MARYS, PA A/C Reg. No. N3644H Time (Lc1) - 2110 EST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - INADEQUATE 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. WING - ICE 4. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND 5. WEATHER CONDITION - ICING CONDITIONS \_\_\_\_\_ 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

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

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

# National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

| Basic Information<br>Type Operating Certificate-NONE (GEN              |                                    | craft Damage |                                                 |         | Injur      | ios       |         |
|------------------------------------------------------------------------|------------------------------------|--------------|-------------------------------------------------|---------|------------|-----------|---------|
| Type operating centrincate-none (Gen                                   |                                    | STROYED      | Fa                                              | atal    |            |           | None    |
| Type of Operation -PERSONAL                                            | Fir                                |              |                                                 |         | 0          |           | 0       |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT |                                    | NE           | Pass                                            |         |            | 0         | 0       |
| -Aircraft Information                                                  |                                    |              |                                                 |         |            |           |         |
| Make/Model - CESSNA 150E                                               | Eng Make/Model                     |              |                                                 |         |            |           |         |
| Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 1600                   | Number Engines<br>Engine Type      |              |                                                 | 51      | all Warnir | ig system | - 165   |
| No. of Seats - 2                                                       | Rated Power                        |              | NG CARBORETOR                                   |         |            |           |         |
| -Environment/Operations Information                                    |                                    |              |                                                 |         |            |           |         |
| Weather Data                                                           | Itinerary                          |              | Aiı                                             | port P  | roximity   |           |         |
| Wx Briefing - NO RECORD OF BRIEFI                                      | ING Last Departure P               | oint         | (                                               | DFF AIR | PORT/STRIP | •         |         |
| Method - N/A                                                           | AGUADILLA, PR                      |              |                                                 |         |            |           |         |
| Completeness - N/A                                                     | Destination                        |              | Air                                             | port Da | ta         |           |         |
| Basic Weather - VMC<br>Wind Dir/Speed- 090/008 KTS                     | LOCAL                              |              |                                                 | Runway  | Ident -    | N/A       |         |
| Visibility - 8.0 SM                                                    | ATC/Airspace                       |              |                                                 |         | Lth/Wid -  |           |         |
| Lowest Sky/Clouds - 4000 FT SC                                         |                                    | lan - NONE   |                                                 |         | Surface -  |           |         |
| Lowest Ceiling - NONE                                                  | Type of Clearanc                   |              | 1                                               | Runway  | Status -   | N/A       |         |
| Obstructions to Vision- NONE                                           | Type Apch/Lndg                     | - NONE       |                                                 |         |            |           |         |
| Precipitation - NONE                                                   |                                    |              |                                                 |         |            |           |         |
| Condition of Light - DUSK                                              |                                    |              |                                                 |         |            |           |         |
| -Personnel Information<br>Pilot-In-Command                             | 120                                | Nedicel      | Contificato -                                   |         |            |           | /I TMTT |
| Certificate(s)/Rating(s)                                               | Age - 43<br>Biennial Flight Review | Medical      | Flight T                                        | ime (Hc | MEDICAL-NU | WAIVERS   |         |
| PRIVATE                                                                | Current - UN                       | K/NR Tota    | ıl - 700                                        | )       | Last 24    | Hrs -     | 1       |
| SE LAND                                                                | Months Since - UN                  | K/NR Make    | /Model- UNK/N                                   | 2 S     | Last 30    | ) Days- U |         |
|                                                                        | Aircraft Type - UN                 | K/NR Inst    | /Model- UNK/N<br>rument- UNK/N<br>i-Eng - UNK/N | 2       | Last 90    | ) Days-   |         |
|                                                                        |                                    | Mult         | i-Eng - UNK/N                                   | 5       | Rotorcr    | aft - U   | NK/NR   |
| Instrument Rating(s) - NONE                                            |                                    |              |                                                 |         |            |           |         |
|                                                                        |                                    |              |                                                 |         |            |           |         |
| -Narrative<br>NESSES OBSERVED THE ACFT MANEUVERING A L                 |                                    |              |                                                 |         |            |           |         |

A BLOOD/ALCOHOL LVL OF 0.13% & A URINE/ALCOHOL LVL OF 0.20%. THE ACFT OWNER FILED AN ACFT THEFT RPRT AFTER THE ACDNT.

| 6 10/30/87                                                                 | AGUADILLA, PR                                                                                                                                                                                                  | A/C Reg. No. N4081U                                                                                                                                                                                                                                               | Time (Lcl) - 1810 AST                                                                                                                                                                                                                                           |
|----------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                            | IN FLIGHT                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                 |
| AIRMENT(ALCOHOL) - F<br>UNAUTHORIZED USE<br>ATED -<br>QUATE - PILOT IN COM | IMAND                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                 |
|                                                                            |                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                 |
| N - WATER                                                                  |                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                 |
|                                                                            | LOSS OF CONTROL - 1<br>MANEUVERING<br>2 - PILOT IN COMMAND<br>AIRMENT(ALCOHOL) - F<br>UNAUTHORIZED USE<br>ATED -<br>QUATE - PILOT IN COM<br>ENT - PILOT IN COMMA<br>IN FLIGHT COLLISION<br>DESCENT - UNCONTROL | LOSS OF CONTROL - IN FLIGHT<br>MANEUVERING<br>2 - PILOT IN COMMAND<br>AIRMENT(ALCOHOL) - PILOT IN COMMAND<br>UNAUTHORIZED USE<br>ATED -<br>QUATE - PILOT IN COMMAND<br>ENT - PILOT IN COMMAND<br>IN FLIGHT COLLISION WITH TERRAIN/WATER<br>DESCENT - UNCONTROLLED | LOSS OF CONTROL - IN FLIGHT<br>MANEUVERING<br>- PILOT IN COMMAND<br>AIRMENT(ALCOHOL) - PILOT IN COMMAND<br>UNAUTHORIZED USE<br>ATED -<br>QUATE - PILOT IN COMMAND<br>ENT - PILOT IN COMMAND<br>IN FLIGHT COLLISION WITH TERRAIN/WATER<br>DESCENT - UNCONTROLLED |

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

| Rasic Information                                                                                                                           |                                                             |                            |                        |          |                                                       |             |          |  |  |
|---------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|----------------------------|------------------------|----------|-------------------------------------------------------|-------------|----------|--|--|
| Basic Information<br>Type Operating Certificate-ON-DEMAND AIR TAXI<br>Name of Carrier<br>Type of Operation<br>-NON SCHED,DOMESTIC,PASSENGER |                                                             | Aircraft Damage            |                        | Injuries |                                                       |             |          |  |  |
| Name of Carrier -FAJARDO AIR                                                                                                                | SERVICES, INC SUE                                           | STANTIAL                   | Fa                     | tal      | Serious                                               | Minor       | None     |  |  |
| Type of Operation -NON SCHED,D                                                                                                              | OMESTIC,PASSENGER Fire                                      | 9                          | Crew                   | 0        |                                                       | 0           | 1        |  |  |
| Flight Conducted Under -14 CFR 135                                                                                                          | NON                                                         | IE                         | Pass                   | 0        | 0                                                     | 0           | 1        |  |  |
| Accident Occurred During -LANDING                                                                                                           |                                                             |                            |                        |          |                                                       |             |          |  |  |
| Aircraft Information                                                                                                                        |                                                             |                            |                        |          |                                                       | 1           |          |  |  |
| Make/Model - NORTH AMERICAN 500                                                                                                             | Eng Make/Model -                                            | LYCOMING 0-520             |                        | ELT I    | nstalled/                                             | Activated   | - YES/YE |  |  |
| Landing Gear - TRICYCLE-RETRACTABLE                                                                                                         |                                                             | - 2                        |                        | St       | all Warni                                             | ng System   | - YES    |  |  |
| Max Gross Wt - 6000                                                                                                                         |                                                             | RECIPROCATING-CA           | RBURETOR               |          |                                                       |             |          |  |  |
| No. of Seats - 7                                                                                                                            | Rated Power -                                               | · 250 HP                   |                        |          |                                                       |             |          |  |  |
| Environment/Operations Information                                                                                                          |                                                             |                            |                        |          |                                                       |             |          |  |  |
| Weather Data                                                                                                                                | Itinerary                                                   | Airport Proximity          |                        |          |                                                       |             |          |  |  |
| Weather Data<br>Wx Briefing - FSS<br>Method - TELEPHONE                                                                                     | Last Departure Po                                           | bint                       | C                      | N AIRF   | PORT                                                  |             |          |  |  |
| Method - TELEPHONE                                                                                                                          | VIEQUES, PR                                                 |                            |                        |          |                                                       |             |          |  |  |
| Completeness - WEATHER NOT PERTINEN                                                                                                         | T Destination                                               |                            |                        | ort Da   |                                                       |             |          |  |  |
| Basic Weather - VMC SAME AS ACC/INC                                                                                                         |                                                             |                            | LUIZ MUNOZ MARIN INT'L |          |                                                       |             |          |  |  |
| Wind Dir/Speed- 090/009 KTS                                                                                                                 | 170/1                                                       |                            |                        |          |                                                       | - 10        |          |  |  |
| Visibility - 15.0 SM                                                                                                                        |                                                             |                            |                        |          |                                                       | - 8000/     |          |  |  |
| Lowest Sky/Clouds - 4000 FT SCA                                                                                                             |                                                             |                            |                        |          |                                                       | - CONCRETE  |          |  |  |
|                                                                                                                                             | Type of Clearance                                           | - NUNE                     | ĸ                      | unway    | Status                                                | - DRY       |          |  |  |
| Obstructions to Vision- NONE                                                                                                                | Type Apch/Lndg                                              | - STRAIGHT-IN<br>FULL STOP |                        |          |                                                       |             |          |  |  |
| Precipitation - NONE<br>Condition of Light - DAYLIGHT                                                                                       |                                                             | FULL STUP                  |                        |          |                                                       |             |          |  |  |
|                                                                                                                                             |                                                             |                            |                        |          |                                                       |             |          |  |  |
| Personnel Information                                                                                                                       | 1.20                                                        | Madical Conti              | ficato                 |          |                                                       |             |          |  |  |
| Pilot-In-Command Age - 29<br>Certificate(s)/Rating(s) Biennial Flight R                                                                     |                                                             | oviow Flig                 |                        |          | nte - VALID MEDICAL-WAIVERS/LIMIT<br>nht Time (Hours) |             |          |  |  |
| COMMERCIAL, ATP                                                                                                                             | Biennial Flight Review<br>Current - YES<br>Months Since - 2 | Total                      | - 500 <i>2</i>         |          | 1ast (                                                | 4 Hrs -     | 6        |  |  |
| SE LAND, ME LAND                                                                                                                            | Months Since - 2                                            | , iotai<br>Make/Mode       | 1- 47                  | •        | last 3                                                | 30 Days- UN |          |  |  |
| JE LAND, ME LAND                                                                                                                            | Aircraft Type - NA-                                         | 500 Instrumen              | t- 135                 |          | last C                                                | 0 Days on   |          |  |  |
|                                                                                                                                             |                                                             | Multi-Eng                  | - 4476                 |          | 2401                                                  | io bajo     | 107      |  |  |
| Instrument Rating(s) - AIRPLANE                                                                                                             |                                                             |                            |                        |          |                                                       |             |          |  |  |
|                                                                                                                                             |                                                             |                            |                        |          |                                                       |             |          |  |  |
| Narrative                                                                                                                                   |                                                             |                            |                        |          |                                                       |             |          |  |  |

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| File No 212                                                                    | 0 11/20/87       | SAN JUAN,PR      | A/C Reg. No. N4111P | Time (Lcl) - 1500 AST |  |
|--------------------------------------------------------------------------------|------------------|------------------|---------------------|-----------------------|--|
|                                                                                | GEAR NOT EXTENDE |                  |                     |                       |  |
| Finding(s)<br>1. CHECKLIST - NOT<br>2. GEAR EXTENSION -<br>3. WHEELS UP LANDIN | 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

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| Basic Information<br>Type Operating Certificate-NONE (GENERAL AVIATION) |                                            | Aircraft Damage                                                                                                          |            | Injuries                              |         |           |  |  |
|-------------------------------------------------------------------------|--------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|------------|---------------------------------------|---------|-----------|--|--|
| Type operating certificate None (de                                     | DESTROY                                    |                                                                                                                          | Fatal      |                                       |         | None      |  |  |
| Type of Operation -POSITION                                             | ING Fire                                   | Crew                                                                                                                     | 0          | 1<br>0                                | 0       | 0         |  |  |
| Flight Conducted Under -14 CFR 9<br>Accident Occurred During -DESCENT   | 1 NONE                                     | Pass                                                                                                                     | 0          | 0                                     | 0       | 0         |  |  |
| Aircraft Information                                                    |                                            |                                                                                                                          |            | · · · · · · · · · · · · · · · · · · · |         |           |  |  |
| Make/Model - CESSNA 172<br>Landing Gear - TRICYCLE-FIXED                | Eng Make/Model - LY(<br>Number Engines - 1 |                                                                                                                          |            |                                       |         |           |  |  |
| Max Gross Wt - 2300                                                     | Engine Type - REC                          | IPROCATING-CARBUR                                                                                                        |            |                                       | g Jyste |           |  |  |
| No. of Seats - 4                                                        | Rated Power -                              |                                                                                                                          |            |                                       |         |           |  |  |
| Environment/Operations Information                                      |                                            |                                                                                                                          |            |                                       |         |           |  |  |
| Weather Data                                                            | Itinerary                                  |                                                                                                                          | Airport F  |                                       |         |           |  |  |
| Wx Briefing - NO RECORD OF BRIE<br>Method - N/A                         | FING Last Departure Point                  |                                                                                                                          | OFF AIF    | PORT/STRIP                            |         |           |  |  |
| Method - N/A<br>Completeness - N/A                                      | SAN JUAN, PR                               |                                                                                                                          | Advant De  |                                       |         |           |  |  |
| Basic Weather - VMC                                                     | Destination<br>ROOSEVELT ROADS.PR          |                                                                                                                          | Airport Da | ita                                   |         |           |  |  |
| Wind Dir/Speed- 070/007 KTS                                             | ROOSEVEET ROADS, FR                        |                                                                                                                          | Runwa∨     | Ident -                               | N/A     |           |  |  |
| Visibility - 12.0 SM                                                    | ATC/Airspace                               |                                                                                                                          |            | Lth/Wid -                             |         |           |  |  |
| Lowest Sky/Clouds - 2500 FT                                             | SCATTERED Type of Flight Plan              | - NONE                                                                                                                   | Runway     | Surface -                             | N/A     |           |  |  |
| Lowest Ceiling - 4000 FT                                                | BROKEN Type of Clearance                   |                                                                                                                          | Runway     | Status -                              | N/A     |           |  |  |
|                                                                         | Type Apch/Lndg                             | - NONE                                                                                                                   |            |                                       |         |           |  |  |
| Precipitation - NONE                                                    |                                            |                                                                                                                          |            |                                       |         |           |  |  |
| Condition of Light - DAYLIGHT                                           |                                            |                                                                                                                          |            |                                       |         |           |  |  |
| Personnel Information<br>Pilot-In-Command                               | 100 - 29                                   | Madiaal Contificat                                                                                                       |            |                                       |         | S/I TMTT  |  |  |
| Certificate(s)/Rating(s) Age - 29<br>Biennial Flight Re                 |                                            | Medical Certificate - VALID MEDICAL-I<br>eview Flight Time (Hours)<br>- YES Total - 200 Last<br>- 5 Make/Model- 135 Last |            |                                       |         | 3/ LIMI I |  |  |
| PRIVATE                                                                 | Current - YES                              | Total -                                                                                                                  | 200        | Last 24                               | Hrs -   | UNK/NR    |  |  |
| SELAND                                                                  | Months Since - 5                           | Make/Model-                                                                                                              | 135        | Last 30                               | Days-   | UNK/NR    |  |  |
|                                                                         | Aircraft Type - UNK/NR                     | Instrument-                                                                                                              | 0          | Last 90                               | Days-   | 41        |  |  |
| Instrument Rating(s) - NONE                                             |                                            |                                                                                                                          |            |                                       |         |           |  |  |
| Narrative                                                               |                                            |                                                                                                                          |            |                                       |         |           |  |  |

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File No. - 2167 12/19/87 GUVATE, PR A/C Reg. No. N5123G Time (Lcl) - 1030 AST \_\_\_\_\_ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - FOG 2. WEATHER SERVICE - NOT OBTAINED - PILOT IN COMMAND 3. WEATHER CONDITION - RAIN 4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 5. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - NORMAL Finding(s) 6. OBJECT - TREE(S) \_\_\_\_\_ 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) 2,4,5

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

Brief of Accident

| File No 2186 12/26,                                                                                                                                                                                                                                                                                                                | /87 SAN JUAN,PR                                                                                                                                                   | A/C Reg. No. N7C                                                         | CReg. No. N705AA Ti                             |                                                                                                           |                                              | Time (Lcl) - 1135 AST  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|-------------------------------------------------|-----------------------------------------------------------------------------------------------------------|----------------------------------------------|------------------------|--|--|
| Basic Information<br>Type Operating Certificate-/<br>Name of Carrier -/<br>Type of Operation -(<br>Flight Conducted Under -'<br>Accident Occurred During -                                                                                                                                                                         | AMERICAN AIRLINES, INC.<br>SCHEDULED,DOMESTIC,PASSENGER<br>14 CFR 121                                                                                             | Aircraft Damage<br>SUBSTANTIAL<br>Fire<br>NONE                           | Fatal<br>Crew O<br>Pass O<br>Other O            | Injur<br>Serious<br>O<br>O<br>O                                                                           | ies<br>Minor<br>O<br>O<br>O                  | None<br>6<br>106<br>88 |  |  |
| Aircraft Information<br>Make/Model - BOEING 727-2<br>Landing Gear - TRICYCLE-RE<br>Max Gross Wt - 142000<br>No. of Seats - 140                                                                                                                                                                                                     | TRACTABLE Number Eng                                                                                                                                              | odel - P & W JT8D<br>ines - 3<br>e - TURBOFAN<br>r - 14500 LBS TH        |                                                 | T Installed/A<br>Stall Warnin                                                                             |                                              |                        |  |  |
| Environment/Operations Informa<br>Weather Data<br>Wx Briefing - COMPANY<br>Method - TELETYPE<br>Completeness - UNK/NR<br>Basic Weather - VMC<br>Wind Dir/Speed- 080/012 KI<br>Visibility - 13.0 S<br>Lowest Sky/Clouds - 2<br>Lowest Sky/Clouds - 2<br>Dostructions to Vision- NC<br>Precipitation - NC<br>Condition of Light - DA | Itinerary<br>Last Depart<br>SAME AS A<br>Destination<br>MIAMI,FL<br>SM ATC/Airspace<br>2500 FT SCATTERED Type of Fli<br>DNE Type of Cle<br>DNE Type Apch/L<br>DNE | CC/INC                                                                   | ON A<br>Airport<br>LUIS<br>Runw<br>Runw<br>Runw | t Proximity<br>IRPORT<br>Data<br>MUNOZ MARIN<br>ay Ident -<br>ay Lth/Wid -<br>ay Surface -<br>ay Status - | UNK/NR<br>UNK/NR<br>UNK/NR                   |                        |  |  |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>ATP<br>SE LAND,ME LAND                                                                                                                                                                                                                                    | Current                                                                                                                                                           | Medical Ce<br>eview<br>- YES Total<br>- UNK/NR Make/M<br>- UNK/NR Instru | - 20000                                         | Last 24<br>Last 30                                                                                        | WAIVERS/<br>Hrs - UN<br>Days- UN<br>Days- UN | K/NR<br>K/NR           |  |  |

Instrument Rating(s) - AIRPLANE ----Narrative----N705AA WAS NUMBER TWO IN POSITION FOR TAKEOFF BEHIND N893AA. N705AA RECEIVED TAKEOFF CLEARANCE FIRST AND AS IT BEGAN TO TAXI TO THE RUNWAY IT'S LEFT WING TIP STRUCK AND PASSED UNDER THE RIGHT WING TIP OF N893AA.

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| File No 218                                              | 6 12/26/87 SAM                             | N JUAN, PR  | A/C Reg. No. N705AA | Time (Lcl) - 1135 AST |
|----------------------------------------------------------|--------------------------------------------|-------------|---------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                      | ON GROUND COLLISION W<br>TAXI - TO TAKEOFF | WITH OBJECT |                     |                       |
| Finding(s)<br>1. CLEARANCE - MISJ<br>2. OBJECT - AIRCRAF | UDGED - PILOT IN COMMA<br>T PARKED         | AND         |                     |                       |
| 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

Brief of Accident

| File No 2186 12/26/87 SAN JUAN,PR                                                                                                                                                                                                                                                                                                                        |                                                                                                                | A/C Reg. No. Na                               | AAEe                  | 1                                                        | ime (Lcl) -                                                    | 1135 AST                         | -                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-----------------------|----------------------------------------------------------|----------------------------------------------------------------|----------------------------------|------------------------|
| Basic Information<br>Type Operating Certificate-AIR CARR<br>Name of Carrier -AMERICAN<br>Type of Operation -SCHEDULE<br>Flight Conducted Under -14 CFR 1<br>Accident Occurred During -STANDING                                                                                                                                                           | AIRLINES, INC.<br>D,DOMESTIC,PASSENGER<br>21                                                                   | Aircraft Damage<br>MINOR<br>Fire<br>NONE      | Crew<br>Pass<br>Other | atal<br>0<br>0<br>0                                      | Injur<br>Serious<br>O<br>O<br>O                                |                                  | None<br>6<br>82<br>112 |
| Aircraft Information<br>Make/Model - BOEING 727-223<br>Landing Gear - TRICYCLE-RETRACTABL<br>Max Gross Wt - 142000<br>No. of Seats - 140                                                                                                                                                                                                                 | E Number Eng                                                                                                   | ∋ - TURBOFAN                                  |                       |                                                          | Installed/Adital Warning                                       |                                  |                        |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - COMPANY<br>Method - TELETYPE<br>Completeness - UNK/NR<br>Basic Weather - VMC<br>Wind Dir/Speed- 080/012 KTS<br>Visibility - 13.0 SM<br>Lowest Sky/Clouds - 2500 FT<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Itinerary<br>Last Departo<br>SAME AS AG<br>Destination<br>CHICAGO,II<br>ATC/Airspace<br>SCATTERED Type of Flig | CC/INC<br>-<br>ght Plan - IFR<br>arance - IFR |                       | ON AIR<br>port E<br>LUIS N<br>Runway<br>Runway<br>Runway | Data<br>NUNIZ MARIN<br>V Ident -<br>V Lth/Wid -<br>V Surface - | UNK/NR<br>UNK/NR                 |                        |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>ATP,CFI,FLT ENG<br>SE LAND,ME LAND                                                                                                                                                                                                                                              |                                                                                                                |                                               | Model- 537            | 'ime (⊦<br>57<br>'5                                      | lours)<br>Last 24<br>Last 30                                   | Hrs - UN<br>Days- UN<br>Days- UN | IK/NR                  |

Instrument Rating(s) - AIRPLANE

----Narrative----

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N705AA WAS NUMBER TWO IN POSITION FOR TAKEOFF BEHIND N893AA. N705AA RECEIVED TAKEOFF CLEARANCE FIRST AND AS IT BEGAN TO TAXI TO THE RUNWAY IT'S LEFT WING TIP STRUCK AND PASSED UNDER THE RIGHT WING TIP OF N893AA.

