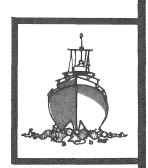








WASHINGTON, D.C. 20594



AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 1 OF 1988 ACCIDENTS



NTSB/AAB-89/08



UNITED STATES GOVERNMENT



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16.Abstract

This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1988. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.

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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

<u>OCCURRENCE</u>

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

<u>Instructional</u> Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

<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 1

CALENDAR YEAR 1988

File Order Listing - Issue No. 1, 1988

File Number	Aircraft Regist.	Date	Location	Aircr Make 	aft Model	Injury Index	Page
. 1	2797L	010988	RIO RANCHO, NM	RAVEN	RX-7	NONE	240
2	62491	013088	PEYTON, CO	PIPER	PA-18-150	NONE	134
3	61DR	011888	BOWIE, AZ	AEROSPATIALE	SA-341G	NONE	88
4	50738	011288	CAROLINA BEACH, NC	CESSNA	150	NONE	230
5	73036	010488	AKIACHAK, AK	CESSNA	207	NONE	2
6	9103W	011688	ANCHORAGE, AK	PIPER	PA-28	MINOR	10
7	4379U	011388	CHUGIAK, AK	CESSNA	150D	NONE	8
8	9974V	011788	ILIAMNA, AK	CESSNA	172	SERIOUS	12
9	3406S	011088	AURORA, CO	CESSNA	182G	NONE	126
10	48890	020888	PALAMINO VALLEY, NV	CESSNA	152	MINOR	260
11	2601D	021588	HEALY, AK	CESSNA	170	NONE	24
12	123TA	013088	COLD BAY, AK	PIPER	PA-32-300	SERIOUS	14
13	2423U	020888	CHUGIAK, AK	CESSNA	172	NONE	18
14	8250R	012588	BORGER, TX	BELLANCA	17-30A	MINOR	298
15	18225	022188	SPRINGFIELD, IL	CESSNA	150L	NONE	188
16	9950M	021288	BREVIG MISSION, AK	CESSNA	207	NONE	20
17	674 M	021388	70 NW ANCHORAGE, AK	CESSNA	180	NONE	22
18	8429N	022388	KIPNUK, AK	PIPER	PA-32-300	NONE	26
19	7745Q	022888	MEKORYUK, AK	CESSNA	310Q	NONE	28
20	68945	030888	BIG LAKE, AK	CESSNA	152	NONE	34
21	6614H	012988	TOMBALL, TX	CESSNA	152	MINOR	300
22	¹ 210PE	012188	DANVILLE, VA	CESSNA	210	MINOR	334
23	14BK	010788	ROCK CAMP, WV	PIPER	PA-24-250	MINOR	380
24	96082	030388	CHUGIAK, AK	CESSNA	152	NONE	30
25	35284	011088	ST. CHARLES, MO	CESSNA	177	NONE	214