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| File No 2186                                                   | 12/26/87 SAN JUAN, PR                                       | A/C Reg. No. N893AA | Time (Lcl) - 1135 AST |  |
|----------------------------------------------------------------|-------------------------------------------------------------|---------------------|-----------------------|--|
|                                                                | GROUND COLLISION WITH OBJECT<br>NDING - ENGINE(S) OPERATING |                     |                       |  |
| Finding(s)<br>1. OBJECT - AIRCRAFT MO<br>2. CLEARANCE - MISJUD | VING ON GROUND<br>GED - PILOT OF OTHER AIRCRAFT             |                     |                       |  |
| Probable Cause                                                 |                                                             |                     |                       |  |

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

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

Brief of Accident

| File No 2084 8/05/87 BURRV                                                                                                                                                                                                                                                                                                                             | ILLE,RI A/C                                                                                                                                           | Reg. No. N2285Z                       | т                                                   | ime (Lcl) -                            | 164 <b>6</b> EDT  |                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------------------------------|----------------------------------------|-------------------|----------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT                                                                                                                                                                                 |                                                                                                                                                       | aft Damage<br>FANTIAL<br>Crew<br>Pass | Fatal<br>O<br>O                                     | Injur<br>Serious<br>O<br>O             |                   | None<br>1<br>1 |
| Aircraft Information<br>Make/Model - ROBINSON R22<br>Landing Gear - SKID<br>Max Gross Wt - UNK/NR<br>No. of Seats - 2                                                                                                                                                                                                                                  | Number Engines -                                                                                                                                      | RECIPROCATING-CARBURE                 | S                                                   | Installed/Ad<br>tall Warning           |                   |                |
| <pre>Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT</pre> | Itinerary<br>Last Departure Poir<br>STERLING,MA<br>Destination<br>LOCAL<br>ATC/Airspace<br>Type of Flight Plar<br>Type of Clearance<br>Type Apch/Lndg | n - NONE<br>- NONE                    | OFF AII<br>Airport Da<br>Runway<br>Runway<br>Runway | Ident -<br>Lth/Wid -                   | N/A<br>N/A<br>N/A | СНОРРҮ         |
|                                                                                                                                                                                                                                                                                                                                                        | Age - 44<br>Biennial Flight Review<br>Current - YES<br>Months Since - 11<br>Aircraft Type - UNK/N                                                     | Total -<br>Make/Model-                | t Time (Ho<br>2220<br>120<br>K/NR                   | ours)<br>Last 24<br>Last 30<br>Last 90 |                   | 7<br>40        |
| Instrument Rating(s) - NONE                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                       |                                       |                                                     |                                        |                   |                |

----Narrative----

AIRCRAFT LOST ENGINE POWER SHORTLY AFTER TAKEOFF AT AN ALTITUDE OF ABOUT 200 FEET. PILOT ATTEMPTED TO AUTOROTATE BACK TO THE LAKE BUT DURING A TURN TO AVOID COLLISION WITH A BOAT, THE HELICOPTER CRASHED INTO THE WATER. THE REASON FOR THE ENGINE POWER LOSS WAS NOT DETERMINED. THE PLT STATED HE BELIEVED THE ENG FAILURE WAS A RESULT OF WATER IN THE AIR FILTER STARVING THE ENGINE OF AIR. AFTER THE ACCIDENT THE ACFT ENG WAS INVERTED IN THE WATER FOR APPROXIMATELY 1 HOUR. IT WAS NOT ESTABLISHED HOW MUCH FUEL, IF ANY, REMAINED IN THE ACFT AT THE TIME OF THE ACCIDENT.

Time (Lcl) - 1646 EDT 8/05/87 A/C Reg. No. N2285Z File No. - 2084 BURRVILLE, RI Occurrence #1 LOSS OF ENGINE POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. AUTOROTATION - ATTEMPTED -\_\_\_\_\_ \_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - EMERGENCY Finding(s) 3. MANEUVER - ATTEMPTED - 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

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

### Brief of Accident (Continued)

Brief of Accident

| Basic Information<br>Type Operating Certificate-NON                 | E (GENERAL AVIATION) Air        | rcraft Damage             |              |         | Injur       | ies       |           |
|---------------------------------------------------------------------|---------------------------------|---------------------------|--------------|---------|-------------|-----------|-----------|
|                                                                     | SU                              | JBSTANTIAL                |              | atal    | Serious     |           | None      |
| Type of Operation -INS <sup>7</sup><br>Flight Conducted Under -14 ( | FRUCTIONAL Fir                  | re<br>DNE                 | Crew<br>Pass | 0       | 0           | 0         | 1         |
| Accident Occurred During -LAN                                       |                                 |                           |              | Ū.      | -           | · ·       | Ū         |
| Aircraft Information                                                |                                 |                           |              |         |             |           |           |
| Make/Model - CESSNA 152                                             |                                 | - LYCOMING 0-235-         | N2C          |         | Installed/A |           |           |
| Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 1670                | <b>J</b>                        | - 1<br>- RECIPROCATING-C  |              |         | tall Warnir | ng system | 1 - YES   |
| No. of Seats - 2                                                    | 5 ,1                            | - 108 HP                  | ARBORLION    | •       |             |           |           |
| Environment/Operations Informatio                                   |                                 |                           |              |         |             |           |           |
| Weather Data                                                        | Itinerary                       |                           |              |         | Proximity   |           |           |
| Wx Briefing - UNK/NR<br>Method - UNK/NR                             | Last Departure P                |                           |              | ON AIR  | PORT        |           |           |
| Method - UNK/NR<br>Completeness - UNK/NR                            | SAME AS ACC/IN<br>Destination   | 10                        | Air          | port Da | a+a         |           |           |
| Basic Weather - VMC                                                 | LOCAL                           |                           |              | •       | HARRY COUN  | ITV       |           |
| Wind Dir/Speed- 350/008 KTS                                         | EBCAL                           |                           |              |         |             | • 04      |           |
| Visibility - 7.0 SM                                                 | ATC/Airspace                    |                           |              |         | Lth/Wid -   |           | 75        |
|                                                                     | ) FT SCATTERED Type of Flight P | lan - NONE                |              |         | Surface -   |           |           |
| Lowest Ceiling - NONE                                               |                                 |                           |              |         | Status -    |           |           |
| Obstructions to Vision- NONE                                        | Type Apch/Lndg                  | - FULL STOP               |              | -       |             |           |           |
| Precipitation - NONE                                                |                                 |                           |              |         |             |           |           |
| Condition of Light - DAYL                                           | IGHT                            |                           |              |         |             |           |           |
| Personnel Information<br>Pilot-In-Command                           | Age - UNK/NR                    | Medical Cert              | ificato -    |         |             |           |           |
| Certificate(s)/Rating(s)                                            | Biennial Flight Review          |                           | Flight T     |         |             | WAIVERS   | 5/ LIMI I |
| STUDENT                                                             | Current - N/                    |                           | - 4          | 8       | Last 24     | Hrs -     | 2         |
| ••••                                                                | Months Since - N/               |                           |              |         |             | ) Davs- L |           |
|                                                                     | Aircraft Type - N/              | A Make/Mode<br>A Instrume | nt-          | 1       | Last 90     | ) Days-   | 48        |
|                                                                     |                                 |                           |              |         |             |           |           |
| Instrument Rating(s) - NO                                           | NE                              |                           |              |         |             |           |           |
| Narrative                                                           |                                 |                           |              |         |             |           |           |

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File No. - 2024 10/21/87 CONWAY, SC A/C Reg. No. N94126 Time (Lc1) - 1422 EDT \_\_\_\_\_ LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DITCH \_\_\_\_\_ ----Probable Cause----

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

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

Brief of Accident

| File No 2178 12/10/87 HILTON HEAD ISL,SC                                                                                                                                                                                                                                                                                                                   |                                | A/C Reg. M                          | o. N777RC                                                                       | т                                                                       | ime (Lcl) -                            | 2230 EST                |               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|-------------------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------------|----------------------------------------|-------------------------|---------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERA                                                                                                                                                                                                                                                                                               | L AVIATION)                    | Aircraft Dar<br>DESTROYED           | age                                                                             | Fatal                                                                   |                                        | Minor                   | None          |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT                                                                                                                                                                                                                                                      |                                | Fire<br>NONE                        | Crew<br>Pass                                                                    | 1<br>1                                                                  | 0                                      | 0                       | 0<br>0        |
| Aircraft Information<br>Make/Model - CESSNA 421A<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 6840<br>No. of Seats - 6                                                                                                                                                                                                                         | Number Eng<br>Engine Typ       |                                     | HP                                                                              | S                                                                       | Installed/A<br>tall Warnin             | g System                | - YES         |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - FSS<br>Method - TELEPHONE<br>Completeness - FULL<br>Basic Weather - IMC<br>Wind Dir/Speed- 190/004 KTS<br>Visibility - 1.000 SM<br>Lowest Sky/Clouds - 400 FT PART<br>Lowest Ceiling - NONE<br>Obstructions to Vision- FOG<br>Precipitation - NONE<br>Condition of Light - NIGHT(DARK) | OBS Type of Fli<br>Type of Cle | AD ISL,SC<br>E,TN<br>ght Plan - IFF |                                                                                 | Airport<br>OFF AI<br>Airport D.<br>HILTON<br>Runway<br>Runway<br>Runway | Proximity<br>RPORT/STRIP<br>ata        | 21<br>4300/<br>GRASS/TU | 75            |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>COMMERCIAL<br>SE LAND,ME LAND                                                                                                                                                                                                                                                     | Biennial Flight R<br>Current   | eview<br>- YES<br>- 9               | cal Certificat<br>Fligh<br>Total -<br>Make/Model-<br>Instrument-<br>Multi-Eng - | t Time (H<br>4970<br>162<br>193                                         | burs)<br>Last 24<br>Last 30<br>Last 90 |                         | 2<br>33<br>79 |

Instrument Rating(s) - AIRPLANE

----Narrative----

ACFT DEPTED COASTAL ARPT AT NIGHT WITH 400 FT PARTIAL OBSCURATION IN PATCHY FOG. GROUND WITNESSES WHO HEARD ACFT DEPICTED A CIRCLING FLT PATH TO THE RIGHT AFTER TAKEOFF. ENG, PROP & TURBO TEARDOWNS DEMONSTRATED BOTH ENGS WERE OPERATING AT HIGH POWER & NO EVIDENCE WAS FOUND OF A PRE-IMPACT MALFUNCTION. ACFT NEVER APPEARED ON RADAR AND NO COMM WAS ATTEMPTED AFTER TAKEOFF. REVIEW OF PILOT RECORDS SHOWED ATYPICALLY LOW TOTAL INSTRUMENT FLT HOURS. PIC WAS CLEARED TO MAINTAIN RUNWAY HEADING AFTER TAKEOFF AND CLIMB TO 2000 FEET.

| File No 21                          | 78 12/10/87             | HILTON HEAD ISL,SC     | A/C Reg. No. N777RC | Time (Lc1) - 2230 EST |
|-------------------------------------|-------------------------|------------------------|---------------------|-----------------------|
| Occurrence #1<br>Phase of Operation |                         |                        |                     |                       |
| 1. WEATHER CONDITI                  |                         |                        |                     |                       |
| 2. LIGHT CONDITION                  |                         |                        |                     |                       |
|                                     | ERFORMED - PILOT I      |                        |                     |                       |
| 4. SPATIAL DIS                      | ORIENTATION - PILO      | I IN COMMAND           |                     |                       |
| Occurrence #2                       | IN FLIGHT COLLIS        | ION WITH TERRAIN/WATER |                     |                       |
| Phase of Operation                  |                         |                        |                     |                       |
| Dechoble Course                     |                         |                        |                     |                       |
| Probable Cause                      |                         |                        |                     |                       |
| The Netters 1 Toolson               | and the contract Design |                        |                     |                       |

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

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

Brief of Accident

| File No 2068 11/14/87 MURFR                                                                                                                                                                                                                                                                                                                          | EESBORO,TN A/C                                                                                                                                           | Reg. No. N41298                                            | . N41298 Time (Lc1) - 0800 CST                              |                                                         |                  |                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------|---------------------------------------------------------|------------------|----------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERA<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAXI                                                                                                                                                                                   |                                                                                                                                                          |                                                            |                                                             | Injur<br>Serious<br>O<br>O                              |                  | None<br>1<br>1 |
| Aircraft Information<br>Make/Model - PIPER PA-34-200<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 3600<br>No. of Seats - 6                                                                                                                                                                                                               | Number Engines -<br>Engine Type -                                                                                                                        | LYCOMING IO-360-C1E6<br>2<br>RECIP-FUEL INJECTED<br>200 HP |                                                             | Installed/A<br>tall Warnin                              |                  |                |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- CALM<br>Visibility - UNK/NR<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Itinerary<br>Last Departure Poi<br>SAME AS ACC/INC<br>Destination<br>UNK/NR<br>ATC/Airspace<br>Type of Flight Pla<br>Type of Clearance<br>Type Apch/Lndg | an - NONE                                                  | ON AIR<br>Airport D<br>MURFRE<br>Runway<br>Runway<br>Runway | ata<br>ESBORO MUNI<br>Ident -<br>Lth/Wid -<br>Surface - | UNK/NR<br>UNK/NR |                |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>COMMERCIAL,CFI<br>SE LAND,ME LAND,SE SEA                                                                                                                                                                                                                                    | Age - 22<br>Biennial Flight Review<br>Current - YES<br>Months Since - 2<br>Aircraft Type - UNK/                                                          | Total -<br>Make/Model-                                     | ght Time (H<br>950<br>250<br>165                            | ours)<br>Last 24<br>Last 30                             | •                | 6              |

----Narrative----

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THE RT WHEEL BRAKE FAILED WHILE THE AIRPLANE WAS TAXIING ON A PARALLEL TAXIWAY. THE FAILURE OCCURRED NEAR THE END OF THE TAXIWAY, JUST AS THE PLT WAS ABOUT TO TURN THE AIRPLANE ONTO THE RWY. THE PLT SUBSEQUENTLY ATTEMPTED TO TURN THE AIRPLANE USING DIFFERENTIAL POWER. THE AIRPLANE CROSSED THE RWY AND RAN INTO TREES ON THE OPPOSITE SIDE OF THE RWY. THE PLT PULLED THE MIXTURE CONTROLS TO IDLE CUTOFF JUST BEFORE THE AIRPLANE RAN OFF THE RWY. THE AIRPLANE SUSTAINED STRUCTURAL DAMAGE TO ONE OF THE WINGS. POST-ACCIDENT EXAMINATION OF THE RT BRAKE REVEALED THAT THE BRAKE PADS WERE COMPLETELY WORN AWAY. THE ACFT RPTDLY UNDERWENT AN ANNUAL INSPECTION ABOUT 1 MONTH BEFORE THE ACCIDENT.

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11/14/87 A/C Reg. No. N41298 File No. - 2068 MURFREESBORO, TN Time (Lc1) - 0800 CST \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN \_\_\_\_\_ Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAXI - TO TAKEOFF Finding(s) 2. DIRECTIONAL CONTROL - REDUCED -3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI - TO TAKEOFF Finding(s) 5. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1.2

Brief of Accident

| -Basic Information                                                     |                            |                    |           |           |            |         |          |    |
|------------------------------------------------------------------------|----------------------------|--------------------|-----------|-----------|------------|---------|----------|----|
| Type Operating Certificate-NONE (GENERAL                               |                            | Aircraft Damage    |           |           | Inju       |         |          |    |
|                                                                        |                            | SUBSTANTIAL        |           | Fatal     | Serious    |         |          | ne |
| Type of Operation -INSTRUCTIONAL                                       |                            | ire                | Crew      | 0         | 0          | 0       |          | 1  |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING |                            | NONE               | Pass      | 0         | 0          | 0       |          | 0  |
| Aircraft Information                                                   |                            |                    |           |           |            |         |          |    |
| Make/Model - CESSNA 150K                                               |                            | el - CONTINENTAL ( | 0-200-A   |           | Installed/ |         |          | •  |
| Landing Gear - TRICYCLE-FIXED                                          | Number Engine              |                    |           |           | tall Warni | ng syst | em - YES | ۲. |
| Max Gross Wt - 1600<br>No. of Seats - 2                                | Engine Type<br>Rated Power |                    | G-CARBURE | IUR       |            |         |          |    |
|                                                                        |                            | 100 MF             |           |           |            |         |          |    |
| Environment/Operations Information                                     |                            |                    |           |           |            |         |          |    |
| Weather Data                                                           | Itinerary                  |                    |           | Airport   | Proximity  |         |          |    |
| Wx Briefing - NO RECORD OF BRIEFING                                    | Last Departure             | e Point            |           | ON AIR    | PORT       |         |          |    |
| Method - N/A                                                           | SAME AS ACC                | /INC               |           |           |            |         |          |    |
| Completeness - N/A                                                     | Destination                |                    |           | Airport D |            |         |          |    |
| Basic Weather - VMC                                                    | LOCAL                      |                    |           |           | ND MUNI    |         |          |    |
| Wind Dir/Speed- 270/010 KTS                                            |                            |                    |           |           |            | - 19    |          |    |
| Visibility - UNK/NR                                                    | ATC/Airspace               |                    |           |           | Lth/Wid    |         |          |    |
| Lowest Sky/Clouds - CLEAR                                              | Type of Flight             |                    |           |           | Surface    |         | LT       |    |
| Lowest Ceiling - NONE                                                  | Type of Cleara             |                    |           | Runway    | Status     | - DRY   |          |    |
| Obstructions to Vision- NONE                                           | Type Apch/Lndg             | g - TRAFFIC        |           |           |            |         |          |    |
| Precipitation - NONE                                                   |                            | FULL STO           | Р         |           |            |         |          |    |
| Condition of Light - DAYLIGHT                                          |                            |                    |           |           |            |         |          |    |
| Personnel Information                                                  |                            |                    |           |           |            |         |          |    |
| Pilot-In-Command                                                       | Age - UNK/NR               | Medical Ce         | ertificat | e – UNK/N | R          |         |          |    |
| Certificate(s)/Rating(s)                                               | Biennial Flight Rev        | iew                | Fligh     | t Time (H | ours)      |         |          |    |
| STUDENT                                                                |                            |                    | -         |           |            | 4 Hrs - |          |    |
|                                                                        | Months Since -             |                    | Model-    |           |            |         | UNK/NR   |    |
|                                                                        | Aircraft Type -            | N/A Instru         | ument-    | 0         | Last 9     | 0 Days- | 4        |    |
|                                                                        |                            |                    |           |           |            |         |          |    |
| Instrument Rating(s) - NONE                                            |                            |                    |           |           |            |         |          |    |

THE STUDENT PLT RPTD THAT THE AIRPLANE VEERED OFF THE RT SIDE OF THE RWY INTO A DITCH WHILE LDG IN X-WIND CONDITIONS. THE STUDENT PLT ESTIMATED THAT THE WIND VELOCITY WAS 10 KTS WITH GUSTS TO 20 KTS. THE STUDENT RPTDLY HAD ABOUT 32 HRS TOTAL FLT EXPERIENCE, WHICH INCLUDED ABOUT 6 HRS TOTAL PIC (SOLO) TIME.

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|                                             | 70 12/12/87                     | PORTLAND, TN                                              | A/C Reg. No. N5995G | Time (Lcl) - 1130 CST |
|---------------------------------------------|---------------------------------|-----------------------------------------------------------|---------------------|-----------------------|
| Occurrence #1<br>Phase of Operation         | LANDING - ROLL                  |                                                           |                     |                       |
| 2. WEATHER CONDITION<br>3. COMPENSATION FOR | ON - GUSTS<br>R WIND CONDITIONS | - INADEQUATE - PILOT IN CC<br>TYPE OPERATION - PILOT IN C | MMAND               |                       |
|                                             |                                 | - PILOT IN COMMAND                                        |                     |                       |
| 5. GROUND LOOP/SWE                          | RVE - INADVERTENT               |                                                           |                     |                       |

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

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Brief of Accident

| Basic Information<br>Type Operating Certificate-NONE (GENERA)                                                                                     | _ AVIATION) Aircraf<br>SUBSTA                                                             | t Damage<br>NTIAL                                          | Fatal                      | Injur<br>Serious                                      |          | None     |
|---------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|------------------------------------------------------------|----------------------------|-------------------------------------------------------|----------|----------|
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -TAKEOFF                                             | Fire<br>NONE                                                                              | Cre<br>Pas                                                 |                            | 0                                                     | 0<br>0   | 1<br>0   |
| Aircraft Information<br>Make/Model - QUICKIE Q2<br>Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 1200<br>No. of Seats - 1                  | Eng Make/Model - VO<br>Number Engines - 1<br>Engine Type - RE<br>Rated Power -            |                                                            | 9                          | Installed/A                                           |          |          |
| Environment/Operations Information                                                                                                                | Itinerary                                                                                 |                                                            | Airport                    | Proximity                                             |          |          |
| Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A                                                                                               | Last Departure Point<br>SHERMAN.TX                                                        |                                                            | ON AIF                     | RPORT                                                 |          |          |
| Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 180/013 KTS                                                                          | Destination<br>LOCAL                                                                      |                                                            |                            | ON COUNTY                                             | 471      |          |
| Visibility - 7.0 SM                                                                                                                               |                                                                                           |                                                            | Runway<br>Runway           | / Ident -<br>/ Lth/Wid -<br>/ Surface -<br>/ Status - | ASPHALT  |          |
| Personnel Information                                                                                                                             |                                                                                           |                                                            |                            |                                                       |          |          |
| <pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>                                                                                              | Age - 45<br>Biennial Flight Review                                                        | Medical Certific<br>Fli                                    | ate - VALIL<br>ght Time (ł |                                                       | IVERS/LI | MII      |
| COMMERCIAL<br>SE LAND.ME LAND                                                                                                                     | Current - YES                                                                             |                                                            | 3000<br>90                 | Last 24<br>Last 30                                    |          | 1        |
| GLIDER                                                                                                                                            | Months Since - UNK/NR<br>Aircraft Type - C-150                                            | Instrument-<br>Multi-Eng -                                 | 400                        | Last 30<br>Last 90                                    | 2        | 10<br>20 |
|                                                                                                                                                   |                                                                                           |                                                            |                            |                                                       |          |          |
| Instrument Rating(s) - AIRPLANE                                                                                                                   |                                                                                           |                                                            |                            |                                                       |          |          |
|                                                                                                                                                   | · · · · · · · · · · · · · · · · · · ·                                                     |                                                            |                            |                                                       |          |          |
| Narrative<br>PILOT STATED THAT DURING THE TAKEOFF RUN<br>RIGHT. THE RIGHT WING TIP DRAGGED, CAUSING<br>PED INVERTED BEFORE STOPPING. POST ACCIDEN | THE LEFT SIDE OF THE AIRCRA<br>G THE AIRCRAFT TO VEER TO T                                | FT APPEARED TO BE<br>HE RIGHT SIDE INT                     | THE MUD                    | WHERE IT                                              | THAN     |          |
| Warrative<br>PILOT STATED THAT DURING THE TAKEOFF RUN<br>RIGHT. THE RIGHT WING TIP DRAGGED, CAUSING<br>PED INVERTED BEFORE STOPPING. POST ACCIDEN | THE LEFT SIDE OF THE AIRCRA<br>G THE AIRCRAFT TO VEER TO T                                | FT APPEARED TO BE<br>HE RIGHT SIDE INT<br>VEAL EVIDENCE OF | D THE MUD N<br>PRE-ACCIDEN | WHERE IT                                              | THAN     |          |
|                                                                                                                                                   | THE LEFT SIDE OF THE AIRCRA<br>G THE AIRCRAFT TO VEER TO T<br>NT EXAMINATION FAILED TO RE | FT APPEARED TO BE<br>HE RIGHT SIDE INT<br>VEAL EVIDENCE OF | D THE MUD N<br>PRE-ACCIDEN | WHERE IT                                              | THAN     |          |

| File No 20                          | 45 5/25/87 SHERMAN,TX                                      | A/C Reg. No. N85Q                     | Time (Lc1) - 1140 CDT |
|-------------------------------------|------------------------------------------------------------|---------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation | DRAGGED WING, ROTOR, POD, OR FLOAT<br>Takeoff - ground run |                                       |                       |
| Finding(s)<br>1. FLIGHT CONTROLS    | - IMPROPER USE OF - PILOT IN COMMAND                       | · · · · · · · · · · · · · · · · · · · |                       |
| Occurrence #2<br>Phase of Operation |                                                            |                                       |                       |
| Finding(s)<br>2. TERRAIN CONDITI    | DN - SOFT                                                  |                                       |                       |
| Probable Cause                      |                                                            |                                       |                       |
| The National Transpo                | rtation Safety Board determines that the                   | e Probable Cause(s) of this accid     | lent                  |

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is/are finding(s) 1

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

Brief of Accident

| File No 2194 6/09/87 EL PASO,TX                                                                                                                                                                                                                    | A/C Reg. No. I                                                               | N39JB                                       | т                                                            | ime (Lcl) -                                   | 1933 MDT                      |                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|---------------------------------------------|--------------------------------------------------------------|-----------------------------------------------|-------------------------------|----------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL AVIATION)<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                   | Aircraft Damage<br>DESTROYED<br>Fire<br>ON GROUND                            | Crew<br>Pass                                | Fatal<br>1<br>1                                              | Injur<br>Serious<br>O<br>O                    | Minor                         | None<br>O<br>O |
| Landing Gear - TRICYCLE-RETRACTABLE Number<br>Max Gross Wt - 3400 Engine                                                                                                                                                                           | ke/Model - CONTINENTAL<br>Engines - 1<br>Type - RECIP-FUEL<br>Power - 285 HP |                                             |                                                              | Installed/A<br>tall Warnin                    |                               |                |
| Method- N/ASAMECompleteness- N/ADestinatBasic Weather- VMCSANTAWind Dir/Speed-CALMVisibility- 50.0SMLowest Sky/Clouds- 6000 FT SCATTERED Type ofLowest Ceiling- NONEType ofObstructions to Vision-NONEType ApPrecipitation- NONECondition of Light | parture Point<br>AS ACC/INC<br>ion<br>TERESA,NM<br>ace                       | A<br>IGHT FOLLOWIN<br>LANDING               | OFF AI<br>irport D<br>Runway<br>Runway<br>Runway<br>NGRunway | Ident -<br>Lth/Wid -<br>Surface -<br>Status - | N/A<br>N/A<br>METAL/WO<br>DRY |                |
| Personnel Information<br>Pilot-In-Command Age - 30<br>Certificate(s)/Rating(s) Biennial Flig<br>PRIVATE Current<br>SE LAND Months Si                                                                                                               | Medical                                                                      | Certificate<br>Flight<br>al - 4<br>e/Model- | - VALID<br>Time (H<br>466<br>38                              | MEDICAL-WA<br>ours)<br>Last 24<br>Last 30     | IVERS/LIM<br>Hrs -<br>Days-   |                |

#### Instrument Rating(s) - NONE

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----Narrative----

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ACFT EXPERIENCED A COMPLETE PWR LOSS SHORTLY AFTER TAKEOFF AND SUBSEQUENTLY STRUCK A HOUSE DURING THE ENSUING FORCED LANDING. NO EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION. EVIDENCE DID INDICATE THAT ONE TANK WAS EITHER DRY OR WAS UNPORTED DURING THE DEPARTURE TURN. RADAR DATA INDICATED THAT ACFT WAS IN A LEFT TURN IMMEDIATELY PRIOR TO THE PWR LOSS. FIRE DAMAGE PATTERN INDICATED AT LEAST RESIDUAL FUEL ON BOARD AT TIME OF IMPACT. PLT, WHO WAS ALSO AN A&P MECHANIC, STATED TO ATC THAT HE WAS "APPARENTLY" OUT OF GAS" AND THAT HE COULD NOT GET THE ENG RESTARTED. PLT HAD RECENTLY BEEN ADMONISHED BY AN INSTRUCTOR FOR NOT TAXIING OUT AND TAKING OFF ON THE FULLEST TANK.