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26	2431N	020988	ADA, OK	CESSNA	120	SERIOUS	274
27	5120J	012688	URBANA, IL	CESSNA	T310R	NONE	186
28	383SP	020388	PONTIAC, MI	BEECH	A36	NONE	210
29	52794	021388	FRIDAY HARBOR, WA	CESSNA	172P	NONE	358
30	58332	031588	TOMBALL, TX	HUGHES	269C	MINOR	304
31	28110	011788	EVERETT, WA	CESSNA	172	NONE	348
32	5173G	021488	JEAN, NV	CESSNA	305A (L-19	FATAL	264
33	6202T	030288	MITCHELLVILLE, MD	CESSNA	150E	NONE	206
34	70364	031188	RUBY, AK	CESSNA	207	NONE	40
35	3100Z	032388	ANCHORAGE, AK	PIPER	PA-22	NONE	44
36	5045R	031088	OPHIR, AK	CESSNA	185F	NONE	36
37	1954U	030388	MCGRATH, AK	CESSNA	A 185E	MINOR	32
38	3689D	020188	KETCHIKAN, AK	BEECH	58P	FATAL	16
39	6642E	021388	STEVENS PASS, WA	CESSNA	175	MINOR	356
40	26TM	012088	OMAHA, NE	AEROSPATIALE	AS-350B	MINOR	238
41	2614U	011888	ALBUQUERQUE, NM	CESSNA	402	MINOR	244
42	5245G	011088	LITTLETON, CO	CESSNA	305A	NONE	128
44	5063J	011188	CLOVIS, NM	BELLANCA	8GCBC	SERIOUS	242
45	1879P	011488	CASPER, WY	PIPER	PA-18-150	NONE	384
46	4897G	012288	DUCHESNE, UT	CESSNA	172N	NONE	328
48	34603	031788	TOK, AK	CESSNA	177	NONE	42
49	74169	010188	PHOENIX, AZ	BALLOON WORK	FIREFLY 8-	SERIOUS	84
50	49RC	012788	HALF MOON BAY, CA	COLMAN	BD-4	MINOR	104
51	6763G	032188	FAIRMONT, WV	CESSNA	150L	NONE	382
52	20129	022488	NORMAN, OK	CESSNA	172M	SERIOUS	276

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53	107LH	032988	RIDGEWAY, VA	ROTORWAY	RW-145	NONE	344
54	280SV	010888	GREELEY, CO	CESSNA	152	NONE	124
55	11312	020188	REYNOLDS, ND	CESSNA	150L	NONE	236
56	124 6 T	012788	COLORADO SPRING, CO	PIPER	PA-32-260	NONE	132
57	90165	011788	SUN CITY, AZ	ROBINSON	R22	SERIOUS	86
59	25168	011388	BLYTHE, CA	CESSNA	T210L	MINOR	96
60	7468	021088	CODY, WY	PIPER	J3C	NONE	386
61	4914D	021288	ENGLEWOOD, CO	CESSNA	172N	NONE	142
62	9848M	022088	DURANGO, CO	CESSNA	TU-206	MINOR	146
63	6693R	022188	MILES CITY, MT	MOONEY	M2OE	SERIOUS	228
64	2904C	022188	AURORA, CO	PIPER	PA-28RT-20	MINOR	150
65	8374C	031288	ELMA, WA	PIPER	PA-28R-200	MINOR	364
66	4932H	031788	GOLD BAR, WA	CESSNA	152	MINOR	366
67	2320E	012788	ST. ANTHONY, ID	CESSNA	172M	MINOR	180
68	5135T	022788	OTHELLO, WA	CHAMPION	7ECA	NONE	362
69	6380H	031088	LAS VEGAS, NV	CESSNA	207A	NONE	268
70	2249E	020588	HENDERSON, NV	CESSNA	172N	NONE	258
71	8307R	031888	LAS VEGAS, NV	BEECH	A24R	NONE	270
72	36352	031888	BLACKFOOT, ID	BELLANCA	8KCAB	NONE	184
73	81788	031988	UMPQUA, OR	AERONCA	7AC	SERIOUS	278
74	9894J	011988	PORT ANGELES, WA	CESSNA	150M	NONE	352
75	13Q	031088	CAHOKIA, IL	BELL	206B	NONE	190
76	7661A	021088	ROUNDUP, MT	CESSNA	180	NONE	224
77	4704J	032088	FULTON, MO	BEECH	23	NONE	218
78	6750Q	031588	WEST POINT, AR	GRUMMAN	G-164B	NONE	82