File No. - 2194 6/09/87 EL PASO,TX A/C Reg. No. N39JB Time (Lcl) - 1933 MDT \_\_\_\_\_ \_\_\_\_\_ Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 3. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ \_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. OBJECT - RESIDENCE 5. TERRAIN CONDITION - NONE SUITABLE \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

Brief of Accident

| File No 2044 6/17/87 NEW TAI                                                                                                                                                                                                                                                                                                                                          | TON, TX A                                                                                                                                            | /C Reg. No. N73                  | B1XQ                 | т                                                             | ime (Lcl) -                                         | 1345 CDT       |                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------|---------------------------------------------------------------|-----------------------------------------------------|----------------|----------------|
| Basic Information<br>Type Operating Certificate-AGRICULTURAL A                                                                                                                                                                                                                                                                                                        | SU                                                                                                                                                   | craft Damage<br>BSTANTIAL        |                      | Fata]                                                         | Injur<br>Serious                                    | Minor          | None           |
| Type of Operation -AERIAL APPLICA<br>Flight Conducted Under -14 CFR 137<br>Accident Occurred During -LANDING                                                                                                                                                                                                                                                          |                                                                                                                                                      | re<br>INE                        | Crew<br>Pass         | 0<br>0                                                        | 1<br>0                                              | 0<br>0         | 0<br>0         |
| Aircraft Information<br>Make/Model - CESSNA A188B<br>Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 4200<br>No. of Seats - 1                                                                                                                                                                                                                                    | Eng Make/Model<br>Number Engines<br>Engine Type                                                                                                      | - CONTINENTAL I<br>- 1           | 0 520D               | ELT :                                                         | Installed/A<br>tall Warnin                          |                | •              |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 170/011 KTS<br>Visibility - 7.0 SM<br>Lowest Sky/Clouds - 3500 FT SCATTER<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Itinerary<br>Last Departure P<br>NEW TAITON,TX<br>Destination<br>LOCAL<br>ATC/Airspace<br>RED Type of Flight P<br>Type of Clearanc<br>Type Apch/Lndg | 1an - NONE<br>:e - NONE          |                      | ON AIR<br>Airport Da<br>PRIVATI<br>Runway<br>Runway<br>Runway | ata<br>E STRIP<br>Ident -<br>Lth/Wid -<br>Surface - |                | 50<br>?F       |
| •                                                                                                                                                                                                                                                                                                                                                                     | ge - 41<br>iennial Flight Review<br>Current - YE<br>Months Since - 7<br>Aircraft Type - UN                                                           | S Total<br>Make/M<br>K/NR Instru | Fligh<br>-<br>lodel- | t Time (H<br>4868<br>3148<br>K/NR                             | Last 24<br>Last 30<br>Last 90                       | Hrs -<br>Days- | 4<br>60<br>175 |

Instrument Rating(s) - AIRPLANE

----Narrative----

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ACFT WAS OBSERVED DEPARTING ON RWY 35 OF A 4,250' PVT AG STRIP AFTER HAVING BEEN LOADED TO NEAR CAPACITY WITH 46% NITROGEN FERTILIZER. ACFT LIFTED OFF, CROSSED A FENCE PARALLEL TO THE RWY AND STRUCK A FENCE THAT WAS PERPENDICULAR TO THE NORTH END OF THE RWY. AFTER STRIKING THE FENCE, ACFT SETTLED TO THE GRND IN AN ADJACENT PASTURE. THE ACFT'S RT WING STRUCK AND RODE UP OVER A LAND PLANE. THE ACFT SUBSEQUENTLY STRUCK A SERIES OF RICE HARROWS THAT WERE SUPPORTED BY A BARREL, FLIPPED OVER AND SLID TO A STOP INVERTED. PLT RECEIVED SERIOUS HEAD AND NECK INJURIES. HIS SHOULDER HARNESS SUPPORT MOUNT SEPARATED AND EXHIBITED EXTENSIVE CORROSION. EVIDENCE INDICATED THAT CORROSION HAD BEEN PREVIOUSLY TREATED. DATA INDICATED THAT THE ACFT DEPARTED WITH A 11 KNOT TAIL WIND ON GRASS STRIP WHICH INCREASED THE T/O ROLL BY 65% OR APPROX 1,000 TO 2,235'. PLT INITIATED DUMPING AFTER LIFT OFF AT MID-FIELD.

| File No 2044                                                                     | 6/17/87                                | NEW TAITON, TX          |                                       | A/C Reg. N                            | o. N731XQ      | Time (Lc1) - 1345 CDT |
|----------------------------------------------------------------------------------|----------------------------------------|-------------------------|---------------------------------------|---------------------------------------|----------------|-----------------------|
|                                                                                  |                                        |                         |                                       |                                       |                |                       |
| currence #1<br>hase of Operation                                                 | IN FLIGHT COLLISI<br>TAKEOFF - INITIAL | DN WITH OBJECT<br>CLIMB |                                       | an an<br>An Anna Anna Anna<br>An Anna |                |                       |
| nu ng(s)                                                                         |                                        |                         | 1                                     |                                       |                |                       |
| 2. LIFT-OFF - PREM<br>3. WEATHER CONDITION                                       | N - TAILWIND                           | COMMAND                 |                                       |                                       |                |                       |
| 4. LOAD JETTISON<br>5. WRONG RUNWAY - SI                                         |                                        | COMMAND                 |                                       | • •                                   |                |                       |
| currence #2                                                                      |                                        |                         |                                       |                                       |                |                       |
| ase of Operation                                                                 | TAKEOFF - INITIAL                      | CLIMB                   |                                       |                                       |                |                       |
| nding(s)<br>6. OBJECT - VEHICLE                                                  | ·                                      |                         | · · · · · · · · · · · · · · · · · · · |                                       |                |                       |
| currence #3<br>hase of Operation<br>7. MISC EQPT/FURNISH<br>8. MISC EQPT/FURNISH | OTHER<br>IINGS, SHOULDER HARI          | NESS - SEPARATION       |                                       |                                       |                |                       |
| Probable Cause                                                                   |                                        |                         |                                       |                                       |                |                       |
| e National Transport<br>/are finding(s) 2,5                                      | ation Safety Board                     | d determines that       | the Proba                             | ole Cause(s                           | ) of this acci | dent                  |
| ctor(s) relating to                                                              | this accident is/a                     | are finding(s) 1,3      | ,6,7,8                                |                                       |                |                       |
|                                                                                  |                                        |                         |                                       |                                       |                |                       |
|                                                                                  |                                        |                         |                                       |                                       |                |                       |
| ÷                                                                                |                                        |                         |                                       |                                       |                |                       |
|                                                                                  |                                        |                         |                                       |                                       |                |                       |
|                                                                                  |                                        |                         |                                       |                                       |                |                       |

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#### Brief of Accident

| File No 2180 6/26/87 ARLINGT                                                                                                                                                                                                                                                                                                                                          | DN,TX A/C                                                                                                                                               | Reg. No. N172        | SL           | т                                                           | ime (Lcl) -                                                | 2005 CDT |                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--------------|-------------------------------------------------------------|------------------------------------------------------------|----------|----------------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL A<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT                                                                                                                                                                                              | DEST                                                                                                                                                    | raft Damage<br>ROYED | Crew<br>Pass | Fatal<br>1<br>1                                             | Injur<br>Serious<br>O<br>O                                 | Minor    | None<br>0<br>0 |
| Aircraft Information<br>Make/Model - ROLLINS STARLITE<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 500<br>No. of Seats - 1                                                                                                                                                                                                                                      | Eng Make/Model -<br>Number Engines -<br>Engine Type -<br>Rated Power -                                                                                  | 1<br>RECIPROCATING-  |              | S                                                           | Installed/A<br>tall Warnin                                 |          | •              |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 050/010 KTS<br>Visibility - 15.0 SM<br>Lowest Sky/Clouds - N/A<br>Lowest Ceiling - 25000 FT BROKEN<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Itinerary<br>Last Departure Po-<br>SAME AS ACC/INC<br>Destination<br>LOCAL<br>ATC/Airspace<br>Type of Flight Pla<br>Type of Clearance<br>Type Apch/Lndg | an - NONE<br>- NONE  |              | ON AIR<br>Airport D<br>ARLING<br>Runway<br>Runway<br>Runway | ata<br>TON<br>Ident <del>-</del><br>Lth/Wid -<br>Surface - |          | 100            |
| Personnel Information<br>Pilot-In-Command Ag<br>Certificate(s)/Rating(s) B<br>PRIVATE<br>SE LAND                                                                                                                                                                                                                                                                      | ge - 33<br>iennial Flight Review<br>Current - YES<br>Months Since - 11<br>Aircraft Type - UNK/                                                          |                      | Fligh        | t Time (H                                                   | ours)                                                      |          |                |

### Instrument Rating(s) - NONE

----Narrative----

THIS WAS THE FIRST FLIGHT FOR THE 156 HOUR PRIVATE PILOT IN THIS MAKE AND MODEL AIRPLANE, HOWEVER, HE HAD PREVIOUSLY MADE SEVERAL HIGH SPEED TAXI RUNS IN IT. ACCORDING TO WITNESSES, THE PILOT USED ONLY ABOUT HALF THROTTLE FOR THE ATTEMPTED TAKEOFF. THE AIRCRAFT REPORTEDLY SHOULD HAVE LIFTED OFF WITHIN 300 FEET, BUT INSTEAD, IT FAILED TO BREAK GROUND UNTIL IT WAS ABOUT 2,000 FEET DOWN THE RUNWAY. IT CLIMBED TO ABOUT 50 FEET AGL AND THEN THE NOSE PITCHED UP TO ABOUT A 20 DEGREE ATTITUDE AND THE AIRSPEED DROPPED TO ABOUT 30 MPH OR LESS. IT THEN STALLED AND ROLLED SHARPLY LEFT AND WENT INVERTED. THE AIRCRAFT THEN ENTERED A NEAR VERTICAL NOSE DOWN ATTITUDE WHICH WAS MAINTAINED UNTIL GROUND IMPACT OCCURRED. POSTACCIDENT EXAMINATION OF THE WRECKAGE REVEALED NO EVIDENCE OF AIRCRAFT, ENGINE, OR SYSTEM FAILURE OR MALFUNCTION. LIKEWISE, THE PATHOLOGICAL AND TOXICOLOGICAL EXAMINATION OF THE PILOT REVEALED NO SIGNIFICANT FINDINGS.

| File No 21                           | 80 6/2                       | 6/87 ARLINGTON, TX                                                                                   | A/C Reg.               | No. N172SL   | Time (Lcl) - | 2005 CDT |
|--------------------------------------|------------------------------|------------------------------------------------------------------------------------------------------|------------------------|--------------|--------------|----------|
| Occurrence #1<br>Phase of Operation  |                              |                                                                                                      |                        |              |              |          |
| 2. IMPROPER US<br>3. POWERPLANT CONT | E OF PROCEDU<br>ROLS - IMPRO | ED - PILOT IN COMMAND<br>RE,LACK OF FAMILIARITY<br>PER USE OF - PILOT IN O<br>USE OF - PILOT IN COMM | COMMAND                | IN COMMAND   |              |          |
| Occurrence #2<br>Phase of Operation  |                              | COLLISION WITH TERRAIN<br>UNCONTROLLED                                                               | I                      |              |              |          |
| Probable Cause                       |                              |                                                                                                      |                        |              |              |          |
| The National Transpo                 | rtation Safe                 | ty Board determines that                                                                             | at the Probable Cause( | s) of this a | accident     |          |

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

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

Brief of Accident

| File No 2038 7/19/87 BRENH/                                                                                                                                                                                                                                                                                                                                                               | M, TX                                                                                                                                         | A/C Reg. No. N8                      | 4861                 | T                                                           | ime (Lcl) -                                             | 1845 CDT              |        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------|-------------------------------------------------------------|---------------------------------------------------------|-----------------------|--------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL                                                                                                                                                                                                                                                                                                                             | AVIATION)                                                                                                                                     | Aircraft Damage<br>SUBSTANTIAL       |                      | Fatal                                                       | Injur<br>Serious                                        | ies<br>Minor          | None   |
| Type of Operation -INSTRUCTIONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                                                                                                                                                                                                                                |                                                                                                                                               | Fire<br>NONE                         | Crew<br>Pass         | 0<br>0                                                      | 0<br>0                                                  | 0<br>0                | 1<br>0 |
| Aircraft Information<br>Make/Model - CESSNA 172K<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2150<br>No. of Seats - 4                                                                                                                                                                                                                                                              | Number Engine                                                                                                                                 | - RECIPROCATIN                       |                      | S                                                           | Installed/A<br>tall Warnir                              |                       |        |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 090/010 KTS<br>Visibility - 10.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Itinerary<br>Last Departure<br>BRENHAM,TX<br>Destination<br>SAME AS ACC,<br>ATC/Airspace<br>Type of Fligh<br>Type of Clears<br>Type Apch/Lndg | /INC<br>t Plan - NONE<br>ance - NONE | PATTERN              | ON AIR<br>Airport D<br>BRENHA<br>Runway<br>Runway<br>Runway | ata<br>M MUNICIPAL<br>Ident -<br>Lth/Wid -<br>Surface - | · 16<br>· 4000/       | 75     |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>STUDENT                                                                                                                                                                                                                                                                                                          | Age - 35<br>Biennial Flight Rev<br>Current -<br>Months Since -<br>Aircraft Type -                                                             | iew<br>N/A Total<br>N/A Make/        | Fligh<br>-<br>Model- | t Time (H<br>65                                             | Last 24<br>Last 30                                      | l Hrs -<br>) Days- UN | 2      |

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT LOST DIRECTIONAL CONTROL DURING THE LANDING ROLL. THE AIRCRAFT VEERED OFF THE RUNWAY AND NOSED OVER TO THE INVERTED POSITION WHEN THE NOSE GEAR DROPPED INTO A HOLE HIDDEN BY TALL GRASS.

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| File No 2038                                              | 7/19/87           | BRENHAM, TX        | A/C Reg. No. N           | N84861          | Time (Lc1) - 1845 CDT |
|-----------------------------------------------------------|-------------------|--------------------|--------------------------|-----------------|-----------------------|
| Occurrence #1<br>Phase of Operation                       |                   | - ON GROUND        |                          |                 |                       |
| Finding(s)<br>1. DIRECTIONAL CONTR<br>2. COMPENSATION FOR |                   |                    |                          |                 |                       |
| Occurrence #2<br>Phase of Operation                       |                   |                    |                          |                 |                       |
| Finding(s)<br>3. TERRAIN CONDITION                        | - DITCH           |                    |                          |                 |                       |
| Probable Cause                                            |                   |                    |                          |                 |                       |
| The National Transport<br>is/are finding(s) 1,2           | ation Safety Boar | rd determines that | the Probable Cause(s) of | f this accident |                       |

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

.