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79	8136R	031588	CHEROKEE, IA	ВЕЕСН	A36	NONE	178
80	2230D	021088	BURLINGTON, IA	PIPER	PA-34-200T	NONE	176
81	1071D	012888	ROLLA, MO	CESSNA	195	NONE	216
82	46135	010888	DEWITT, AR	BEECH	58	NOŅE	78
83	4978C	011988	WICHITA, KS	CESSNA	206	NONE	200
84	8417F	020588	ROSWELL, NM	PIPER	PA-28-181	FATAL	246
85	4884U	012388	KIRKLAND, AZ	CESSNA	TU206G	FATAL	90
86	6072X	012788	LA PORTE, IN	MOONEY	M2OA	MINOR	196
87	1706Q	012688	DIAMOND SPRINGS, CA	CESSNA	150L	NONE	102
88	7929E	012588	REDBLUFF, CA	CESSNA	150	NONE	100
89	2977T	011688	CHICO, CA	AERO COMMAND	200D	SERIOUS	98
91	7221F	011088	JUNEAU, AK	PIPER	PA-28-140	MINOR	6
92	98525	030988	LAS VEGAS, NV	CESSNA	172	MINOR	266
93	1461L	022088	BIG BEAR CITY, CA	BEECH	A23	FATAL	114
94	7116G	041188	HOUSTON, TX	CESSNA	172K	NONE	314
95	2044E	040388	BONHAM, TX	AERONCA	7AC	NONE	308
95	7350R	040388	BONHAM, TX	CESSNA	R182	NONE	310
96	4647	022688	ALAMO, TX	GRUMMAN	G-164A	NONE	302
97	2359E	022188	GILA, NM	AERONCA	7AC	SERIOUS	248
98	400AH	010288	VERNAL, UT	HILLER	UH-12E	NONE	324
99	46701	011088	CONVERSE, IN	CESSNA	172K	SERIOUS	194
100	8439X	010988	WILLOW, AK	CESSNA	172	NONE	4
101	51205	041888	CANTWELL, AK	CESSNA	206	NONE	50
102	86128	042388	KENAI, AK	CESSNA	337D	NONE	52
103	91290	042488	FAIRBANKS, AK	CESSNA	180	NONE	54

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105	32982	031388	RUIDOSO, NM	PIPER	PA-28-140	SERIOUS	254
106	5045J	031988	ELKO, NV	MARLOW HILYA	EXECUTIVE	SERIOUS	272
107	5328K	011988	VASHON ISLAND, WA	CESSNA	172P	NONE	350
108	7725D	032788	MUNCIE, IN	PIPER	PA-22-150	MINOR	198
109	35407	032688	MENDOTA, IL	CESSNA	172	NONE	192
110	9751T	022688	CRIVITZ, WI	CESSNA	172A	NONE	378
111	49540	021388	LANSING, MI	CESSNA	152	NONE	212
112	5060R	041788	FAIRBANKS, AK	CESSNA	185	NONE	48
114	262AA	012788	DECATUR, MI	MCDONNELL DO	DC-9-82	SERIOUS	208
115	55PA	021488	CIRCLE, MT	PIPER	J3C-65	NONE	226
116	3631H	021788	SPARTANBURG, SC	ERCOUPE	415C	NONE	288
117	115MC	022888	WILLIAMSBURG, VA	PERKINS	CHRISTEN E	FATAL	336
118	63632	040388	CHESTERFIELD, VA	CESSNA	150M	NONE	346
119	6360S	032288	RIDGEWAY, VA	CESSNA	150G	NONE	338
120	81DS	022888	LOS LUNAS, NM	RAVEN	S55A	SERIOUS	250
121	67515	021888	HURRICANE, UT	CESSNA	152	NONE	330
122	. 748BC	011888	LITTLE ROCK AFB, AR	MEYER	VARI-EZE	FATAL	80
123	6372K	012088	DELTA, UT	CESSNA	150M	NONE	326
124	1153A	020388	BRIGHTON, CO	PIPER	PA-18-125	FATAL	140
125	996SA	011988	CHARLOTTE, NC	DEHAVILLAND	DHC-6-200	SERIOUS	232
126	1703R	022088	JACKSONVILLE, AL	CESSNA	182RG	SERIOUS	76
127	7243B	040288	NASHVILLE, TN	BEECH	A-36	NONE	292
128	23899	031388	MAIDEN, NC	TAYLORCRAFT	BC-65	MINOR	234
129	3LB	042288	CHESTER, SC	CIRRUS	STANDARD	SERIOUS	290