Brief of Accident

| Type of Operation -PERSONAL Fire Crew 1 0 0<br>Filight Conducted Under -14 CFR 91 0N GROUND Pass 0 1 0<br>Accident Occurred During -LANDING<br>Aircraft Information<br>Make/Model - CESSNA 421C Eng Make/Model - CONTINENTAL GTSID-520-N ELT Installed/Activated - Y<br>Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - Y<br>Max Gross Wt - 6800 Engine Type - RECIP-FUEL INJECTED Stall Warning System - Y<br>Max Gross Wt - 6800 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Rated Power - 375 HP<br>Environment/Operations Information<br>Wasther Data Itinerary Airport Proximity<br>Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP<br>Method - N/A Destination Airport Data<br>Basic Weather - VMC SAME AS ACC/INC H & FRANCHSTRIP<br>Wind Dir/Speed - 090/010 KTS RUNWay Ident - 25<br>Visibility - 15.0 SM ATC/Airspace Runway Ident - 25<br>Visibility - 15.0 SM ATC/Airspace NONE RUNWay Status - DRY<br>Obstructions to Vision - NONE Type of Flight Plan - NONE Runway Status - DRY<br>Precipitation - NONE Type of Clearance - NONE Runway Status - DRY<br>Precipitation - NONE Condition of Light - DAYLIGHT<br>Personnel Information<br>Personnel Information<br>Personnel Information<br>Condition of Light - DAYLIGHT<br>Personnel Information<br>Personnel Information<br>Condition of Light - DAYLIGHT<br>Personnel Information<br>Commercial Condition of Light - DAYLIGHT<br>Personnel Information<br>Commercial Condition of Light - DAYLIGHT<br>Personnel Information<br>Pilot-In-Command Age - 72 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Gurrent - YES Total - 11000 Last 24 Hrs - UNK/N<br>Aircraft Pype - C-421C INStrument UNK/NR Last 30 Days- UNK/N<br>Aircraft Pype - C-421C INStrument UNK/NR Last 30 Days- UNK/N | Aircraft Damage Injuries                                                          |     |      |      |    |     |    |          |         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----|------|------|----|-----|----|----------|---------|
| Flight Conducted Under       -14 CFR 91       ON GROUND       Pass       0       1       0         Accident Occurred During       -LANDING       ON GROUND       Pass       0       1       0         Aircraft Information       Make/Model       - CESSNA.421C       Eng Make/Model - CONTINENTAL GTSID-520-N       ELT Installed/Activated - Y         Make/Model       - CESSNA.421C       Eng Make/Model - CONTINENTAL GTSID-520-N       ELT Installed/Activated - Y         Max Gross Wt       - 6800       Engine Type       - RECIP-FUEL INJECTED       Stall Warning System - Y         No. of Seats       - 6       Rated Power       - 375 HP         Environment/Operations Information       Weather Data       Airport Proximity         Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point       ON AIRSTRIP         Method       - N/A       Destination       Airport Data         Basic Weather       - VMC       SAME AS ACC/INC       H & F RANCHSTRIP         Wind Dir/Speed- 090/010 KTS       ATC/Airspace       Runway Lth/Wid - 3000/ 3C         Lowest Sky/Clouds       - 4000 FT SCATTERED Type of Flight Plan - NONE       Runway Status - DRY         Obstructions to Vision- NONE       Type Apch/Lndg       - TRAFFIC PATTERN         Precipitation       - NONE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                   |     |      |      |    |     | ſ  | Nor<br>( | ne<br>D |
| Aircraft Information<br>Make/Model - CESSNA.421C Eng Make/Model - CONTINENTAL GTSID-520-N ELT Installed/Activated - Y<br>Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 2 Stall Warning System - Y<br>Max Gross Wt - 6800 Engine Type - RECIP-FUEL INJECTED<br>No. of Seats - 6 Taiterary Airport Proximity<br>Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP<br>Wathod - N/A BEAUMONT,TX<br>Completeness - N/A Destination Airport Data<br>Basic Weather - VMC SAME AS ACC/INC H & FRANCHSTRIP<br>Wind Dir/Speed - 090/010 KTS Runway Lth/Wid - 25<br>Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 3000/ 3C<br>Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT<br>Lowest Sky/Clouds - 4000 FT SCATTERED Type of Clearance - NONE Runway Status - DRY<br>Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN<br>Precipitation - NONE Age - 72 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>COMMERCIAL Current - YES Total - 11000 Last 24 Hrs - UNK/N<br>Se LAND, ME LAND MONK Since - 2 Make/Model - VMK/N Last 30 Days - UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                   |     |      |      |    |     |    |          | 0       |
| Make/Model- CESSNA 421CEng Make/Model- CONTINENTAL GTSIO-520-NELT Installed/Activated - YLanding Gear- TRICYCLE-RETRACTABLENumber Engines - 2Stall Warning System - YMax Gross Wt- 6800Engine Type- RECIP-FUEL INJECTEDNo. of Seats-6Rated Power- 375 HPEnvironment/Operations InformationItineraryAirport ProximityWeather DataItineraryAirport DataMethod- N/ABEAUMONT,TXCompleteness- N/ADestinationBasic Weather- VMCSAME AS ACC/INCWind Dir/Speed980/010 KTSVisibility- 15.0SMAttripped- RC/AirspaceNobstructions to VisionNONEObstructions to VisionNONEPrecipitation- 1000 FT BROKENPrecipitation- 1000 FT BROKENPrecipitation- 1000 FT BROKENPersonnel InformationYpe of ClearancePersonnel InformationAige - 72Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewCOMMERCIALCurrentCOMMERCIALCurrentComment Cipit- 1000Last 24 Hrs - UNK/NLast 24 Hrs - UNK/NStall Warning System- YESCondition of LightLowest Calling - LawestCall Cartificate - VALID MEDICAL-WAIVERS/LIMITCondition of LightCondition of LightCondition of LightCondition of Light </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                   |     |      |      |    |     |    |          |         |
| Landing GearTRICYCLE-RETRACTABLENumber Engines - 2Stall Warning System - YMax Gross Wt- 6800Engine Type- RECIP-FUEL INJECTEDNo. of Seats- 6Rated Power- 375 HPEnvironment/Operations InformationItineraryAirport ProximityWeather DataItineraryAirport DroximityWx Briefing- NO RECORD OF BRIEFINGLast Departure PointON AIRSTRIPMethod- N/ABEAUMONT,TXOn AIRSTRIPMethod- N/ADestinationAirport DataBasic Weather- VMCSAME AS ACC/INCH & F RANCHSTRIPWind Dir/Speed-090/010 KTSRunway Ident- 25Visibility- 15.0 SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds- 4000 FT SCATTERED Type of Flight PlanNONERunway SurfaceObstructions to VisionNONEType Apch/Lndg- TRAFFIC PATTERNPrecipitation- NONEType Apch/Lndg- TRAFFIC PATTERNPrecipitation- NONEGondition of Light- DAYLIGHT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                   |     |      |      |    |     |    |          |         |
| Max Gross Wt       -       6800       Engine Type       -       RECIP-FUEL INJECTED         No. of Seats       -       6       Rated Power       -       375 HP         Environment/Operations Information       Weather Data       Itinerary       Airport Proximity         Ww Briefing       - NO RECORD OF BRIEFING       Last Departure Point       ON AIRSTRIP         Method       - N/A       BEAUMONT,TX       ON AIRSTRIP         Completeness       - N/A       Destination       Airport Data         Basic Weather       - VMC       SAME AS ACC/INC       H & F RANCHSTRIP         Wind Dir/Speed-090/010 KTS       Runway Ident       - 25         Visibility       - 15.0       SM       ATC/Airspace       Runway Lth/Wid       - 3000/ 3C         Lowest Sky/Clouds       - 4000 FT SCATTERED Type of Flight Plan       NONE       Runway Surface       - ASPHALT         Lowest Ceiling       - 12000 FT BROKEN       Type Apch/Lndg       - TRAFFIC PATTERN       Precipitation       - NONE         Precipitation       - NONE       Condition of Light       - DAYLIGHT       - 2       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       - 11000       Last 24 Hrs - UNK/N<                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                   |     |      |      |    |     |    |          |         |
| No. of Seats -6Rated Power-375 HPEnvironment/Operations Information<br>Weather DataItineraryAirport Proximity<br>ON AIRSTRIPWx Briefing -NO RECORD OF BRIEFING<br>Method -Last Departure PointON AIRSTRIPMethod -N/ABEAUMONT,TXON AIRSTRIPMethod -N/ADestinationAirport Data<br>H & F RANCHSTRIP<br>Runway Ident - 25Wind Dir/Speed-090/010 KTSSAME AS ACC/INCH & F RANCHSTRIP<br>Runway Ident - 25Wind Dir/Speed-090/010 KTSATC/AirspaceRunway Lth/Wid - 3000/ 3C<br>Runway Lth/Wid - 3000/ 3CLowest Sky/Clouds -4000 FT SCATTERED Type of Flight Plan - NONERunway Status - DRY<br>Obstructions to Vision- NONEType Apch/LndgPersonnel InformationFormation - NONEType Apch/LndgTRAFFIC PATTERNPersonnel InformationFight -Age -72Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s)Personnel InformationAge -72Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Current -COMMERCIAL<br>S E LAND, ME LANDMonths Since -2Make/Model -Months Since -2Make/Model -UNK/N<br>Last 24 Hrs - UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                   | sys | yste | stem | m  | -   | ŶI | ES       |         |
| Environment/Operations Information<br>Weather Data Itinerary Airport Proximity<br>Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP<br>Method - N/A BEAUMONT,TX<br>Completeness - N/A Destination Airport Data<br>Basic Weather - VMC SAME AS ACC/INC H & F RANCHSTRIP<br>Wind Dir/Speed- 090/010 KTS<br>Visibility - 15.0 SM ATC/Airspace Runway Ident - 25<br>Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - 3000/ 3C<br>Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT<br>Lowest Ceiling - 12000 FT BROKEN Type of Clearance - NONE Runway Surface - ASPHALT<br>Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ed Power - 375 HP                                                                 |     |      |      |    |     |    |          |         |
| Weather Data       Itinerary       Airport Proximity         Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point       ON AIRSTRIP         Method       - N/A       BEAUMONT,TX       On Airport Data         Method       - N/A       Destination       Airport Data         Basic Weather       - VMC       SAME AS ACC/INC       H & F RANCHSTRIP         Wind Dir/Speed- 090/010 KTS       SAME AS ACC/INC       H & F RANCHSTRIP         Wind Dir/Speed- 090/010 KTS       ATC/Airspace       Runway Ident - 25         Visibility       - 15.0 SM       ATC/Airspace       Runway Lth/Wid - 3000/ 3C         Lowest Sky/Clouds       - 4000 FT SCATTERED Type of Flight Plan - NONE       Runway Surface - ASPHALT         Lowest Ceiling       - 12000 FT BROKEN       Type Apch/Lndg       - TRAFFIC PATTERN         Precipitation       - NONE       Type Apch/Lndg       - TRAFFIC PATTERN         Precipitation       - NONE       Condition of Light       - DAYLIGHT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         COMMERCIAL       Current       - YES       Total       - 11000       Last 24 Hrs - UNK/N         SE LAND, ME LAND       Months Since - 2       Make/Model- UNK/NR       Last 30 Days- UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | •••••••••••••••••••••••••••••••••••••••                                           |     |      | ·    |    |     |    |          |         |
| Wx Briefing       - NO RECORD OF BRIEFING       Last Departure Point       ON AIRSTRIP         Method       - N/A       BEAUMONT,TX       Airport Data         Completeness       - N/A       Destination       Airport Data         Basic Weather       - VMC       SAME AS ACC/INC       H & F RANCHSTRIP         Wind Dir/Speed-090/010 KTS       SAME AS ACC/INC       H & F RANCHSTRIP         Wind Dir/Speed-090/010 KTS       ATC/Airspace       Runway Ident       - 25         Visibility       - 15.0       SM       ATC/Airspace       Runway Lth/Wid       - 3000/       3C         Lowest Sky/Clouds       - 4000 FT SCATTERED Type of Flight Plan       - NONE       Runway Surface       - ASPHALT         Lowest Ceiling       - 12000 FT BROKEN       Type of Clearance       - NONE       Runway Status       - DRY         Obstructions to Vision-       NONE       Type Apch/Lndg       - TRAFFIC PATTERN         Precipitation       - NONE       Condition of Light       - DAYLIGHT         -       -       Age - 72       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         COMMERCIAL       Current       - YES       Total       - 11000       Last 24 Hrs - UNK/N<                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | arv Airport Proximity                                                             |     |      |      |    |     |    |          |         |
| Completeness - N/ADestinationAirport DataBasic Weather - VMCSAME AS ACC/INCH & F RANCHSTRIPWind Dir/Speed- 090/010 KTSRunway Ident - 25Visibility - 15.0 SMATC/AirspaceRunway Ident - 25Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONERunway Surface - ASPHALTLowest Ceiling - 12000 FT BROKENType of Clearance - NONERunway Status - DRYObstructions to Vision- NONEType Apch/Lndg - TRAFFIC PATTERNPrecipitation - NONEAge - 72Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent - YESTotal - 11000Last 24 Hrs - UNK/NSE LANDMonths Since - 2Make/Model - UNK/NRLast 30 Days- UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                   |     |      |      |    |     |    |          |         |
| Basic Weather       - VMC       SAME AS ACC/INC       H & F RANCHSTRIP         Wind Dir/Speed-090/010 KTS       Runway Ident       - 25         Visibility       - 15.0 SM       ATC/Airspace       Runway Lth/Wid       - 3000/ 3C         Lowest Sky/Clouds       - 4000 FT SCATTERED Type of Flight Plan       - NONE       Runway Surface       - ASPHALT         Lowest Ceiling       - 12000 FT BROKEN       Type of Clearance       - NONE       Runway Status       - DRY         Obstructions to Vision- NONE       Type Apch/Lndg       - TRAFFIC PATTERN         Precipitation       - NONE       Condition of Light       - DAYLIGHT         Personnel Information       Age - 72       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         COMMERCIAL       Current       - YES       Total       - 11000       Last 24 Hrs - UNK/N         SE LAND, ME LAND       Months Since       - 2       Make/Model- UNK/NR       Last 30 Days- UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | AUMONT, TX                                                                        |     |      |      |    |     |    |          |         |
| Wind Dir/Speed- 090/010 KTSRunway Ident- 25Visibility- 15.0SMATC/AirspaceRunway Lth/Wid- 3000/30Lowest Sky/Clouds- 4000 FT SCATTERED Type of Flight Plan- NONERunway Surface- ASPHALTLowest Ceiling- 12000 FT BROKENType of Clearance- NONERunway Status- DRYObstructions to Vision-NONEType Apch/Lndg- TRAFFIC PATTERNPrecipitation- NONECondition of Light- DAYLIGHTPersonnel InformationPilot-In-CommandAge - 72Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent- YESTotal- 11000SE LAND, ME LANDMonths Since- 2Make/Model- UNK/NRLast 30 Days- UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                   |     |      |      |    |     |    |          |         |
| Visibility       -       15.0       SM       ATC/Airspace       Runway Lth/Wid       -       3000/       300         Lowest Sky/Clouds       -       4000 FT SCATTERED       Type of Flight Plan       -       NONE       Runway Surface       -       ASPHALT         Lowest Ceiling       -       12000 FT BROKEN       Type of Clearance       -       NONE       Runway Status       -       DRY         Obstructions to Vision-       NONE       Type Apch/Lndg       -       TRAFFIC PATTERN         Precipitation       -       NONE       -       NONE         Condition of Light       -       DAYLIGHT       -       Medical Certificate -       VALID MEDICAL-WAIVERS/LIMIT         Presonnel Information       Age -       72       Medical Certificate -       VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         COMMERCIAL       Current       -       YES       Total       -       11000       Last 24 Hrs -       UNK/N         SE LAND, ME LAND       Months Since       2       Make/Model-       UNK/NR       Last 30 Days-       UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                   |     |      |      |    |     |    |          |         |
| Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT<br>Lowest Ceiling - 12000 FT BROKEN Type of Clearance - NONE Runway Status - DRY<br>Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT<br>Personnel Information<br>Pilot-In-Command Age - 72 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>COMMERCIAL Current - YES Total - 11000 Last 24 Hrs - UNK/N<br>SE LAND, ME LAND Months Since - 2 Make/Model- UNK/NR Last 30 Days- UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | •                                                                                 |     |      |      |    |     |    |          |         |
| Lowest Ceiling - 12000 FT BROKEN Type of Clearance - NONE Runway Status - DRY<br>Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT<br>Personnel Information<br>Pilot-In-Command Age - 72 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>COMMERCIAL Current - YES Total - 11000 Last 24 Hrs - UNK/N<br>SE LAND, ME LAND Months Since - 2 Make/Model- UNK/NR Last 30 Days- UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                   |     |      |      |    | 3   | 30 |          |         |
| Obstructions to Vision- NONE       Type Apch/Lndg       - TRAFFIC PATTERN         Precipitation       - NONE         Condition of Light       - DAYLIGHT         Personnel Information       Age - 72       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         COMMERCIAL       Current       - YES       Total       - 11000       Last 24 Hrs - UNK/N         SE LAND, ME LAND       Months Since       - 2       Make/Model- UNK/NR       Last 30 Days- UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                   |     |      | IALI | 1  |     |    |          |         |
| Precipitation - NONE<br>Condition of Light - DAYLIGHT<br>Personnel Information<br>Pilot-In-Command Age - 72 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>COMMERCIAL Current - YES Total - 11000 Last 24 Hrs - UNK/N<br>SE LAND, ME LAND Months Since - 2 Make/Model- UNK/NR Last 30 Days- UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                   | ζ Υ | Y    |      |    |     |    |          |         |
| Condition of Light - DAYLIGHT<br>Personnel Information<br>Pilot-In-Command Age - 72 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>COMMERCIAL Current - YES Total - 11000 Last 24 Hrs - UNK/N<br>SE LAND, ME LAND Months Since - 2 Make/Model- UNK/NR Last 30 Days- UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Apcn/Lnag - TRAFFIC PATTERN                                                       |     |      |      |    |     |    |          |         |
| Personnel Information<br>Pilot-In-Command Age - 72 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>COMMERCIAL Current - YES Total - 11000 Last 24 Hrs - UNK/N<br>SE LAND,ME LAND Months Since - 2 Make/Model- UNK/NR Last 30 Days- UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                   |     |      |      |    |     |    |          |         |
| Pilot-In-Command       Age -       72       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         COMMERCIAL       Current       - YES         SE LAND, ME LAND       Months Since       2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                   |     |      |      |    |     |    |          |         |
| SE LAND,ME LAND Months Since - 2 Make/Model- UNK/NR Last 30 Days- UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                   | ER  | RS/  | S/LI | IM | 417 | т  |          |         |
| SE LAND,ME LAND Months Since - 2 Make/Model- UNK/NR Last 30 Days- UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | light Review Flight Time (Hours)                                                  |     |      |      |    |     |    |          |         |
| SE LAND,ME LAND Months Since - 2 Make/Model- UNK/NR Last 30 Days- UNK/N<br>Aircraft Type - C-421C Instrument- UNK/NR Last 90 Days- UNK/N<br>Multi-Eng - UNK/NR Rotorcraft - UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | t - YES Total - 11000 Last 24 Hrs - UNK/NR                                        |     |      |      |    |     |    |          |         |
| Aircraft Type - C-421C Instrument- UNK/NR Last 90 Days- UNK/N<br>Multi-Eng - UNK/NR Rotorcraft - UNK/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Since - 2 Make/Model- UNK/NR Last 30 Days- UNK/NR                                 |     |      |      |    |     |    |          |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Multi-Eng - UNK/NR Last 90 Days- UNK/NR<br>Multi-Eng - UNK/NR Rotorcraft - UNK/NR |     |      |      |    |     |    |          |         |
| Instrument Rating(s) - AIRPLANE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                   |     |      |      |    |     |    |          |         |
| Instrument Rating(s) - AIRPLANE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                   |     |      |      |    |     |    |          | -       |

POST CRASH FIRE.

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| HT COLLISION W<br>- ABORTED               | ITH OBJECT                                                  |                      |                                                |
|-------------------------------------------|-------------------------------------------------------------|----------------------|------------------------------------------------|
|                                           |                                                             |                      |                                                |
| D - PILOT IN CO<br>LOT IN COMMANN<br>VIND | DMMAND<br>D                                                 |                      |                                                |
|                                           |                                                             |                      |                                                |
|                                           |                                                             |                      |                                                |
|                                           | ) - PILOT IN CO<br>LOT IN COMMAN<br>/IND<br>) - PILOT IN CO | ) - PILOT IN COMMAND | ) - PILOT IN COMMAND<br>LOT IN COMMAND<br>/IND |

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

is/are finding(s) 2,6

Brief of Accident

| File No 2034 7/27/87 KIR                                               | BYVILLE, TX            | A/C Reg. N                | lo. N744C                        | T         | ime (Lc1) -      | 1515 CDT             |      |
|------------------------------------------------------------------------|------------------------|---------------------------|----------------------------------|-----------|------------------|----------------------|------|
| Basic Information<br>Type Operating Certificate-NONE (GENE             | RAL AVIATION)          | Aircraft Dam<br>DESTROYED | nage                             | Fatal     | Injur<br>Serious |                      | None |
| Type of Operation -PERSONAL                                            |                        | Fire                      | Crew                             |           | 0                | 0                    | 0    |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT |                        | ON GROUND                 | Pass                             | ò         | ŏ                | õ                    | õ    |
| Aircraft Information<br>Make/Model - STINSON 108-3                     | Eng Make               | /Model - CONTINE          | NTAL 10-470                      | ELT       | Installed/A      | ctivated ·           |      |
| Landing Gear - TAILWHEEL-ALL FIXED                                     |                        | ngines - 1                |                                  |           | tall Warnin      |                      |      |
| Max Gross Wt - 2200                                                    |                        | vpe - RECIP-F             |                                  | -         |                  | .g. e, e e e e       |      |
| No. of Seats - 4                                                       |                        | wer - 260                 |                                  |           |                  |                      |      |
|                                                                        |                        |                           |                                  |           |                  |                      |      |
| Environment/Operations Information                                     | <b>T A S M M M</b>     |                           |                                  |           | <b>D</b>         |                      |      |
| Weather Data                                                           | Itinerary              |                           | r.                               |           | Proximity        |                      |      |
| Wx Briefing - NO RECORD OF BRIEFI                                      |                        |                           |                                  | OFF AI    | RPORT/STRIP      |                      |      |
| Method - N/A                                                           | ORANGE,                |                           |                                  | Admont D  | - • -            |                      |      |
| Completeness - N/A<br>Basic Weather - VMC                              | Destinatio             | ACC/INC                   |                                  | Airport D | ata              |                      |      |
| Wind Dir/Speed- 120/008 KTS                                            | SAME AS                | ACC/INC                   |                                  | Dunua     | Ident -          | N1 / A               |      |
| Visibility - 7.0 SM                                                    | ATC/Airspac            | -                         |                                  |           |                  | N/A<br>N/A           |      |
| Lowest Sky/Clouds - 2500 FT SC                                         |                        |                           | IE                               |           | Surface -        | •                    |      |
|                                                                        | Type of C              |                           |                                  |           |                  | DRY                  | (F   |
| Obstructions to Vision- NONE                                           |                        | /Lndg - FOR               |                                  | Kullway   | status -         | DKT                  |      |
| Precipitation - NONE                                                   | туре арсп              |                           | CED LANDING                      |           |                  |                      |      |
| Condition of Light - DAYLIGHT                                          |                        |                           |                                  |           |                  |                      |      |
|                                                                        |                        |                           |                                  |           |                  |                      |      |
| Personnel Information                                                  |                        | <b>.</b>                  |                                  | ==        |                  |                      | -    |
| Pilot-In-Command                                                       |                        | Medi                      |                                  |           |                  | IVERS/LIM            | . 1  |
| Certificate(s)/Rating(s)                                               | Biennial Flight        |                           |                                  | t Time (H |                  |                      | ( )  |
|                                                                        | Current<br>Monthe Cine |                           | Iotal ~                          | 600       | Last 24          | Hrs - UN             |      |
| SE LAND, ME LAND                                                       |                        | e - UNK/NR                | Make/Model- UN<br>Instrument- UN |           | Last 30          | Days- UN             |      |
|                                                                        | Aircraft Ty            |                           | Multi-Eng - UN                   |           |                  | Days-UNM<br>aft -UNM |      |
|                                                                        |                        |                           |                                  |           |                  |                      | .,   |
| Instrument Rating(s) - NONE                                            |                        |                           |                                  |           |                  |                      |      |

----Narrative----

THE PILOT APPROACHED THE KIRBYVILLE AIRPORT IN PREPARATION FOR LANDING, WITNESSES STATED THAT SMOKE WAS OBSERVED COMING FROM THE ENGINE AREA. THE AIRCRAFT IMPACTED 30 FOOT PINE TREES, & CONTROL WAS LOST. THE AIRCRAFT STRUCK A LARGE TREE APPROXIMATELY 5 FEET ABOVE GROUND LEVEL AND BURST INTO FLAMES. THE PILOT APPEARED TO BE ATTEMPTING TO REACH AN OPEN FIELD IMMEDIATELY ADJACENT TO THE POINT OF IMPACT. AN ENGINE TEARDOWN REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION. THE ACFT AND ENGINE WERE EXTENSIVELY DMGD BY IMPACT AND POSTCRASH FIRE.

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7/27/87 A/C Reg. No. N744C Time (Lcl) - 1515 CDT File No. - 2034 KIRBYVILLE, TX \_\_\_\_\_ . . . . . . . . . . . . . . . . . . . Occurrence #1 LOSS OF ENGINE POWER Phase of Operation DESCENT - NORMAL Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. POWERPLANT - SMOKE Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 3. 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

Brief of Accident (Continued)

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

Brief of Accident

| File No 2176 8/23/87 LISSI                                                                                                    | Ε,ΤΧ             | A/C Reg.                                                    | No. N4745U                 | т                | ime (Lcl) -                | 1130 CDT                |       |
|-------------------------------------------------------------------------------------------------------------------------------|------------------|-------------------------------------------------------------|----------------------------|------------------|----------------------------|-------------------------|-------|
| Basic Information<br>Type Operating Certificate-NONE (GENERA                                                                  | L AVIATION)      | Aircraft [<br>DESTROYEE                                     |                            | Fatal            | Injur<br>Serious           |                         | None  |
| Type of Operation -FERRY                                                                                                      |                  | Fire                                                        | ,<br>Cre                   |                  |                            | 0                       | 0     |
| Type of Operation -FERRY<br>Flight Conducted Under -14 CFR 91                                                                 |                  | NONE                                                        |                            | is O             | õ                          | 0                       | õ     |
| Accident Occurred During -CRUISE                                                                                              |                  |                                                             | Oth                        | ier 2            | 0<br>0<br>0                | õ                       | 0     |
| Aircraft Information<br>Make/Model - CESSNA U206G<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 3600<br>No. of Seats - 6 | Number<br>Engine | e/Model - CONTJ<br>Engines - 1<br>Type - RECIF<br>ower - 28 | -FUEL INJECTED             | S                | Installed/A<br>tall Warnin |                         |       |
| Environment/Operations Information                                                                                            |                  |                                                             |                            |                  |                            |                         |       |
| Weather Data                                                                                                                  | Itinerary        |                                                             |                            |                  | Proximity                  |                         |       |
| Wx Briefing - NO RECORD OF BRIEFING                                                                                           | Last Dep         | arture Point                                                |                            | OFF AI           | RPORT/STRIP                | <b>&gt;</b>             |       |
| Method - N/A                                                                                                                  | WHARTO           | •                                                           |                            |                  |                            |                         |       |
| Completeness - N/A                                                                                                            | Destinati        |                                                             |                            | Airport D        | ata                        |                         |       |
| Basic Weather - VMC                                                                                                           | OKLAHO           | MA CITY,OK                                                  |                            | _                | <del>-</del> · ·           |                         |       |
| Wind Dir/Speed- 330/004 KTS                                                                                                   |                  |                                                             |                            |                  | Ident -                    |                         |       |
| Visibility - 15.0 SM                                                                                                          | ATC/Airspa       |                                                             |                            |                  | Lth/Wid -                  |                         |       |
| Lowest Sky/Clouds - CLEAR                                                                                                     |                  | Flight Plan - N                                             |                            |                  | Surface -<br>Status -      |                         |       |
| Lowest Ceiling - NONE<br>Obstructions to Vision- NONE                                                                         |                  | Clearance - N<br>h/Lndg - N                                 |                            | Runway           | status -                   | · N/A                   |       |
| Precipitation - NONE                                                                                                          | Type Apc         | n/Lhay - r                                                  | NUINE                      |                  |                            |                         |       |
| Condition of Light - DAYLIGHT                                                                                                 |                  |                                                             |                            |                  |                            |                         |       |
|                                                                                                                               |                  |                                                             |                            |                  |                            |                         |       |
| Pilot-In-Command                                                                                                              | Age - 47         | Me                                                          | edical Certific            | ate - VALID      | MEDICAL-NO                 | WAIVERS/                | LIMIT |
| Certificate(s)/Rating(s)                                                                                                      | Biennial Fligh   | t Review                                                    | Fli                        | ght Time (⊦      | lours)                     |                         |       |
| ATP                                                                                                                           | Current          | - UNK/NR                                                    | Total -                    | 12000            | Last 24                    | Hrs - UN                | K/NR  |
| SE LAND, ME LAND, SE SEA                                                                                                      | Months Sin       | ce – UNK/NR                                                 | Make/Model-                | UNK/NR           | Last 30                    |                         |       |
|                                                                                                                               | Aircraft T       | ype - UNK/NR                                                | Instrument-<br>Multi-Eng - | UNK/NR<br>UNK/NR | Last 90<br>Rotorcr         | ) Days- UN<br>`aft - UN |       |
| Instrument Rating(s) - AIRPLANE                                                                                               |                  |                                                             |                            |                  |                            |                         |       |

----Narrative----

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THE CESSNA AIRCRAFT, N4745U, DEPARTED FROM RUNWAY 32 AT THE MUNICIPAL AIRPORT, WHARTON, TEXAS, ON A NORTHBOUND FLIGHT, ABOUT TWO MINUTES AHEAD OF THE PIPER AIRCRAFT, N1038U. ABOUT 10 MINUTES LATER THE TWO AIRCRAFT EXPERIENCED A MID-AIR COLLISION ABOUT 16 NAUTICAL MILES NORTH-NORTHWEST OF THE DEPARTURE AIRPORT. EVIDENCE REVEALED THAT THE CESSNA WAS OVERTAKING THE PIPER AT THE TIME OF IMPACT. INITIAL CONTACT OCCURRED WHILE THE LONGITUDINAL AXES OF THE TWO AIRCRAFT WERE ABOUT PARALLEL AND THEIR MAGNETIC HEADINGS WERE NEAR THE SAME. THE LONGITUDINAL CENTERLINE OF THE PIPER WAS SLIGHTLY ABOVE AND SLIGHTLY RIGHT OF THAT OF THE CESSNA, HOWEVER, IT WAS MOVING SLIGHTLY LEFT IN RELATION TO THE CESSNA'S FLIGHT PATH. UPON IMPACT THE CESSNA PITCHED UP AND OVER THE PIPER. HOWEVER, ITS WEAKENED FUSELAGE (DUE TO NUMEROUS SLASHES FROM THE PIPER'S LEFT PROPELLER) FOLDED AND SEPARATED. THE SEPARATED SECTION REMAINED UNDER THE PIPER'S LEFT WING THROUGHOUT THE REMAINDER OF THE ACCIDENT SEQUENCE.

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

1

Brief of Accident

| File No 2176 8/23/87 LISS                                   | IE,TX A/C R                           | TX A/C Reg. No. N1038U |                                                 |             | Time (Lcl) - 1130 CDT |              |  |  |  |
|-------------------------------------------------------------|---------------------------------------|------------------------|-------------------------------------------------|-------------|-----------------------|--------------|--|--|--|
| Basic Information<br>Type Operating Certificate-NONE (GENER | AL AVIATION) Aircraf                  | t Damage               | Injuries                                        |             |                       |              |  |  |  |
|                                                             | DESTRO                                | YED                    | Fatal                                           | Serious     | Minor                 | None         |  |  |  |
| Type of Operation -BUSINESS                                 | Fire                                  | Crew                   | 1                                               | 0           | -                     | 0            |  |  |  |
| Flight Conducted Under -14 CFR 91                           | NONE                                  | Pass                   | 1                                               | 0           | 0                     | 0            |  |  |  |
| Accident Occurred During -CRUISE                            |                                       | Other                  | 1                                               | 0           | 0                     | 0            |  |  |  |
| Aircraft Information<br>Make/Model - PIPER PA-34-200        | Eng Make/Model - LY                   | COMING ID-260          | EI T                                            |             | otivato               | d - YES-UNK/ |  |  |  |
| Landing Gear - TRICYCLE-RETRACTABLE                         | Number Engines - 2                    |                        |                                                 | tall Warnir |                       |              |  |  |  |
| Max Gross Wt - 4000                                         | Engine Type - RE                      |                        | 5                                               |             | g syste               |              |  |  |  |
| No. of Seats - 7                                            | Rated Power -                         | 200 HP                 |                                                 |             |                       |              |  |  |  |
| Environment/Operations Information                          |                                       |                        |                                                 |             |                       |              |  |  |  |
| Weather Data                                                | Itinerary                             |                        | Airport                                         | Proximity   |                       |              |  |  |  |
| Wx Briefing - NO RECORD OF BRIEFING                         |                                       |                        |                                                 | RPORT/STRIP |                       |              |  |  |  |
| Method $- N/A$                                              | WHARTON, TX                           |                        | 011 41                                          |             |                       |              |  |  |  |
| Completeness - N/A                                          | Destination                           |                        | Airport D                                       | ata         |                       |              |  |  |  |
| Basic Weather - VMC                                         | OKLAHOMA CITY,OK                      | -                      |                                                 |             |                       |              |  |  |  |
| Wind Dir/Speed- 330/004 KTS                                 | ··· · · · · · · · · · · · · · · · · · |                        | Runway                                          | Ident -     | N/A                   |              |  |  |  |
| Visibility - 15.0 SM                                        | ATC/Airspace                          |                        |                                                 | Lth/Wid -   | N/A                   |              |  |  |  |
| Lowest Sky/Clouds - CLEAR                                   | Type of Flight Plan                   | - NONE                 | Runway                                          | Surface -   | N/A                   |              |  |  |  |
| Lowest Ceiling - NONE                                       | Type of Clearance                     | - NONE                 | Runway                                          | Status -    | N/A                   |              |  |  |  |
| Obstructions to Vision- NONE                                | Type Apch/Lndg                        | - NONE                 |                                                 |             |                       |              |  |  |  |
| Precipitation - NONE                                        |                                       |                        |                                                 |             |                       |              |  |  |  |
| Condition of Light - DAYLIGHT                               |                                       |                        |                                                 |             |                       |              |  |  |  |
| Personnel Information                                       |                                       |                        |                                                 |             |                       |              |  |  |  |
| Pilot-In-Command                                            | Age - 45                              | Medical Certificate    | e - VALID                                       | MEDICAL-NO  | WAIVER                | S/LIMIT      |  |  |  |
| Certificate(s)/Rating(s)                                    | Biennial Flight Review                | Fligh                  | t Time (H                                       | ours)       |                       |              |  |  |  |
| COMMERCIAL                                                  | Current - UNK/NR                      |                        | 2000                                            | Last 24     |                       |              |  |  |  |
| SE LAND, ME LAND                                            | Months Since - UNK/NR                 | Make/Model- UN         | <td>Last 30</td> <td></td> <td></td>            | Last 30     |                       |              |  |  |  |
|                                                             | Aircraft Type - UNK/NR                | Instrument- UN         | K/NR                                            | Last 90     |                       |              |  |  |  |
|                                                             |                                       | Multi-Eng - UN         | <td>Rotorcr</td> <td>aft -</td> <td>UNK/NR</td> | Rotorcr     | aft -                 | UNK/NR       |  |  |  |
| Instrument Rating(s) ~ AIRPLANE                             |                                       |                        |                                                 |             |                       |              |  |  |  |
|                                                             |                                       |                        |                                                 |             |                       |              |  |  |  |
| Narrative                                                   |                                       |                        |                                                 |             |                       |              |  |  |  |
| E PIPER AIRCRAFT, N1038U, DEPARTED FROM RUI                 | NUMY OO AT THE MUNITOTEAU AT          |                        |                                                 |             |                       |              |  |  |  |

FLIGHT, ABOUT TWO MINUTES AFTER THE CESSNA AIRCRAFT, N4745U. ABOUT 10 MINUTES LATER THE TWO AIRCRAFT EXPERIENCED A MID-AIR COLLISION ABOUT 16 NAUTICAL MILES NORTH-NORTHWEST OF THE DEPARTURE AIRPORT. EVIDENCE REVEALED THAT THE PIPER WAS OVERTAKEN BY THE CESSNA. INITIAL IMPACT OCCURRED WHILE THE LONGITUDINAL AXES OF THE TWO AIRCRAFT WERE ABOUT PARALLEL AND THEIR MAGNETIC HEADINGS WERE NEAR THE SAME. THE LONGITUDINAL CENTERLINE OF THE PIPER WAS SLIGHTLY ABOVE AND SLIGHTLY RIGHT OF THAT OF THE CESSNA, HOWEVER, IT WAS MOVING SLIGHTLY LEFT OF THE CESSNA'S FLIGHT PATH. UPON IMPACT THE CESSNA PITCHED UP AND OVER THE PIPER, HOWEVER, ITS WEAKENED FUSELAGE (DUE TO NUMEROUS SLASHES FROM THE PIPER'S LEFT PROPELLER) FOLDED AND SEPARATED. THE SEPARATED SECTION REMAINED UNDER THE PIPER'S LEFT WING THROUGHOUT THE REMAINDER OF THE ACCIDENT SEQUENCE.

3

| File No 21                          | 76 8/23/87 LISSIE,TX                                          | A/C Reg. No. N1038U | Time (Lc1) - 1130 CDT |
|-------------------------------------|---------------------------------------------------------------|---------------------|-----------------------|
| Occurrence #1<br>Phase of Operation |                                                               |                     |                       |
| Finding(s)<br>1. VISUAL LOOKOUT     | - INADEQUATE - PILOT OF OTHER AIRCRA                          | FT                  |                       |
| Occurrence #2<br>Phase of Operation | LOSS OF CONTROL - IN FLIGHT<br>CRUISE                         |                     |                       |
|                                     | IN FLIGHT COLLISION WITH TERRAIN/W.<br>DESCENT - UNCONTROLLED | ATER                | · · ·                 |
| Probable Cause                      |                                                               |                     |                       |

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

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Brief of Accident

| File No 2095 9/05/87 WALLER                                                                                                                                                                                                                                                                                                                                  | A/C                                                                                                                                                  | A/C Reg. No. N5590Q          |                                                   |                                         | Time (Lcl) - 1742 CDT |              |  |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|---------------------------------------------------|-----------------------------------------|-----------------------|--------------|--|--|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL                                                                                                                                                                                                                                                                                                |                                                                                                                                                      | Aircraft Damage<br>DESTROYED |                                                   | Injur<br>Serious                        |                       | None         |  |  |
| Type of Operation -INSTRUCTIONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT                                                                                                                                                                                                                                                   | -                                                                                                                                                    | Cre                          |                                                   | 1<br>0                                  | 0<br>0                | 0            |  |  |
| Aircraft Information<br>Make/Model - MOONEY M-20C<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 2575<br>No. of Seats - 4                                                                                                                                                                                                                          | <b>U U</b>                                                                                                                                           |                              | S                                                 | Installed/A<br>tall Warnin              |                       |              |  |  |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 360/005 KTS<br>Visibility - 10.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Itinerary<br>Last Departure Poin<br>TOMBALL,TX<br>Destination<br>LOCAL<br>ATC/Airspace<br>Type of Flight Plan<br>Type of Clearance<br>Type Apch/Lndg | - NONE                       | OFF Al<br>Airport C<br>Runway<br>Runway<br>Runway | / Ident -<br>/ Lth/Wid -<br>/ Surface - | N/A<br>N/A            |              |  |  |
|                                                                                                                                                                                                                                                                                                                                                              | Age - 41<br>Biennial Flight Review<br>Current - YES<br>Months Since - 21<br>Aircraft Type - C-150                                                    | Total -<br>Make/Model-       | ght Time (H<br>781<br>25                          | lours)<br>Last 24<br>Last 30            | Hrs - l<br>Days-      | JNK/NR<br>25 |  |  |

----Narrative----

IT WAS REPORTED THAT A PRIVATE PILOT WAS RECEIVING INSTRUMENT FLIGHT INSTRUCTIONS FROM A CFI WHEN THE ACCIDENT OCCURRED. HOWEVER, THE CFI STATED THAT HE WAS INVITED BY THE PVT PLT TO GO WITH HIM ON A SHORT FLIGHT AND THAT HE WAS ONLY A PASSENGER. DURING THE FLIGHT, THE PVT PLT REPORTEDLY STARTED DDING SLOW FLIGHT MANEUVERS AT 3000 FEET MSL. ACCORDING TO THE CFI THE PVT PLT MADE SVERAL FLIGHT CONTROL INPUTS WHICH TERMINATED WITH THE AIRCRAFT BEING IN AN INVERTED SPIN. WHEN THE PVT PLT MADE NO ATTEMPTS TO RECOVER, THE CFI MADE THE ANNOUNCEMENT THAT HE HAD THE AIRCRAFT. HE STATED THAT THE PVT PLT HAD A COMPLETELY BLANK LOOK ON HIS FACE AND WOULD NOT LET GO OF THE CONTROLS. HE MADE THE ANNOUNCEMENT AGAIN WITH THE SAME RESPONSE. HE THEN FOUGHT THE PVT PLT UNTIL HE GAINED CONTROL. HOWEVER, IT WAS TOO LATE TO AVOID IMPACT WITH TREES, WHICH RESULTED IN THE ACCIDENT.

File No. - 2095 9/05/87 WALLER, TX A/C Reg. No. N5590Q Time (Lcl) ~ 1742 CDT \_\_\_\_\_ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. MANEUVER - ATTEMPTED - DUAL STUDENT 2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI) 3. RELINQUISHING OF CONTROL - DELAYED - DUAL STUDENT Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. OBJECT - TREE(S) 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

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

Brief of Accident

| File No 2174 10/08/87 KERRV                                                                                                                                                                                                                                                                                                                                                      | 10/08/87 KERRVILLE,TX A/C Reg. No.                                                                                                                          |                               |                                                                   | No. N57257 Time (Lcl) - 1925            |                               |           |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|-------------------------------------------------------------------|-----------------------------------------|-------------------------------|-----------|--|
| Basic Information<br>Type Operating Certificate-NONE (GENERA<br>Type of Operation -PERSONAL                                                                                                                                                                                                                                                                                      | SUBS<br>Fire                                                                                                                                                |                               | Fatal<br>ew Ö                                                     | 0                                       | Minor<br>O                    | None<br>2 |  |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                                                                                                                                                                                                                                                           | NUNE                                                                                                                                                        | Pa                            | .ss O                                                             | 0                                       | 0                             | 0         |  |
| Aircraft Information<br>Make/Model - MOONEY M-20-J<br>Landing Gear - TRICYCLE-RETRACTABLE<br>Max Gross Wt - 2740<br>No. of Seats - 4                                                                                                                                                                                                                                             | Number Engines -<br>Engine Type -                                                                                                                           |                               | S                                                                 | Installed/A<br>tall Warnir              |                               |           |  |
| Environment/Operations Information<br>Weather Data<br>W× Briefing - FSS<br>Method - IN PERSON<br>Completeness - UNK/NR<br>Basic Weather - VMC<br>Wind Dir/Speed- 120/007 KTS<br>Visibility - 15.0 SM<br>Lowest Sky/Clouds - CLEAR<br>Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Itinerary<br>Last Departure Poi<br>TUCSON,AZ<br>Destination<br>SAME AS ACC/INC<br>ATC/Airspace<br>Type of Flight Pla<br>Type of Clearance<br>Type Apch/Lndg | n - VFR<br>- VFR FLIGHT FOL   | OFF AI<br>Airport D<br>Runway<br>Runway<br>Runway<br>LOWINGRunway | / Ident -<br>/ Lth/Wid -<br>/ Surface - | N/A<br>N/A<br>GRASS/TU<br>DRY | RF        |  |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE<br>SE LAND                                                                                                                                                                                                                                                                                      | Age - 36<br>Biennial Flight Review<br>Current - YES<br>Months Since - 9<br>Aircraft Type - UNK/                                                             | Fl<br>- Total<br>- Make/Model | ight Time (H<br>234<br>56                                         | lours)<br>Last 24<br>Last 30            | Hrs -                         | 7         |  |

Instrument Rating(s) - NONE

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----Narrative----

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ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT COLLIDED WITH A ROAD SIGN AND THE GRND DURING AN OFF ARPT EMERGENCY LNDG FOLLOWING A COMPLETE ENG FAILURE DURING DESCENT. PLT STATED THAT ABOUT 20 MINS OUT FROM HIS DEST, THE OIL PRESS DECREASED INTO THE YELLOW ARC, BUT OIL TEMP AND CYL HEAD TEMP REMAINED NORMAL. DURING THE DESCENT, OIL PRESS DECREASED INTO THE RED AND THE ENG STARTED VIBRATING. SHORTLY THEREAFTER THE ENG SEIZED. INVESTIGATION REVEALED THAT THE #4 PISTON CONNECTING ROD HAD SEPARATED DUE TO OIL STARVATION, RESULTING IN SEVERE INTERNAL DAMAGE TO THE ENG. TWO QTS OF HEAVY, BLACK OIL WERE DRAINED FRM THE ENG. THE CAUSE OF THE OIL STARVATION WAS NOT DETERMINED DURING THE INVESTIGATION. THE PLTS STATED THAT THEY HAD DEPARTED 4.5 HRS PRIOR TO THE ACDT WITH SLIGHTLY OVER 5 QTS OF OIL IN THE ENG. ENG HAD BEEN OPERATED A TOTAL OF 320 HRS.

Brief of Accident (Continued) File No. - 2174 10/08/87 A/C Reg. No. N57257 KERRVILLE, TX Time (Lcl) - 1925 CDT LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation DESCENT - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL 2. ENGINE ASSEMBLY, CONNECTING ROD - OVERTEMPERATURE 3. FLUID,OIL - STARVATION \_\_\_\_\_ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. OBJECT - SIGN 5. TERRAIN CONDITION - NONE SUITABLE \_\_\_\_\_ \_\_\_\_\_ Occurrence #4 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

Brief of Accident

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| Type Operating Certificate-NONE (GENERA) | _ AVIATION) Aircraft                             | Damage                 |            | Injur      | ies                      |        |
|------------------------------------------|--------------------------------------------------|------------------------|------------|------------|--------------------------|--------|
|                                          | DESTROY                                          |                        | Fatal      |            |                          | None   |
| Type of Operation -BUSINESS              | Fire                                             | Crew                   | 1          | 0          | 0                        | 0      |
| Flight Conducted Under -14 CFR 91        | NONE                                             | Pass                   | 2          | 0          | 0                        | 0      |
| Accident Occurred During -DESCENT        |                                                  |                        |            |            |                          |        |
| Aircraft Information                     | · · · · · · · · · · · · · · · · · · ·            |                        |            |            |                          |        |
| Make/Model - CESSNA 172RG                | Eng Make/Model - LYC                             | DMING 0-360-F1A6       |            |            |                          |        |
| Landing Gear - TRICYCLE-RETRACTABLE      |                                                  |                        |            | all Warnin | ng System                | - YES  |
| Max Gross Wt - 2650                      | Engine Type - REC                                |                        | TOR        |            |                          |        |
| No. of Seats - 4                         | Rated Power -                                    | 180 HP                 |            |            |                          |        |
| Environment/Operations Information       |                                                  |                        |            |            |                          |        |
| Weather Data                             | Itinerary                                        |                        | Airport P  |            |                          |        |
| Wx Briefing - NO RECORD OF BRIEFING      |                                                  |                        | OFF AIR    | PORT/STRIP | •                        |        |
| Method - N/A                             | ROCKPORT, TX                                     |                        |            |            |                          |        |
| Completeness - N/A                       | Destination                                      |                        | Airport Da | ita        |                          |        |
| Basic Weather - VMC                      | CORSICANA, TX                                    |                        |            |            |                          |        |
| Wind Dir/Speed- 060/002 KTS              |                                                  |                        |            |            | N/A                      |        |
| Visibility - 2.000 SM                    | ATC/Airspace                                     |                        |            | Lth/Wid -  |                          |        |
| Lowest Sky/Clouds - PART OBS             | Type of Flight Plan -                            | NONE                   |            | Surface -  |                          | RF     |
| Lowest Ceiling - NONE                    | Type of Clearance -                              | NONE                   | Runway     | Status -   | WEI                      |        |
| Obstructions to Vision- FOG              | Type Apch/Lndg -                                 | NUNE                   |            |            |                          |        |
| Precipitation - DRIZZLE                  |                                                  |                        |            |            |                          |        |
| Condition of Light - DAWN                |                                                  |                        |            |            |                          |        |
| Personnel Information                    | A                                                |                        |            | I TO MEDIA |                          |        |
| Pilot-In-Command                         | Age - 41 I                                       | ledical certificat     | e - NUN-VA | LID MEDICA | L.                       |        |
| Certificate(s)/Rating(s)                 | Biennial Flight Review<br>Current - UNK/NR       | Fligh                  | τ IIme (Ho | urs)       |                          |        |
|                                          | Months Since - UNK/NR                            | iotai -<br>Mako/Modol- | 201        | Last 24    |                          |        |
| SE LAND                                  | MUTITIS STICE - UNK/NR<br>Ainchaft Type - UNK/NR | make/model-            | 3<br>⊻/ND  | Last 30    | ) Days- UN<br>) Days- UN |        |
|                                          | Aircraft Type - UNK/NR                           | Multi-Epg - UN         |            | Lasi 90    | aft - UN                 |        |
|                                          |                                                  | MUTLI-ENG - UN         |            | ROLOPCE    | מונ - UN                 | r/ INK |
| Instrument Rating(s) - NONE              |                                                  |                        |            |            |                          |        |

REPORTED NORMAL (ALTHOUGH WAVERING) ENGINE SOUNDS JUST PRIOR TO THE AIRCRAFT CRASH.

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File No. - 2173 10/16/87 REFUGIO, TX A/C Reg. No. 9693B Time (Lcl) - 0615 CDT \_\_\_\_\_ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - DRIZZLE 2. WEATHER CONDITION - FOG 3. LIGHT CONDITION - DAWN 4. WEATHER FORECAST - NOT OBTAINED - PILOT IN COMMAND 5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE Finding(s) 6. SPATIAL DISORIENTATION - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED \_\_\_\_\_ ----Probable Cause----

Brief of Accident (Continued)

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

PAGE 379

Brief of Accident

| File No 2191 10/16/87                                                                                                                                                                                                                                                                                                                                       | HOUSTON, TX                                                                                                                                               | A/C Reg. No.                                                         | N3903W                                                                                        | Time (Lcl                                                                                                                    | ) - 0845 CD                                          | Т              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|----------------|
| Basic Information<br>Type Operating Certificate-NONE (                                                                                                                                                                                                                                                                                                      | GENERAL AVIATION)                                                                                                                                         | Aircraft Damage                                                      |                                                                                               |                                                                                                                              | juries                                               | Nees           |
| Type of Operation -PERSON<br>Flight Conducted Under -14 CFR<br>Accident Occurred During -LANDIN                                                                                                                                                                                                                                                             | 91                                                                                                                                                        | DESTROYED<br>Fire<br>IN FLIGHT                                       | Crew                                                                                          | atal Seriou<br>1 O<br>0 O                                                                                                    | s Minor<br>O<br>O                                    | None<br>0<br>0 |
| Aircraft Information<br>Make/Model - PIPER PA-32-260<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 3400<br>No. of Seats - 6                                                                                                                                                                                                                            | Number Eng                                                                                                                                                | e - RECIPROCA                                                        |                                                                                               |                                                                                                                              | ning System                                          | - YES          |
| Environment/Operations Information-<br>Weather Data<br>Wx Briefing - NO RECORD OF BR<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed - 080/003 KTS<br>Visibility - 15.0 SM<br>Lowest Sky/Clouds - 8000 F<br>Lowest Ceiling - 25000 F<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGH | Itinerary<br>IEFING Last Depart<br>HOUSTON,T<br>Destination<br>GENOA,TX<br>ATC/Airspace<br>T SCATTERED Type of Fli<br>T BROKEN Type of Cle<br>Type Apch/L | ght Plan - NONE<br>earance - NONE<br>ndg - FORCEL                    | Air                                                                                           | rport Proximit<br>DFF AIRPORT/ST<br>Dort Data<br>ANDRAU<br>Runway Ident<br>Runway Lth/Wid<br>Runway Surface<br>Runway Status | RIP<br>- N/A<br>I - N/A<br>- DIRT                    |                |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE<br>SE LAND                                                                                                                                                                                                                                                                 | Age - 51<br>Biennial Flight R<br>Current<br>Months Since<br>Aircraft Type                                                                                 | Review<br>- UNK/NR To <sup>-</sup><br>- UNK/NR Mak<br>e - UNK/NR Ins | Certificate -<br>Flight T<br>tal - 70<br>ke/Model- UNK/N<br>strument- UNK/N<br>ti-Eng - UNK/N | ime (Hours)<br>O Last<br>R Last<br>R Last                                                                                    | 24 Hrs - U<br>30 Days- U<br>90 Days- U<br>rcraft - U | NK/NR<br>NK/NR |
| Instrument Rating(s) - NONE<br>Narrative<br>HE ACFT DEVELOPED A FIRE IN THE ENG AR<br>TTEMPTED A LNDG IN A SMALL PARK. THE A<br>HBANKMENT ON THE OPPOSITE SIDE OF THE<br>OT EXHAUST GASES TO START A FIRE. THE                                                                                                                                              | CFT TOUCHED DOWN JUST SH<br>DITCH. POST ACC INSPECTI                                                                                                      | ORT OF A DRAÍNAGE<br>ON REVEALED A FAI                               | E DITCH AND COL<br>LED EXHAUST SY                                                             | LIDED WITH THE                                                                                                               | SLOPING                                              |                |

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| File No 21                                   | 91 10/16/87 HOUSTON,TX                                                              | A/C Reg. No. N3903W                | Time (Lc1) - 0845 CDT |
|----------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation          | FIRE<br>Takeoff - Initial climb                                                     |                                    |                       |
| 2. AIRCRAFT PREFLI                           | STACK - FAILURE,TOTAL<br>GHT - INADEQUATE - PILOT IN COMMAND<br>P - OVERTEMPERATURE |                                    |                       |
| Phase of Operation                           | LOSS OF ENGINE POWER(TOTAL) - MECH FA<br>TAKEOFF - INITIAL CLIMB                    |                                    |                       |
| Occurrence #3<br>Phase of Operation          |                                                                                     |                                    |                       |
|                                              | LOSS OF CONTROL - IN FLIGHT<br>DESCENT - EMERGENCY                                  |                                    |                       |
| Finding(s)<br>4. AIRSPEED(VS) -              | NOT MAINTAINED - PILOT IN COMMAND                                                   |                                    |                       |
|                                              | IN FLIGHT COLLISION WITH TERRAIN/WATE<br>LANDING - FLARE/TOUCHDOWN                  | R ::                               |                       |
| Finding(s)<br>5. TERRAIN CONDITI             |                                                                                     |                                    |                       |
| Probable Cause                               |                                                                                     |                                    |                       |
| The National Transpo<br>is/are finding(s) 1, | rtation Safety Board determines that th<br>2,3,4                                    | e Probable Cause(s) of this accide | ent                   |

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

Brief of Accident

| File No 2172 10/22/87 LL                                             | ANO,TX A/CR                            | eg. No. N9875B | 5B Time (Lcl) - 2040 CDT                          |             |           |       |
|----------------------------------------------------------------------|----------------------------------------|----------------|---------------------------------------------------|-------------|-----------|-------|
| -Basic Information<br>Type Operating Certificate-NONE (GEN           |                                        | t Damage       |                                                   | Injur       |           |       |
|                                                                      | DESTRO                                 |                | Fatal                                             |             |           |       |
| Type of Operation -BUSINESS                                          | Fire                                   |                | 1                                                 | 0           | 0         | 0     |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -OTHER | NONE                                   | Pass           | 1                                                 | 0           | 0         | 0     |
| -Aircraft Information                                                |                                        |                |                                                   |             |           |       |
| Make/Model - CESSNA 172RG<br>Landing Gear - TRICYCLE-RETRACTABLE     | Eng Make/Model - LY                    |                |                                                   | Installed/A |           |       |
| Max Gross Wt - 2200                                                  | Number Engines - 1<br>Engine Type - RE |                | 5                                                 | tall Warnin | g system  | - YES |
| No. of Seats ~ 4                                                     | Rated Power ~                          |                | UR                                                |             |           |       |
|                                                                      |                                        |                |                                                   |             |           |       |
| -Environment/Operations Information                                  |                                        |                |                                                   |             |           |       |
|                                                                      | Itinerary                              |                | Airport                                           | Proximity   |           |       |
| Weather Data<br>Wx Briefing - NO RECORD OF BRIEF                     | ING Last Departure Point               |                |                                                   | RPORT/STRIP |           |       |
| Method - N/A                                                         | LUBBOCK, TX                            |                | 011 /11                                           |             |           |       |
| Completeness - N/A                                                   | Destination                            |                | Airport D                                         | ata         |           |       |
| Basic Weather - VMC                                                  | SAN MARCOS.TX                          |                |                                                   |             |           |       |
| Wind Dir/Speed- CALM                                                 | - · · · · · · <b>,</b> ·               |                | Runwa∨                                            | Ident -     | N/A       |       |
| Visibility - 3.000 SM                                                | ATC/Airspace                           |                |                                                   |             | N/A       |       |
| Lowest Sky/Clouds ~ 300 FT St                                        |                                        | - NONE         |                                                   |             | N/A       |       |
| Lowest Ceiling - 500 FT BI                                           |                                        |                |                                                   |             | N/A       |       |
| Obstructions to Vision- FOG                                          | Type Apch/Lndg                         | - NONE         |                                                   |             |           |       |
| Precipitation - DRIZZLE                                              |                                        |                |                                                   |             |           |       |
| Condition of Light - NIGHT(DARK                                      | )                                      |                |                                                   |             |           |       |
|                                                                      |                                        |                |                                                   |             |           |       |
| -Personnel Information                                               |                                        |                |                                                   |             | <b>/</b>  |       |
| Pilot-In-Command                                                     | Age - 39                               |                |                                                   |             | IVERS/LIM | IT    |
| Certificate(s)/Rating(s)                                             | Biennial Flight Review                 |                | t Time (H                                         |             |           |       |
| PRIVATE                                                              | Current - UNK/NR                       | Total - S      | 000                                               | Last 24     | Hrs - UN  | K/NR  |
|                                                                      | Months Since - UNK/NR                  | Make/Model- UN | <td>Last 30</td> <td>Days- UNI</td> <td>K/NR</td> | Last 30     | Days- UNI | K/NR  |
| SE LAND                                                              | Aircraft Type - UNK/NR                 |                |                                                   | Last 90     |           |       |

Instrument Rating(s) - NONE

----Narrative----

THE PILOT DEPARTED LUBBOCK, TEXAS IN VFR CONDITIONS. AS THE FLIGHT PROGRESSED THE CEILING AND VISIBILITY DETERIORATED AND THE PILOT ENCOUNTERED INSTRUMENT METEOROLOGICAL CONDITIONS. NO EVIDENCE WAS FOUND TO INDICATE THAT THE PILOT OBTAINED A WEATHER BRIEFING PRIOR TO DEPARTURE OR EN ROUTE. THE AIRCRAFT IMPACTED THE GROUND WITH THE LANDING GEARS AND WING FLAPS FULLY RETRACTED. FOLLOWING INITIAL IMPACT THE AIRCRAFT BOUNCED AND CONTACTED A LARGE TREE. POST ACC INVEST REVEALED NO PRE-IMPACT MALFUNCTIONS OF THE ACFT.

File No. - 2172 10/22/87 A/C Reg. No. N9875B LLANO, TX Time (Lcl) - 2040 CDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - FOG 2. WEATHER CONDITION - DRIZZLE 3. WEATHER CONDITION - LOW CEILING 4. WEATHER SERVICE - NOT USED - PILOT IN COMMAND 5. WEATHER EVALUATION - POOR - PILOT IN COMMAND 6. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT Finding(s) 7. OBJECT - TREE(S) 8. LIGHT CONDITION - DARK NIGHT ----Probable Cause----

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

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

Brief of Accident

| File No 2052 10/23/87 N                                                                                                                                                                                                                                                                                                                                | EW CANEY,TX                                                                                                | A/C Reg. No.                                                             | N4870P       | т                                                                     | ime (Lcl) -                 | 1030 CDT              |        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|--------------|-----------------------------------------------------------------------|-----------------------------|-----------------------|--------|
| Basic Information<br>Type Operating Certificate-NONE (GEI                                                                                                                                                                                                                                                                                              | NERAL AVIATION)                                                                                            | Aircraft Damag<br>SUBSTANTIAL                                            | e            | Fatal                                                                 | Injur<br>Serious            |                       | None   |
| Type of Operation -AERIAL O<br>Flight Conducted Under -14 CFR 9<br>Accident Occurred During -LANDING                                                                                                                                                                                                                                                   |                                                                                                            | Fire<br>NONE                                                             | Crew<br>Pass | 0                                                                     | 0                           |                       | 1<br>0 |
| -Aircraft Information<br>Make/Model - CESSNA 152<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 1200<br>No. of Seats - 2                                                                                                                                                                                                                           | Number  <br>Engine                                                                                         | e/Model - LYCOMING (<br>Engines - 1<br>Type - RECIPROCA<br>ower - 115 HP |              | S                                                                     | Installed/A<br>tall Warnin  |                       | •      |
| -Environment/Operations Information<br>Weather Data<br>Wx Briefing - FSS<br>Method - TELEPHONE<br>Completeness - UNK/NR<br>Basic Weather - IMC<br>Wind Dir/Speed- 080/013 KTS<br>Visibility - 3.000 SM<br>Lowest Sky/Clouds - 500 FT<br>Lowest Ceiling - 500 FT<br>Obstructions to Vision-F0G<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Itinerary<br>Last Depa<br>BAYTOW<br>Destinatio<br>PORT A<br>ATC/Airspac<br>Type of I<br>OVERCAST Type of 0 | on<br>RTHUR,TX<br>ce<br>light Plan - NONE                                |              | OFF AI<br>Airport D<br>Runway<br>Runway<br>Runway<br>Runway<br>Runway |                             | N/A<br>N/A<br>ASPHALT |        |
| -Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>COMMERCIAL<br>SE LAND,ME LAND                                                                                                                                                                                                                                                |                                                                                                            | tReview<br>-YES To<br>ce-6 Mai<br>/pe-UNK/NR In:                         | tal -        | t Time (H<br>3804<br>879<br>89                                        | ours)<br>Last 24<br>Last 30 | -                     | 11     |

Instrument Rating(s) - AIRPLANE

----Narrative----

ACFT TOOK OFF IN MARGINAL VFR CONDITIONS ON A PIPELINE PATROL FLT. EN ROUTE, THE PLT ENCOUNTERED DETERIORATING WX CONDITIONS AND EXPERIENCED A ROUGH RUNNING ENG, DUE TO WHAT HE SUSPECTED WAS CARB ICE. HIS ATTEMPTS TO REMEDY THE ROUGHNESS WERE UNSUCCESSFUL AND THE PLT ELECTED TO EXECUTE A PRECAUTIONARY LANDING TO A RURAL ROAD. DURING THE LANDING ROLL THE PLT ENCOUNTERED POOR BRAKING ACTION AND THE RIGHT WING STRUCK A ROAD SIGN CAUSING SUBSTANTIAL DAMAGE. A REVIEW OF THE ICING PROBABILITY CHARTS INDICATED THAT CARB ICING WAS POSSIBLE AT CRUISE OR LOWER POWER SETTINGS.

| File No 20                                                                | 52 10/23/87 NEW                           | CANEY, TX         | A/C Reg.         | No. N4870P      | Time (Lcl) - 1030 CDT |
|---------------------------------------------------------------------------|-------------------------------------------|-------------------|------------------|-----------------|-----------------------|
| Occurrence #1<br>Phase of Operation                                       | IN FLIGHT ENCOUNTER WI<br>CRUISE - NORMAL | ITH WEATHER       |                  |                 |                       |
|                                                                           |                                           |                   |                  |                 |                       |
| Occurrence #2<br>Phase of Operation                                       | LOSS OF ENGINE POWER(F<br>CRUISE - NORMAL | PARTIAL) - NON-M  | ECHANICAL        |                 |                       |
| Finding(s)<br>5. CARBURETOR HEAT                                          | - DELAYED - PILOT IN CO                   | DMMAND            |                  |                 |                       |
| Occurrence #3<br>Phase of Operation                                       | ON GROUND COLLISION WI<br>LANDING - ROLL  | ITH OBJECT        |                  |                 |                       |
| Finding(s)<br>6. OBJECT - SIGN<br>7. PRECAUTIONARY<br>8. TERRAIN CONDITIO | LANDING - PERFORMED - F<br>DN - WET       | PILOT IN COMMAND  |                  |                 |                       |
| Probable Cause                                                            |                                           |                   |                  |                 |                       |
| The National Transpo<br>is/are finding(s) 4,                              | rtation Safety Board de                   | termines that the | e Probable Cause | e(s) of this ac | cident                |

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

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Brief of Accident

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| Basic Information                                                 | AVIATION) Aircroft                                                  | Domogra                             |                          | Tojuni                   |            |            |
|-------------------------------------------------------------------|---------------------------------------------------------------------|-------------------------------------|--------------------------|--------------------------|------------|------------|
| Type Operating Certificate-NONE (GENERA                           | L AVIATION) Aircraft<br>DESTROYE                                    |                                     | Fatal                    | Injuri<br>Serious        |            | None       |
| Type of Operation -PERSONAL                                       | Fire                                                                |                                     | 0                        | 1                        | 0          | 0          |
| Flight Conducted Under -14 CFR 91                                 | NONE                                                                | Pass                                | 0                        | 0                        | 0          | 0          |
| Accident Occurred During -DESCENT                                 |                                                                     |                                     |                          |                          |            |            |
| Aircraft Information                                              |                                                                     |                                     |                          |                          |            |            |
| Make/Model - VARGA 2150A                                          | Eng Make/Model - LYCO                                               | MING 0-320-A2C                      |                          | Installed/Ac             |            |            |
| Landing Gear - TRICYCLE-FIXED                                     |                                                                     |                                     |                          | tall Warning             | g System · | - NO       |
| Max Gross Wt - 1817<br>No. of Seats - 2                           | Engine Type - RECI<br>Rated Power - 1                               |                                     | ETOR                     |                          |            |            |
|                                                                   |                                                                     | 50 HP                               |                          |                          |            |            |
| Environment/Operations Information                                |                                                                     |                                     |                          |                          |            |            |
| Weather Data                                                      | Itinerary                                                           |                                     |                          | Proximity<br>RPORT/STRIP |            |            |
| Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A               | Last Departure Point<br>CLEVELAND,TX                                |                                     | UFF AI                   | RPURI/SIRIP              |            |            |
| Completeness - N/A                                                | Destination                                                         |                                     | Airport D                | ata                      |            |            |
| Basic Weather - VMC                                               | SAME AS ACC/INC                                                     |                                     |                          | MERY COUNTY              |            |            |
| Wind Dir/Speed- 240/007 KTS                                       |                                                                     |                                     |                          | Ident -                  |            |            |
| Visibility - 12.0 SM                                              | ATC/Airspace                                                        |                                     |                          | Lth/Wid -                |            | 150        |
| Lowest Sky/Clouds - 4000 FT SCAT<br>Lowest Ceiling - 8000 FT BROK | IERED Type of Flight Plan -                                         | NONE                                |                          | Surface -<br>Status -    |            |            |
| Obstructions to Vision- NONE                                      | Type Apch/Lndg -                                                    | STRAIGHT-IN                         | Kuriway                  | status -                 | DKT        |            |
| Precipitation - NONE                                              | Type Apony Endg                                                     | FORCED LANDING                      |                          |                          |            |            |
| Condition of Light - DAYLIGHT                                     |                                                                     |                                     |                          |                          |            |            |
| Personnel Information                                             |                                                                     |                                     |                          |                          |            |            |
| Pilot-In-Command                                                  | Age - 40 M<br>Biennial Flight Review                                | ledical Certifica                   | te - VALID               | MEDICAL-NO               | WAIVERS/I  | LIMIT      |
|                                                                   | Biennial Flight Review                                              | Flig                                | ht Time (F               | lours)                   |            |            |
|                                                                   | Current - UNK/NR                                                    | Total -                             | 167                      | Last 24                  | Hrs -      | 1<br>/ /ND |
| SE LAND                                                           | Current - UNK/NR<br>Months Since - UNK/NR<br>Aircraft Type - UNK/NR | Instrument-                         | 5                        | Last 90                  | Days- UN   | 5          |
|                                                                   |                                                                     | Multi-Eng -                         | 1                        |                          | Dayb       | U U        |
| Instrument Rating(s) - NONE                                       |                                                                     |                                     |                          |                          |            |            |
| · · · · · · · · · · · · · · · · · · ·                             |                                                                     |                                     |                          |                          |            |            |
| Narrative                                                         |                                                                     |                                     |                          | CATE HIS                 |            |            |
|                                                                   |                                                                     | TEL WAS NUL                         |                          |                          |            |            |
| E PILOT TOOK OFF FOR A SHORT FLIGHT WITHOUT                       |                                                                     | AND THE PILOT A                     | TTEMPTED A               | FORCED                   |            |            |
|                                                                   | E AIRPORT. THE ENGINE STOPPED                                       | AND THE PILOT A<br>ON. INSPECTION F | TTEMPTED A<br>OUND THE F | FORCED                   | TY AND     |            |

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| File No 20                                                     | 58 12/10/87 CONROE,TX                                                                                                        | A/C Reg. No. N4VK                 | Time (Lcl) - 1445 CST |
|----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                            | LOSS OF ENGINE POWER(TOTAL) - NON-ME<br>CRUISE - NORMAL                                                                      | CHANICAL                          |                       |
| 2. REFUELING - NOT<br>3. IN-FLIGHT PLANN<br>4. FLUID.FUEL - EX | ING/PREPARATION - INADEQUATE - PILOT I<br>PERFORMED - PILOT IN COMMAND<br>ING/DECISION - INADEQUATE - PILOT IN C<br>HAUSTION | OMMAND                            |                       |
| Occurrence #2                                                  | FORCED LANDING<br>DESCENT - EMERGENCY                                                                                        |                                   |                       |
|                                                                | IN FLIGHT COLLISION WITH OBJECT<br>DESCENT - EMERGENCY                                                                       |                                   |                       |
| Finding(s)<br>5. OBJECT – TREE(S                               |                                                                                                                              |                                   |                       |
| Phase of Operation                                             | IN FLIGHT COLLISION WITH TERRAIN/WAT<br>DESCENT - EMERGENCY                                                                  |                                   |                       |
| Probable Cause                                                 |                                                                                                                              |                                   |                       |
| The National Transpo<br>is/are finding(s) 1,                   | rtation Safety Board determines that t<br>4                                                                                  | he Probable Cause(s) of this acci | dent .                |

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

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Brief of Accident

| DESTROYED<br>Fire<br>ON GROUND |                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Serious<br>O<br>O                                                                                                                                                                                                                                                                                                                                                                                                   | Minor<br>O<br>O                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | None<br>0<br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ON GROUND                      |                                                                                                                                                                                                                                     | 1<br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 0<br>0                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                |                                                                                                                                                                                                                                     | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 0                                                                                                                                                                                                                                                                                                                                                                                                                   | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                |                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                |                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| ke/Model - ROLLS ROYCE         |                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Installed/Ac                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                |                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | tall warning                                                                                                                                                                                                                                                                                                                                                                                                        | System                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | - NU                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Power - 1490 HP                |                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                |                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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|                                |                                                                                                                                                                                                                                     | UFF AIF                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | PORI/SIRIP                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| -                              | ٨ir                                                                                                                                                                                                                                 | nort Da                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ata                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                |                                                                                                                                                                                                                                     | •                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                     | INT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                |                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| ace                            |                                                                                                                                                                                                                                     | Runway                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Lth/Wid -                                                                                                                                                                                                                                                                                                                                                                                                           | 5950/                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 150                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Flight Plan - VFR              |                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                |                                                                                                                                                                                                                                     | Runway                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Status - I                                                                                                                                                                                                                                                                                                                                                                                                          | JRY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| ch/Lndg - FORCED               | LANDING                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                |                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| Modical                        | Contificato .                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | /  ТМТТ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| ht Review                      |                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                     | WAIVLKJ/                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| - YES Tota                     |                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                     | Hrs - UN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | NK/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| nce - 7 Make                   | e/Model-                                                                                                                                                                                                                            | 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Last 30                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Type - UNK/NR Inst             | trument- UNK/N                                                                                                                                                                                                                      | ١R                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Last 90 I                                                                                                                                                                                                                                                                                                                                                                                                           | Days-                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Mult                           | ti-Eng - UNK/M                                                                                                                                                                                                                      | NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Rotorcra                                                                                                                                                                                                                                                                                                                                                                                                            | ft - UN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ∙K/NR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                |                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                | Type - RECIPROCATI<br>Power - 1490 HP<br>Darture Point<br>AS ACC/INC<br>ion<br>Acce<br>Flight Plan - VFR<br>Clearance - VFR<br>ch/Lndg - FORCED<br>Medical<br>nt Review<br>- YES Tota<br>nce - 7 Make<br>Type - UNK/NR Inst<br>Mult | Type - RECIPROCATING-CARBURETOF<br>Power - 1490 HP<br>Attemption Attemption Attempt | Type - RECIPROCATING-CARBURETOR<br>Power - 1490 HP<br>Airport F<br>Darture Point OFF AIF<br>AS ACC/INC<br>ion Airport Da<br>RIO GRA<br>Runway<br>ace Runway<br>Flight Plan - VFR Runway<br>Clearance - VFR Runway<br>ch/Lndg - FORCED LANDING<br>Medical Certificate - VALID<br>nt Review Flight Time (Ho<br>- YES Total - 20000<br>nce - 7 Make/Model- 8<br>Type - UNK/NR Instrument- UNK/NR<br>Multi-Eng - UNK/NR | Type - RECIPROCATING-CARBURETOR<br>Power - 1490 HP<br>Airport Proximity<br>Darture Point OFF AIRPORT/STRIP<br>As ACC/INC<br>ion Airport Data<br>RIO GRANDE VALLEY<br>Runway Ident -<br>Runway Ident -<br>Runway Lth/Wid -<br>Flight Plan - VFR Runway Surface - I<br>Clearance - VFR Runway Status - I<br>Ch/Lndg - FORCED LANDING<br>Medical Certificate - VALID MEDICAL-NO M<br>nt Review Flight Time (Hours)<br>- YES Total - 20000 Last 24 H<br>nce - 7 Make/Model- 8 Last 30 I<br>Type - UNK/NR Instrument- UNK/NR Rotorcra | Type - RECIPROCATING-CARBURETOR<br>Power - 1490 HP<br>Airport Proximity<br>OFF AIRPORT/STRIP<br>AS ACC/INC<br>ion Airport Data<br>RIO GRANDE VALLEY INT.<br>Runway Ident - 13<br>Runway Lth/Wid - 5950/<br>Flight Plan - VFR Runway Surface - DIRT<br>Clearance - VFR Runway Surface - DIRT<br>Clearance - VFR Runway Status - DRY<br>Ch/Lndg - FORCED LANDING<br>Medical Certificate - VALID MEDICAL-NO WAIVERS/<br>nt Review Flight Time (Hours)<br>- YES Total - 20000 Last 24 Hrs - UN<br>nce - 7 Make/Model- 8 Last 30 Days- UN<br>Type - UNK/NR Instrument- UNK/NR Last 90 Days-<br>Multi-Eng - UNK/NR Rotorcraft - UN |

| File No 20                          | 51 12/19/87 HARLINGEN,TX                                            | A/C Reg. No. N8575 | Time (Lc1) - 1033 CST |
|-------------------------------------|---------------------------------------------------------------------|--------------------|-----------------------|
|                                     | LOSS OF ENGINE POWER(PARTIAL) - MECH<br>TAKEOFF - INITIAL CLIMB     | H FAILURE/MALF     |                       |
|                                     | BURETOR FLOAT - DETERIORATED<br>BURETOR FLOAT - MOVEMENT RESTRICTED |                    |                       |
| Occurrence #2<br>Phase of Operation | FORCED LANDING<br>DESCENT - EMERGENCY                               |                    |                       |
|                                     | IN FLIGHT COLLISION WITH TERRAIN/WAT<br>DESCENT - EMERGENCY         | ER                 |                       |
| Finding(s)<br>3. AIRSPEED(VS) -     | 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

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Brief of Accident

| -Basic Information                                      |                                            |                     |                        |                          |           |           |
|---------------------------------------------------------|--------------------------------------------|---------------------|------------------------|--------------------------|-----------|-----------|
| Type Operating Certificate-NONE (GENER                  |                                            |                     |                        | Injur                    |           |           |
| Type of Operation -PERSONAL                             | DESTRC<br>Fire                             | )YED<br>Crew        | Fatal<br>1             |                          |           | None<br>O |
| Flight Conducted Under -14 CFR 91                       |                                            | Pass                | 0                      | 0                        |           | 0         |
| Accident Occurred During -UNKNOWN                       |                                            |                     | · ·                    | -                        | Ŭ         | Ũ         |
| -Aircraft Information                                   |                                            |                     |                        |                          |           |           |
| Make/Model - CESSNA 152                                 |                                            | COMING 0-235-L2C    |                        |                          |           |           |
| Landing Gear - TRICYCLE-FIXED                           | Number Engines - 1                         |                     |                        | tall Warnin              | g System  | - YES     |
| Max Gross Wt - 1670                                     |                                            | CIPROCATING-CARBURE | TOR                    |                          |           |           |
| No. of Seats - 2                                        | Rated Power -                              | 110 HP              |                        |                          |           |           |
| Environment/Operations Information                      | T A S A A A A A A A A A A A A A A A A A    |                     | A innent               | Dunasianites             |           |           |
| Weather Data<br>Wx Briefing - NO RECORD OF BRIEFIN      | Itinerary<br>G Last Departure Point        |                     |                        | Proximity<br>RPORT/STRIP |           |           |
| Method - N/A                                            | LA ROMANA                                  |                     | UFI AI                 | RFURI/SIRIF              |           |           |
| Completeness - N/A                                      | Destination                                |                     | Airport D              | ata                      |           |           |
| Basic Weather - UNK/NR                                  | SAN JUAN, PR                               |                     |                        |                          |           |           |
| Wind Dir/Speed- 130/009 KTS                             |                                            |                     | Runway                 | Ident -                  | N/A       |           |
| Visibility - 15.0 SM                                    | ATC/Áirspace                               |                     | Runway                 | Lth/Wid -                | N/A       |           |
| Lowest Sky/Clouds - 2000 FT SCA                         | TTERED Type of Flight Plan                 |                     |                        | Surface -                |           |           |
| Lowest Ceiling - NONE                                   |                                            |                     | Runway                 | Status -                 | N/A       |           |
| Obstructions to Vision- NONE                            | Type Apch/Lndg                             | - NONE              |                        |                          |           |           |
| Precipitation - NONE<br>Condition of Light - DAYLIGHT   |                                            |                     |                        |                          |           |           |
| Condition of Light - DAYLIGH                            |                                            |                     |                        |                          |           |           |
| -Personnel Information                                  | A                                          |                     |                        |                          |           | /. TMTT   |
| Pilot-In-Command<br>Certificate(s)/Rating(s)            | Age - 25<br>Biennial Flight Review         | Medical Certificat  | e - VALID<br>t Time (H |                          | WAIVERS/  | LIMIII    |
| COMMERCIAL                                              | Current - YES                              | Total -             | 975                    | 1 ast 24                 | Hos - ill |           |
| SE LAND                                                 | Months Since - 9                           | Make/Model- UN      | K/NR                   | Last 30                  | Days- UN  |           |
| JE LAND                                                 | Months Since - 9<br>Aircraft Type - UNK/NF | R Instrument- UN    | K/NR                   | Last 90                  | Days- UN  |           |
|                                                         |                                            | Multi-Eng - UN      | K/NR                   | Rotorcr                  | aft - UN  |           |
| Instrument Rating(s) - AIRPLANE                         |                                            |                     |                        |                          |           |           |
| ······································                  |                                            |                     |                        |                          |           |           |
| -Narrative<br>CORDING TO THE OPERATOR THE ACFT DEPARTED |                                            |                     |                        |                          | ED        |           |
| RE & DROPPED THE STUDENT OFF & THE PLT DE               |                                            |                     |                        |                          |           |           |
| NOT ARRIVE AT IT'S DESTINATION & A SEARC                |                                            |                     | L WAS INI              | ITALED. THE              |           |           |
| SULTS OF THE SEARCH HAVE BEEN NEGATIVE. DA              | MAGE AND INJURY INDEX PRESUM               | IED.                |                        |                          |           |           |

| File No 21                          | 49 12/21/87                 | MISSING, UN | A/C Reg. No. N757EQ | Time (Lc1) - UNK/NR |
|-------------------------------------|-----------------------------|-------------|---------------------|---------------------|
| Occurrence #1<br>Phase of Operation | MISSING AIRCRAFT<br>UNKNOWN |             |                     |                     |
| Finding(s)<br>1. UNDETERMINED       |                             |             |                     |                     |
| Probable Cause                      |                             |             |                     |                     |

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

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Brief of Accident

| File No 2106 7/06/87 ABI                                                                                                                                                                                                                                                                                                                                                           | NGDON, VA              | DON,VA A/C Reg. No. N1                                                |      |                                                   | Time (Lcl) - 1100 EDT                  |                                                  |                |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------------------------------------|------|---------------------------------------------------|----------------------------------------|--------------------------------------------------|----------------|--|--|
| -Basic Information<br>Type Operating Certificate-NONE (GENE<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -CRUISE                                                                                                                                                                                                                | RAL AVIATION)          | Aircraft Damage<br>DESTROYED<br>Fire<br>ON GROUND                     | Crew | Fatal<br>1<br>0                                   | Injur<br>Serious<br>O<br>O             | Minor<br>O                                       | None<br>0<br>0 |  |  |
| -Aircraft Information<br>Make/Model - GRUMMAN AA-5B<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 2400<br>No. of Seats - 4                                                                                                                                                                                                                                                    | Number Er<br>Engine Ty | /Model - LYCOMING O<br>ngines - 1<br>/pe - RECIPROCAT<br>wer - 180 HP |      | S                                                 | Installed/A<br>tall Warnin             |                                                  |                |  |  |
| -Environment/Operations Information<br>Weather Data<br>Wx Briefing - FSS<br>Method - IN PERSON<br>Completeness - FULL<br>Basic Weather - IMC<br>Wind Dir/Speed- 100/004 KTS<br>Visibility - UNK/NR<br>Lowest Sky/Clouds - UNK/NR<br>Lowest Sky/Clouds - UNK/NR<br>Lowest Ceiling - 1000 FT<br>Obstructions to Vision- FOG<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | Type of C              | , TN<br>n<br>RGH , PA                                                 |      | OFF AII<br>rport Da<br>Runway<br>Runway<br>Runway | Ident -                                | N/A<br>N/A<br>N/A                                |                |  |  |
| -Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>PRIVATE<br>SE LAND                                                                                                                                                                                                                                                                                       |                        | Review<br>- UNK/NR Tot<br>e - UNK/NR Mak<br>be - UNK/NR Ins           |      | Time (H<br>08<br>NR<br>NR                         | ours)<br>Last 24<br>Last 30<br>Last 90 | Hrs - UNK<br>Days- UNK<br>Days- UNK<br>aft - UNK | /NR<br>(/NR    |  |  |

----Narrative----

FSS ADVISED THE PLT THAT VFR FLIGHT WAS NOT RECOMMENDED DUE TO OBSCURED MOUNTAINS ALONG THE FLIGHT ROUTE. THERE ALSO WERE THUNDERSHOWERS WEST OF THE FLIGHT ROUTE. THE PLT SAID HE HAD TO LEAVE TO STAY AHEAD OF THE THUNDERSHOWERS. HE SAID THAT HE WOULD FLY THE VALLEY ROUTE BETWEEN BRISTOL AND ROANOKE, VA AND THEN DIRECT TO HIS DESTINATION. THE ACFT DEPARTED ABOUT 45 MINS LATER AND CLIMBED TO 2800 FT MSL AND HEADED NE BEFORE RADAR SERVICE WAS TERMINATED. ABOUT 10 MINS AFTERWARDS A WITNESS HEARD THE ACFT HIT A FOG COVERED MOUNTAIN ABOUT 26 MILES NE OF THE DEPARTURE ARPT. THE ACFT HIT THE MOUNTAIN AT AN ELEVATION OF ABOUT 3900 FT. THE GLADE SPRING VOR IS ON THE MOUNTAIN AND THE ACFT WRECKAGE WAS ABOUT ONE-QUARTER MI AWAY FROM IT.

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File No. - 2106 7/06/87 ABINGDON, VA A/C Reg. No. N19SM Time (Lc1) - 1100 EDT \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ \_ Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - FOG 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND з. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation CRUISE - NORMAL Finding(s) 5. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----

is/are finding(s) 2,4

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

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

Brief of Accident

| Type Operating Certificate-NONE (GENER/                          |                                     | ft Damage        | 5-4-1          | Inju         |            | <b>N</b> 1 m m m |
|------------------------------------------------------------------|-------------------------------------|------------------|----------------|--------------|------------|------------------|
| Type of Operation -PEPSONAL                                      | MINOR<br>Fire                       |                  | Fatal<br>Yew O | Serious<br>O | Minor<br>O | None<br>1        |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91 | NONE                                |                  | ass O          | ő            | Ő          | 0                |
| Accident Occurred During -APPROACH                               |                                     | 0t               |                |              | 1          | ō                |
| -Aircraft Information                                            |                                     |                  |                |              |            |                  |
| Make/Model - CESSNA U-206                                        | Eng Make/Model - C                  |                  |                | Installed/   |            |                  |
| Landing Gear - TRICYCLE-FIXED                                    |                                     |                  |                | Stall Warni  | ng System  | - YES            |
| Max Gross Wt - 3500<br>No. of Seats - 6                          | Engine Type - R<br>Rated Power -    |                  | :D             |              |            |                  |
|                                                                  |                                     |                  |                |              |            |                  |
| -Environment/Operations Information<br>Weather Data              | Itinerary                           |                  | Ainpont        | Proximity    |            |                  |
| Weather Data<br>Wx Briefing - FSS                                | Last Departure Poin                 | +                |                | IRPORT/STRI  | P          |                  |
| Method - IN PERSON                                               | LEESBURG, VA                        |                  |                | IN ONLY STRI | •          |                  |
| Completeness - WEATHER NOT PERTINEN                              |                                     |                  | Airport        | Data         |            |                  |
| Basic Weather - VMC                                              | LOCAL                               |                  | FRONT          | ROYAL WARR   | EN CNTY    |                  |
| Wind Dir/Speed- CALM                                             |                                     |                  |                | <b>,</b>     | - 27       |                  |
| Visibility - 15.0 SM                                             | · ·                                 |                  |                | y Lth∕₩id    |            | 50               |
| Lowest Sky/Clouds - UNK/NR                                       | Type of Flight Plan                 | n - NONE         |                | y Surface    |            |                  |
| Lowest Ceiling - 8500 FT BRO<br>Obstructions to Vision- NONE     | Type of Clearance<br>Type Apch/Lndg |                  |                | y Status     | - DRY      |                  |
| Precipitation - NONE                                             | Type Apch/Endg                      | - INAFFIC PALLER |                |              |            |                  |
| Condition of Light - DAYLIGHT                                    |                                     |                  |                |              |            |                  |
|                                                                  |                                     |                  |                |              |            |                  |
| Personnel Information<br>Pilot-In-Command                        | Age - 44                            | Medical Certifi  | icate - VALI   | D MEDICAL-W  | ATVERS/LTM | TT               |
| Certificate(s)/Rating(s)                                         | Biennial Flight Review              |                  | ight Time (    |              |            |                  |
| COMMERCIAL, ATP, CFI                                             | Current - YES                       | Total -          |                |              | 4 Hrs -    | 1                |
| SE LAND, ME LAND                                                 | Months Since - 1                    | Make/Model-      |                |              | 0 Days- UN |                  |
|                                                                  | Aircraft Type - C-206               |                  |                | Last 9       | 0 Days-    | 8                |
|                                                                  |                                     | Multi-Eng -      | - 258          |              |            |                  |
| Instrument Rating(s) - AIRPLANE                                  |                                     |                  |                |              |            |                  |
|                                                                  |                                     |                  |                |              |            |                  |
| Narrative<br>E AIRCRAFT WAS INVOLVED IN A MIDAIR COLLIS:         |                                     |                  |                |              |            |                  |

AIRCRAFT MADE AN UNCONTROLLED DESCENT INTO THE TERRAIN.

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MADE A SAFE LANDING AT THE DULLES INTERNATIONAL AIRPORT. N95707 EXPERIENCED A LOSS OF ELEVATOR CONTROL AND THE

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| File No 210                                                    | 9 10/25/87                            | FRONT ROYAL,VA         | A/C Reg. No. N756KP | Time (Lc1) - 1538 EST |
|----------------------------------------------------------------|---------------------------------------|------------------------|---------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                            | MIDAIR COLLISION<br>APPROACH - VFR PA | TTERN - FINAL APPROACH |                     |                       |
| Finding(s)                                                     |                                       |                        |                     |                       |
| <ol> <li>VISUAL LOOKOUT -</li> <li>VISUAL LOOKOUT -</li> </ol> | -                                     |                        |                     |                       |
| 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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PAGE 395

Brief of Accident

| -Basic Information                                                    |                                | nonaft Damage                |                                          |           | Injur                | ios     |               |
|-----------------------------------------------------------------------|--------------------------------|------------------------------|------------------------------------------|-----------|----------------------|---------|---------------|
| Type Operating Certificate-NONE (GENERAL                              |                                | rcraft Damage<br>SUBSTANTIAL |                                          | Fatal     | Injur<br>Serious     |         | None          |
| Type of Operation -INSTRUCTIONAL                                      |                                | re                           | Crew                                     | 0         | 0                    | 1       |               |
| Type of Operation -INSTRUCTIONAL<br>Flight Conducted Under -14 CFR 91 | 1                              | IONE                         | Pass                                     | Ō         | ŏ                    | 0       | Ō             |
| Accident Occurred During -APPROACH                                    |                                |                              | Other                                    | 0         | 0                    | 0       | 1             |
| Aircraft Information                                                  |                                |                              |                                          |           |                      |         |               |
| Make/Model - CESSNA 152                                               | Eng Make/Mode                  | - LYCOMING 0-23              | 5                                        |           |                      |         | d – YES-UNK/I |
| Landing Gear - TRICYCLE-FIXED                                         |                                |                              |                                          |           | all Warnin           | g Syste | m - YES       |
| Max Gross Wt - 1670                                                   |                                | - RECIPROCATING              | -CARBURET                                | OR        |                      |         |               |
| No. of Seats - 2                                                      | Rated Power                    | - 110 HP                     |                                          |           |                      |         |               |
| Environment/Operations Information                                    |                                |                              |                                          |           |                      |         |               |
| Weather Data                                                          | Itinerary                      |                              |                                          | Airport P |                      |         |               |
| Wx Briefing - NO RECORD OF BRIEFING                                   | Last Departure                 |                              |                                          | OFF AIR   | PORT/STRIP           |         |               |
| Method - N/A                                                          | SAME AS ACC/1                  | .NC                          |                                          |           |                      |         |               |
| Completeness - N/A                                                    | Destination                    |                              | A                                        | irport Da |                      |         |               |
| Basic Weather - VMC                                                   | LOCAL                          |                              |                                          |           | OYAL~WARRE           |         |               |
| Wind Dir/Speed- CALM                                                  | ATC / Aimproprie               | 4                            |                                          |           | Ident -<br>Lth/Wid - | 27      | 50            |
| Visibility - 15.0 SM<br>Lowest Sky/Clouds - UNK/NR                    | ATC/Airspace<br>Type of Flight | Dian - NONE                  |                                          |           | Surface -            |         |               |
| Lowest Ceiling - 8500 FT BROKEN                                       | Type of Clearar                |                              |                                          |           | Status -             |         | 1             |
| Obstructions to Vision- NONE                                          | Type Apch/Lndg                 | - TRAFFIC P                  | ATTERN                                   | Kanway    | 514145               | BRI     |               |
| Precipitation - NONE                                                  | Type Apen/ Eng                 |                              |                                          |           |                      |         |               |
| Condition of Light - DAYLIGHT                                         |                                |                              |                                          |           |                      |         |               |
|                                                                       |                                |                              |                                          |           |                      |         |               |
| Personnel Information<br>Pilot-In-Command                             | ae - 18                        | Medical Ce                   | rtificate                                |           |                      | TVERS/I | тмтт          |
| Certificate(s)/Rating(s)                                              | Biennial Flight Revie          | W                            |                                          | Time (Hc  |                      | 1,10,1  |               |
| STUDENT                                                               | Current - N                    | V/A Total                    | - J. |           |                      | Hrs -   | UNK/NR        |
|                                                                       | Months Since - N               |                              | odel- UNK                                |           |                      |         |               |
|                                                                       | Aircraft Type - N              |                              | ment- UNK                                | /NR       | Last 90              | Days-   |               |
|                                                                       |                                | Multi-                       | Eng - UNK                                | /NR       | Rotorcr              | aft -   | UNK/NR        |
| Instrument Rating(s) - NONE                                           |                                |                              |                                          |           |                      |         |               |
|                                                                       |                                |                              |                                          |           |                      |         |               |

THE FINAL APPROACH TO RUNWAY 27 AT THE UNCONTROLLED FRONT ROYAL, VA AIRPORT. EXCELLENT VFR WEATHER PREVAILED WITH 15 MILES VISIBILITY REPORTED. NEITHER PILOT WAS IN POSITION TO OBSERVE THE OTHER AIRCRAFT AT THE TIME OF THE COLLISION BUT BOTH HAD BEEN IN POSITION TO OBSERVE THE OTHER BEFORE TURNING ONTO THE FINAL APPROACHES. N756KP MADE A SAFE LANDING AT THE DULLES INTERNATIONAL AIRPORT. N95707 EXPERIENCED A LOSS OF ELEVATOR CONTROL AND THE AIRCRAFT MADE AN UNCONTROLLED DESCENT INTO THE TERRAIN.

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File No. - 2109 10/25/87 FRONT ROYAL, VA A/C Reg. No. N95707 Time (Lcl) - 1538 EST Occurrence #1 MIDAIR COLLISION Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. FLIGHT CONTROL, ELEVATOR SURFACE - SEPARATION 4. FLT CONTROL SYST, ELEVATOR CONTROL - LOSS, TOTAL ----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 js/are finding(s) 3,4

Brief of Accident

| File No 2012 7/03/87 COTT                                                                                                                                                                                                                                                                                                                                         | A/C Reg                                                                 | . No. N169AF                                           | Time (Lcl) - 1220 CDT |                                                 |                                                                                                             |                                       |                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|--------------------------------------------------------|-----------------------|-------------------------------------------------|-------------------------------------------------------------------------------------------------------------|---------------------------------------|--------------------------|
| Basic Information<br>Type Operating Certificate-NONE (GENER                                                                                                                                                                                                                                                                                                       | AL AVIATION)                                                            | Aircraft<br>SUBSTANI                                   |                       | Fat                                             | I<br>al Serio                                                                                               | njuries<br>us Mino                    | or None                  |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                                                                                                                                                                                                             |                                                                         | Fire<br>NONE                                           |                       |                                                 | 0 0<br>0 0                                                                                                  |                                       | 0 1<br>0 0               |
| Aircraft Information<br>Make/Model - UNKNOWN AVID FLYER<br>Landing Gear - TRICYCLE-FIXED<br>Max Gross Wt - 850<br>No. of Seats - 2                                                                                                                                                                                                                                | Number<br>Engine                                                        | e/Model - CUYL<br>Engines - 1<br>Type - RECl<br>ower - | PROCATING-CAR         |                                                 |                                                                                                             | ed/Activa<br>rning Sys                | ted - YES/YE<br>tem - NO |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFIN<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 300/005 KTS<br>Visibility - 10.0 SM<br>Lowest Sky/Clouds - 4500 FT SCA<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | SAME A<br>Destinati<br>LOCAL<br>ATC/Airspa<br>TTERED Type of<br>Type of | ce<br>Flight Plan -<br>Clearance -<br>h/Lndg -         | NONE<br>STRAIGHT-IN   | ON<br>Airpo<br>BL<br>Ru<br>Ru<br>Ru<br>Ru<br>Ru | ort Proximi<br>AIRPORT<br>rt Data<br>ACKHAWK FLD<br>nway Ident<br>nway Lth/Wi<br>nway Surfac<br>nway Status | - 27<br>d - 2600<br>e - ASPH<br>- DRY | ALT                      |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)                                                                                                                                                                                                                                                                                             | Age - 34<br>Biennial Fligh                                              | t Review                                               | edical Certif<br>F    | light Tim                                       | e (Hours)                                                                                                   | L-WAIVERS,                            | /LIMIT                   |
| PRIVATE<br>SE LAND                                                                                                                                                                                                                                                                                                                                                | Current<br>Months Sin                                                   | - YES<br>ce - 10<br>ype - PA-28                        | Total                 | - 168<br>- 2                                    | Las<br>Las                                                                                                  | t 24 Hrs<br>t 30 Days<br>t 90 Days    | - 2                      |

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Instrument Rating(s) - NONE

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----Narrative----

ON RETURN FROM THE SECOND TEST FLIGHT IN THE EXPERIMENTAL AIRCRAFT, THE PILOT FAILED TO MAINTAIN THE PROPER DESCENT RATE ON SHORT FINAL. AN ATTEMPT TO ADD POWER TO CORRECT THE SITUATION WAS UNSUCCESSFUL, AND THE AIRCRAFT TOUCHED DOWN ON A HIGHWAY SHORT OF THE RUNWAY. IT THEN BOUNCED AND VEERED TO THE RIGHT AND CAME TO A REST ON THE RIGHT SIDE OF THE RUNWAY.

File No. - 2012 7/03/87 COTTAGE GROVE.WI A/C Reg. No. N169AF Time (Lc1) - 1220 CDT Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND 2. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - ROADWAY/HIGHWAY 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - RUNWAY \_\_\_\_\_ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

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Brief of Accident

| -Basic Information<br>Type Operating Certificate-NONE (GENE |                                    | aft Damage                     |             | Inju        | nion      |      |
|-------------------------------------------------------------|------------------------------------|--------------------------------|-------------|-------------|-----------|------|
| Type operating centificate-none (Gener                      |                                    | TANTIAL                        | Fatal       |             |           | None |
| Type of Operation -PERSONAL                                 | Fire                               | Crev                           |             | 0           | 1         | 0    |
| Flight Conducted Under -14 CFR 91                           | NONE                               | Pass                           | s O         | 0           | 0         | 0    |
| Accident Occurred During -TAKEOFF                           |                                    |                                |             |             |           |      |
| -Aircraft Information                                       |                                    |                                |             |             |           |      |
| Make/Model - GRUMMAN G-44                                   |                                    | LYCOMING GO-480-BID            |             | Installed/  |           |      |
| Landing Gear - AMPHIBIAN                                    | Number Engines -                   |                                |             | tall Warniı | ng System | - NO |
| Max Gross Wt - 4400<br>No. of Seats - 5                     | Engine Type -<br>Rated Power -     | RECIPROCATING-CARBUR<br>270 HP | RETOR       |             |           |      |
| -Environment/Operations Information                         |                                    |                                |             |             |           |      |
| Weather Data                                                | Itinerary                          |                                |             | Proximity   |           |      |
| Wx Briefing - NO RECORD OF BRIEFI                           |                                    | nt                             | ON AIR      | PORT        |           |      |
| Method - N/A                                                | DELEVAN, WI                        |                                |             |             |           |      |
| Completeness - N/A                                          | Destination                        |                                | Airport D   |             |           |      |
| Basic Weather - VMC                                         | MILWAUKEE,WI                       |                                | LAKE L      |             |           |      |
| Wind Dir/Speed- 230/025 KTS                                 |                                    |                                |             |             | - 18      |      |
| Visibility - 12.0 SM                                        | ATC/Airspace                       |                                |             | Lth/Wid     |           | 80   |
| Lowest Sky/Clouds - 10000 FT SC                             |                                    |                                |             | Surface     |           |      |
| Lowest Ceiling - NONE<br>Obstructions to Vision- NONE       | Type of Clearance                  |                                | Runway      | Status      | - DRY     |      |
|                                                             | Type Apch/Lndg                     | - NUNE                         |             |             |           |      |
| Precipitation - NONE<br>Condition of Light - DAYLIGHT       |                                    |                                |             |             |           |      |
|                                                             |                                    |                                |             |             |           |      |
| -Personnel Information<br>Pilot-In-Command                  | 1                                  |                                |             |             |           | 47.7 |
| Certificate(s)/Rating(s)                                    | Age - 84<br>Biennial Flight Review |                                | ght Time (H |             | AIVERS/LI | 111  |
| PRIVATE                                                     | Current - YES                      | Total -                        |             |             | 4 Hrs -   | 2    |
| SE LAND, ME LAND, SE SEA, ME SEA                            | Months Since - 5                   |                                |             |             | Days-     |      |
| SE EAND, ME EAND, SE SEA, ME SEA                            | Aircraft Type - PA-2               |                                |             | Last 90     |           | 2    |
|                                                             |                                    | Multi-Eng - l                  |             |             | raft - U  | _    |
| Instrument Rating(s) - AIRPLANE                             |                                    |                                |             |             |           |      |
| Nonnotivo                                                   |                                    |                                |             |             |           |      |
| -Narrative                                                  |                                    |                                |             |             |           |      |

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| File No 21                                                                | 60 10/01/87        | DELEVAN,WI                            | A/C Reg. N         | o. N1173V          | Time (Lc1) - 1030 CDT |
|---------------------------------------------------------------------------|--------------------|---------------------------------------|--------------------|--------------------|-----------------------|
| Occurrence #1<br>Phase of Operation                                       |                    |                                       |                    |                    |                       |
| Finding(s)<br>1. WEATHER CONDITI<br>2. COMPENSATION<br>3. WEATHER CONDITI | FOR WIND CONDITION | S - INADEQUATE - PILC                 |                    |                    |                       |
| Occurrence #2<br>Phase of Operation                                       |                    |                                       |                    |                    |                       |
| Finding(s)<br>4. OBJECT - TREE(S                                          | )                  | · · · · · · · · · · · · · · · · · · · |                    |                    |                       |
| Occurrence #3<br>Phase of Operation                                       |                    | RUN                                   |                    |                    |                       |
| Finding(s)<br>5. TERRAIN CONDITI                                          | ON - ROUGH/UNEVEN  |                                       |                    |                    |                       |
| Probable Cause                                                            |                    |                                       |                    |                    |                       |
| The National Transpo<br>is/are finding(s) 2                               | rtation Safety Boa | rd determines that th                 | e Probable Cause(s | ) of this accident |                       |

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

Brief of Accident

| Type of Operation -BUSINESS Fire Crew 0 1 0 0<br>Flight Conducted Under -14 CFR 91 NONE Pass 0 1 0 0<br>Accident Occurred During -DESCENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | -Basic Information<br>Type Operating Certificate-NONE (GENERA          | L AVIATION)   | Aircraft [<br>DESTROYE |                  | Fatal       | Injur<br>Serious |            | None  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|---------------|------------------------|------------------|-------------|------------------|------------|-------|
| Fight Conducted Under       -14 CFR 91       NONE       Pass       0       1       0       0         Accident Occurred During       -DESCENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Type of Operation -BUSINESS                                            |               | - · · ·                |                  |             | -                |            |       |
| -Aircraft Information<br>Make/Model - BEECH V35B Eng Make/Model - CONTINENTAL ID-520 ELT Installed/Activated - YES/N<br>Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1<br>Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED<br>No. of Seats - 4 Rated Power - 285 HP<br>-Environment/Operations Information<br>Weather Data Itinerary Airport Proximity<br>Wk Briefing - FSS Last Departure Point OFF AIRPORT/STRIP<br>MethodTELEPHONE SAME AS ACC/INC<br>Completeness - UMK/NR Destination Airport Data<br>Basic Weather - IMC Doo SM ATC/Airspace Runway Ident - N/A<br>Visibility - 1.000 SM ATC/Airspace Runway Ident - N/A<br>Lowest Sky/Clouds - N/A Type of Flight Plan - IFR Runway Status - N/A<br>Dostructions to Vision- FOG Type Apch/Lndg - NONE<br>Precipitation - SNOW<br>Condition of Light - DUSK<br>-Personnel Information<br>Pilot-In-Command Age - 58 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRIVIE<br>SE LAND Age - 58 Instrument - 409 Last 30 Days - 30<br>Aircraft Type of Flag Active Clarance - 12<br>Make/Model - 3711 Last 30 Days - 30<br>Aircraft Type - B-35 Instrument - 409 Last 90 Days - 85<br>Instrument Rating(s) - AIRPLANE<br>-Narrative<br>RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>SAID HE LEVELED THE WINGS PTROT O GROUND IMPACT. THE ACFT NEVER REACHED THE DRIFTING TO THE LEFT.<br>LNOG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BARKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PTROT TO GROUND IMPACT. THE ACFT NEVER REACHED THE DRAFT DAWED | Flight Conducted Under -14 CFR 91<br>Accident Occurred During -DESCENT |               |                        |                  |             | 1                | 0          | 0     |
| Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES<br>Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED<br>No. of Seats - 4 285 HP<br>-Environment/Operations Information<br>Weather Data Itinerary Airport Proximity<br>Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP<br>MethodTELEPHONE SAME AS ACC/INC<br>Completeness - UNK/NR Destination Airport Data<br>Basic Weather - IMC SUPERIOR,WI WAUKESHA CITY AIRPORT<br>Visibility - 1.000 SM ATC/Airspace Runway Lth/Wid - N/A<br>Uses Sky/Clouds - N/A Type of Flight Plan - IFR Runway Status - N/A<br>Obstructions to Vision - FOG Type Apch/Lndg - NONE<br>Precipitation - SNOW<br>Condition of Light - DUSK<br>-Personnel Information<br>Pilot-In-Command Age - 58 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRIVATE Current - YES Total - 3711 Last 24 Hrs - 2<br>Months Since - 12 Make/Model - 3711 Last 24 Hrs - 2<br>Months Since - 12 Make/Model - 3711 Last 24 Hrs - 2<br>Nonths Since - 12 Make/Model - 3711 Last 20 Days - 30<br>Aircraft Type - B-35 Instrument - 409 Last 90 Days - 35<br>Instrument Rating(s) - AIRPLANE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                        |               |                        |                  |             |                  |            |       |
| Max Gross Wt -       3400       Engine Type       - RECIP-FUEL INJECTED         No. of Seats -       4       Rated Power       285 HP         -Environment/Operations Information<br>Weather Data       Itinerary       Airport Proximity         Wx Briefing       - FSS       Last Departure Point       OFF AIRPORT/STRIP         Method      TELEPHONE       SAME AS ACC/INC       OFF AIRPORT/STRIP         Completeness       - UNK/NR       Destination       Airport Data         Basic Weather       - IMC       SUPERIOR,WI       WAUKESHA CITY AIRPORT         Wind Dir/Speed       320/005 KTS       Runway Lth/Wid - N/A       N/A         Uswest Sky/Clouds       N/A       Type of Flight Plan - IFR       Runway Surface - N/A         Lowest Sky/Clouds       N/A       Type of Clearance - IFR       Runway Status - N/A         Obstructions to Vision - FOG       Type Apch/Lndg - NONE       Precipitation - SNOW       Ocontition of Light - DUSK         -Personnel Information       Pilot-In-Command       Age - 58       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         PRIVATE       Current - YES       Total - 3711       Last 24 Hrs - 2         SE LAND       Months Since - 12       Make/Model - 3711       Last 30 Days - 30         Aircraft Type - B-35       In                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                        |               |                        | INENTAL 10-520   |             |                  |            |       |
| No. of Seats -       4       Rated Power       - 285 HP         -Environment/Operations Information<br>Weather Data       Itinerary       Airport Proximity         Ws Briefing       -FSS       Last Departure Point       OFF AIRPORT/STRIP         Method      TELEPHONE       SAME AS ACC/INC       OFF AIRPORT/STRIP         Completeness       UNK/NR       Destination       Airport Data         Basic Weather       IMC       SUPERIOR.WI       WalkESHA CITY AIRPORT         Wind Dir/Speed       320/005 KTS       Runway Ident       -N/A         Visibility       1.000 SM       ATC/Airspace       Runway Ut//Wid       N/A         Lowest Sky/Clouds       N/A       Type of Flight Plan       IFR       Runway Surface       N/A         Obstructions to Vision-F0G       Type of Clearance       IFR       Runway Status       N/A         Obstructions to Vision-F0G       Type of S8       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Cordition of Light       DUSK       Current       YES       Total       3711       Last 24 Hrs       2         Personnel Information       Flight Review       Flight Time (Hours)       PRIVATE       Current       YES       Total       3711       Last 24 Hrs       2 <t< td=""><td></td><td></td><td></td><td></td><td></td><td>stall warmin</td><td>ng system</td><td>- TES</td></t<>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                        |               |                        |                  |             | stall warmin     | ng system  | - TES |
| -Environment/Operations Information<br>Weather Data Itinerary Airport Proximity<br>Wx Briefing - FSS Last Departure Point OFF AIRPORT/STRIP<br>SAME AS ACC/INC<br>Completeness - UNK/NR Destination Airport Data<br>Basic Weather - IMC SUPERIOR,WI WAUKSHA CITY AIRPORT<br>Wind Dir/Speed - 320/005 KTS VERIOR,WI RUNWAY Ldent - N/A<br>Visibility - 1.000 SM ATC/Airspace Runway Ldent - N/A<br>Lowest Sky/Clouds - N/A Type of Flight Plan - IFR Runway Surface - N/A<br>Lowest Sky/Clouds - N/A Type of Flight Plan - IFR Runway Surface - N/A<br>Lowest Ceiling - 800 FT OVERCAST Type of Clearance - IFR Runway Status - N/A<br>Dostructions to Vision- FOG Type Apch/Lndg - NONE<br>Precipitation - SNOW<br>Condition of Light - DUSK<br>-Personnel Information<br>Pilot-In-Command Age - 58 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Age - 58 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Age - 12 Make/Model - 3711 Last 24 Hrs - 2<br>Months Since - 12 Make/Model - 3711 Last 24 Hrs - 2<br>Months Since - 12 Make/Model - 3711 Last 30 Days - 30<br>Aircraft Type - B-35 Instrument - 409 Last 90 Days - 85<br>Instrument Rating(s) - AIRPLANE<br>-Narrative<br>RILY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.<br>LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE BOT THE BACT MAD                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                        |               |                        |                  |             |                  |            |       |
| Weather Data       Itinerary       Airport Proximity         Wx Briefing       - FSS       Last Departure Point       OFF AIRPORT/STRIP         Wether Data       OFF AIRPORT/STRIP       OFF AIRPORT/STRIP         Method       - TELEPHONE       SAME AS ACC/INC       OFF AIRPORT/STRIP         Completeness       - UNK/NR       Destination       Airport Data         Basic Weather       IMC       SUPERIOR,WI       WAUKESHA CITY AIRPORT         Wind Dir/Speed-       320/005 KTS       Runway Ident       - N/A         Visibility       -       1.000 SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       -       N/A       Type of Flight Plan - IFR       Runway Status       - N/A         Obstructions to Vision-FOG       Type of Clearance       - IFR       Runway Status       - N/A         Obstructions to Vision-FOG       Type Apch/Lndg       - NONE       - N/A         Precipitation       -       SNOW       Condition of Light       - DUSK         -Personnel Information       PIVATE       Current       - YES       Total       - 3711       Last 24 Hrs<- 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                        |               |                        |                  |             |                  |            |       |
| Wx Briefing       - FSS       Last Départure Point       OFF AIRPORT/STRIP         Method      TELEPHONE       SAME AS ACC/INC       Airport Data         Completeness       - UNK/NR       Destination       Airport Data         Basic Weather       - IMC       SUPERIDR,WI       WauKESHA CITY AIRPORT         Wind Dir/Speed- 320/005 KTS       Runway Ident       - N/A         Visibility       - 1.000 SM       ATC/Airspace       Runway Lth/Wid       - N/A         Lowest Sky/Clouds       - N/A       Type of Flight Plan       IFR       Runway Surface       - N/A         Dobstructions to Vision- F0G       Type of Clearance       - IFR       Runway Status       - N/A         Obstructions to Vision- F0G       Type Apch/Lndg       - NONE       Precipitation       - SNOW         Condition of Light       - DUSK       - SNOW       Condition of Light       - DUSK         -Personnel Information       Age - 58       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 3711       Last 24 Hrs - 2         SE LAND       Months Since - 12       Make/Model- 3711       Last 90 Days- 85       Aircr                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                        | Itinenary     |                        |                  | Airport     | Provimity        |            |       |
| Method      TELEPHONE       SAME AS ACC/INC         Completeness       - UNK/NR       Destination       Airport Data         Basic Weather       IMC       SUPERIOR,WI       WAUKESHA CITY AIRPORT         Wind Dir/Speed-320/005 KTS       WaukeSHA CITY AIRPORT       Runway Ident       - N/A         Visibility       - 1.000 SM       ATC/Airspace       Runway Lth/Wid - N/A         Lowest Sky/Clouds       N/A       Type of Flight Plan - IFR       Runway Surface - N/A         Lowest Ceiling       - 800 FT OVERCAST       Type of Clearance - IFR       Runway Status - N/A         Obstructions to Vision- F0G       Type Apch/Lndg       - NONE         Precipitation       - SNOW       Condition of Light       - DUSK         -Personnel Information       Pilot-In-Command       Age - 58       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       2         PRIVATE       Current       - YES       Total       - 3711       Last 24 Hrs - 2         SE LAND       Months Since - 12       Make/Model- 3711       Last 30 Days- 30         Aircraft Type - B-35       Instrument- 409       Last 90 Days- 85         Instrument Rating(s)       - AIRPLANE       -       - <td></td> <td></td> <td>ure Point</td> <td></td> <td></td> <td></td> <td>5</td> <td></td>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                        |               | ure Point              |                  |             |                  | 5          |       |
| Completeness - UNK/NR       Destination       Airport Data         Basic Weather - IMC       SUPERIOR,WI       WauKESHA CITY AIRPORT         Wind Dir/Speed- 320/005 KTS       Runway Ident - N/A         Visibility - 1.000 SM       ATC/Airspace       Runway Lth/Wid - N/A         Lowest Sky/Clouds - N/A       Type of Flight Plan - IFR       Runway Surface - N/A         Lowest Ceiling - 800 FT OVERCAST       Type of Clearance - IFR       Runway Surface - N/A         Obstructions to Vision - FOG       Type Apch/Lndg - NONE       PrecipitationN/A         Percontintion - SNOW       Condition of Light - DUSK       -         -Personnel Information       Pilot-In-Command       Age - 58       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       -         PRIVATE       Current - YES       Total - 3711       Last 24 Hrs - 2         SE LAND       Months Since - 12       Make/Model - 3711       Last 30 Days - 30         Aircraft Type - B-35       Instrument Rating(s) - AIRPLANE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                        |               |                        |                  | OTT AI      | KI OKI / SIKI    |            |       |
| Basic Weather - IMC       SUPERIOR,WI       WAUKESHA CITY AIRPORT         Wind Dir/Speed- 320/005 KTS       Runway Ident - N/A         Usest Sky/Clouds - N/A       Type of Flight Plan - IFR       Runway Surface - N/A         Lowest Ceiling - 800 FT OVERCAST       Type of Clearance - IFR       Runway Status - N/A         Obstructions to Vision - F0G       Type Apch/Lndg - NONE       Runway Status - N/A         Precipitation - SNOW       Condition of Light - DUSK       -         -Personnel Information       Pilot-In-Command       Age - 58       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)       2         PRIVATE       Current - YES       Total - 3711       Last 24 Hrs - 2         SE LAND       Months Since - 12       Make/Model - 3711       Last 30 Days - 30         Aircraft Type - B-35       Instrument - 409       Last 90 Days - 85         Instrument Rating(s) - AIRPLANE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                        |               |                        |                  | Airport D   | ata              |            |       |
| Wind Dir/Speed- 320/005 KTS<br>Visibility - 1.000 SM ATC/Airspace Runway Ident - N/A<br>Lowest Sky/Clouds - N/A Type of Flight Plan - IFR Runway Lth/Wid - N/A<br>Lowest Ceiling - 800 FT OVERCAST Type of Clearance - IFR Runway Status - N/A<br>Obstructions to Vision- FOG Type Apch/Lndg - NONE<br>Precipitation - SNOW<br>Condition of Light - DUSK<br>-Personnel Information<br>Pilot-In-Command Age - 58 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRIVATE Current - YES Total - 3711 Last 24 Hrs - 2<br>SE LAND Months Since - 12 Make/Model- 3711 Last 30 Days- 30<br>Aircraft Type - B-35 Instrument- 409 Last 90 Days- 85<br>Instrument Rating(s) - AIRPLANE<br>-Narrative<br>RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.<br>LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PRIOR TO GROUNDN IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                        |               |                        |                  |             |                  | RPORT      |       |
| Lowest Ský/Clouds - N/A Type of Flight Plan - IFR Runway Surface - N/A<br>Lowest Ceiling - 800 FT OVERCAST Type of Clearance - IFR Runway Status - N/A<br>Dbstructions to Vision- FOG Type Apch/Lndg - NONE<br>Precipitation - SNOW<br>Condition of Light - DUSK<br>-Personnel Information<br>Pilot-In-Command Age - 58 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRIVATE Current - YES Total - 3711 Last 24 Hrs - 2<br>SE LAND Months Since - 12 Make/Model- 3711 Last 30 Days- 30<br>Aircraft Type - B-35 Instrument- 409 Last 90 Days- 85<br>Instrument Rating(s) - AIRPLANE<br>-Narrative<br>RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.<br>LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPED. THE ACFT BUNK AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Wind Dir/Speed- 320/005 KTS                                            |               |                        |                  | Runway      | /Ident -         | - N/A      |       |
| Lowest Ceiling - 800 FT OVERCAST Type of Clearance - IFR Runway Status - N/A<br>Obstructions to Vision- FOG Type Apch/Lndg - NONE<br>Precipitation - SNOW<br>Condition of Light - DUSK<br>-Personnel Information<br>Pilot-In-Command Age - 58 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRIVATE CUrrent - YES Total - 3711 Last 24 Hrs - 2<br>SE LAND Months Since - 12 Make/Model 3711 Last 30 Days- 30<br>Aircraft Type - B-35 Instrument- 409 Last 90 Days- 85<br>Instrument Rating(s) - AIRPLANE<br>-Narrative<br>RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.<br>LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                        |               |                        |                  |             |                  |            |       |
| Obstructions to Vision- FOG       Type Apch/Lndg       - NONE         Precipitation       - SNOW         Condition of Light       - DUSK         -Personnel Information       Pilot-In-Command       Age - 58         Pilot-In-Command       Age - 58       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 3711       Last 24 Hrs - 2         SE LAND       Months Since - 12       Make/Model-       3711       Last 30 Days- 30         Aircraft Type - B-35       Instrument-       409       Last 90 Days-       85         Instrument Rating(s)       - AIRPLANE         -Narrative       RTUP AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE         TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL.       THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE         TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL.       THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.         LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT MET         SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                        |               |                        |                  |             |                  |            |       |
| Precipitation - SNOW<br>Condition of Light - DUSK<br>-Personnel Information<br>Pilot-In-Command Age - 58 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRIVATE Current - YES Total - 3711 Last 24 Hrs - 2<br>SE LAND Months Since - 12 Make/Model - 3711 Last 30 Days - 30<br>Aircraft Type - B-35 Instrument - 409 Last 90 Days - 85<br>Instrument Rating(s) - AIRPLANE<br>-Narrative<br>RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.<br>LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                        |               |                        |                  | Runway      | Status -         | - N/A      |       |
| Condition of Light - DUSK<br>-Personnel Information<br>Pilot-In-Command Age - 58 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT<br>Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)<br>PRIVATE Current - YES Total - 3711 Last 24 Hrs - 2<br>Months Since - 12 Make/Model- 3711 Last 30 Days- 30<br>Aircraft Type - B-35 Instrument- 409 Last 90 Days- 85<br>Instrument Rating(s) - AIRPLANE<br>-Narrative<br>RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.<br>LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                        | lype Apch/L   | ndg - I                | NONE             |             |                  |            |       |
| -Personnel Information Pilot-In-Command Age - 58 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 3711 Last 24 Hrs - 2 SE LAND Months Since - 12 Make/Model- 3711 Last 30 Days- 30 Aircraft Type - B-35 Instrument- 409 Last 90 Days- 85 Instrument Rating(s) - AIRPLANE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Precipitation - SNUW                                                   |               |                        |                  |             |                  |            |       |
| Pilot-In-Command       Age -       58       Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT         Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 3711       Last 24 Hrs -       2         SE LAND       Months Since       - 12       Make/Model-       3711       Last 30 Days-       30         Aircraft Type -       B-35       Instrument-       409       Last 90 Days-       85         -Narrative       RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE         TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL.       THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.         LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE         SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                        |               |                        |                  |             |                  |            |       |
| Certificate(s)/Rating(s)       Biennial Flight Review       Flight Time (Hours)         PRIVATE       Current       - YES       Total       - 3711       Last 24 Hrs       - 2         SE LAND       Months Since       - 12       Make/Model-       3711       Last 30 Days-       30         Aircraft Type       B-35       Instrument-       409       Last 90 Days-       85         Instrument Rating(s)       - AIRPLANE       -       -       -       -         -Narrative       RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE       -         TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.       LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE         SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND       -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                        |               |                        |                  |             |                  |            |       |
| SE LAND Months Since - 12 Make/Model- 3711 Last 30 Days- 30<br>Aircraft Type - B-35 Instrument- 409 Last 90 Days- 85<br>Instrument Rating(s) - AIRPLANE<br>-Narrative<br>RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.<br>LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                        | Age - 58      | Me                     | edical Certifica |             |                  | AIVERS/LIM | IT    |
| SE LAND Months Since - 12 Make/Model- 3711 Last 30 Days- 30<br>Aircraft Type - B-35 Instrument- 409 Last 90 Days- 85<br>Instrument Rating(s) - AIRPLANE<br>-Narrative<br>RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.<br>LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                        |               | Review                 | Flig             |             |                  |            | _     |
| Instrument Rating(s) - AIRPLANE<br>-Narrative<br>RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.<br>LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                        |               | - YES                  | Total -          |             |                  |            |       |
| Instrument Rating(s) - AIRPLANE<br>-Narrative<br>RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.<br>LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | SE LAND                                                                | Months Since  | - 12                   | Make/Model-      | 3/11        |                  |            |       |
| -Narrative<br>RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.<br>LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                        | Aircraft Type | е - Б-30               | Instrument-      | 409         | Last 90          | J Days-    | 85    |
| -Narrative<br>RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.<br>LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                        |               |                        |                  |             |                  |            |       |
| RTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE<br>TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT<br>LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                        |               |                        |                  |             |                  |            |       |
| TROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT.<br>LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                        |               |                        |                  |             |                  |            |       |
| LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE<br>SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                        |               |                        |                  |             |                  |            |       |
| SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                        |               |                        |                  |             |                  |            |       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                        |               |                        |                  |             |                  | 16         |       |
| STED 250 TARDS FROM THE SIDE OF THE RWT. EXAMINATION OF THE CONTROL STSTEM DID NOT REVERE EVIDENCE OF MALFONOTION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                        |               |                        |                  |             |                  |            |       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | SHED 250 TARDS TROM THE SIDE OF THE RAT. E                             |               | CONTROL 515            | ILM DID NOT KLVI | LAL LVIDENC | L OI MALIO       |            |       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                        |               |                        |                  |             |                  |            |       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                        |               |                        |                  |             |                  |            |       |

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| Brief of Accident (Continued)                                |                                              |                                                          |              |        |                       |  |  |  |
|--------------------------------------------------------------|----------------------------------------------|----------------------------------------------------------|--------------|--------|-----------------------|--|--|--|
| File No 21                                                   | 70 11/30/87                                  | WAUKESHA,WI                                              | A/C Reg. No. | N6679J | Time (Lc1) - 1609 CST |  |  |  |
| Occurrence #1<br>Phase of Operation                          |                                              |                                                          |              |        |                       |  |  |  |
| 2. DESCENT ~ UNCON<br>3. WEATHER CONDITIO<br>4. SPATIAL DISC | TROLLED -<br>DN - FOG<br>DRIENTATION - PILOT | ) - PILOT IN COMMAND<br>IN COMMAND<br>- PILOT IN COMMAND |              |        |                       |  |  |  |
| Occurrence #2<br>Phase of Operation                          |                                              |                                                          | R            |        |                       |  |  |  |
| Finding(s)<br>6. TERRAIN CONDITIO<br>7. TERRAIN CONDITIO     |                                              |                                                          |              |        |                       |  |  |  |
| Probable Cause                                               |                                              |                                                          |              |        |                       |  |  |  |

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

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







U.J. National Technical Information Service Springfield, Va 22161

#### AN EQUAL UPPUHIUNIT EMPLOYER

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