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130	14 14U	042288	WALLAND, TN	CESSNA	172F	NONE	294
131	1592F	051688	TUNTUTULIAK, AK	CESSNA	185E	NONE	68
132	4571K	060188	CHUGIAK, AK	CESSNA	206	NONE	72
133	7069F	012788	LAKE HAVASU CTY, AZ	CESSNA	150F	NONE	92
134	3LD	032688	RICHLANDS, VA	DREYER-STARD	SA-300	NONE	342
135	9209	052688	MIDDLETOWN, DE	ENSTROM	F-28A	NONE	160
136	54768	050388	LARSON BAY, AK	PIPER	PA-18-150	FATAL	56
136	9030R	050388	LARSON BAY, AK	CESSNA	185F	FATAL	58
137	8842D	050988	KODIAK, AK	PIPER	PA-22-160	NONE	64
138	3316Z	012488	KENNEWICK, WA	PIPER	PA-22-150	NONE	354
139	8919C	022588	YAKIMA, WA	PIPER	PA-22-135	NONE	360
140	7158V	041588	THE DALLES, OR	MOONEY	M2OE	MINOR	284
141	2839V	042888	PASCO, WA	BEECH	35	NONE	374
142	9660K	031988	CASHMERE, WA	STINSON	108-2	NONE	368
143	9393H	013188	PUEBLO, CO	CESSNA	182R	NONE	136
144	47567	030888	FORT COLLINS, CO	CESSNA	152	NONE	152
145	7863S	032188	GOBERNADOR, NM	BELL	47G-3B1	NONE	256
146	9393C	032488	LOGAN, UT	CESSNA	180	NONE	332
147	9937U	011688	ELBERT, CO	GULFSTREAM A	AA-5A	FATAL	130
148	8929	032188	GREELEY, CO	BELLANCA	7GCAA	NONE	154
149	9419C	021388	AURORA, CO	PIPER	PA-28-161	NONE	144
150	6587W	032288	CHATHAM, VA	PIPER	PA-28-140	NONE	340
151	80799	050288	PIPE CREEK, TX	GLOBE	GC-1B	NONE	320
152	704MF	041888	AZLE, TX	CESSNA	150M	SERIOUS	318
153	6620K	041188	LISSIE, TX	GRUMMAN	G-164B	NONE	316

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155	8150K	040288	PALACIOS, TX	GRUMMAN	G-164	NONE	306
156	32CP	051888	ASIGIYUKPAK, AK	CESSNA	175B	MINOR	70
157	3327E	060188	HATCHER PASS, AK	CESSNA	172N	FATAL	74
158	6592G	050388	KOTZEBUE, AK	CESSNA	150L	FATAL	60
159	22901	050688	HUNTER CREEK, AK	CESSNA	185F	MINOR	62
160	4844X	051488	ANCHORAGE, AK	CESSNA	U206	NONE	66
161	78AJ	031088	MCGRATH, AK	PIPER	PA-18	NONE	38
162	2532E	041688	TALKEETNA, AK	AERONCA	7DC	NONE	46
163	20484	020788	RED LODGE, MT	CESSNA	172M	FATAL	222
164	2036C	020988	SAN JOSE, CA	BEECH	M35	NONE	110
165	76JJ	041188	SAINT JOHN, WA	STEEN	SKYBOLT GT	FATAL	372
166	66727	032088	FOX, OR	CESSNA	150	NONE	280
167	10442	032788	ARLINGTON, WA	CESSNA	305-A	NONE	370
168	68915	021388	LOVELOCK, NV	PIPER	AEROSTAR 6	NONE	262
169	1201M	020288	FRIEDENS, PA	CESSNA	337E	FATAL	286
170	4290R	012988	TWIN FALLS, ID	PIPER	PA-32-300	NONE	182
171	2958D	032688	ASHLAND, OR	CESSNA	170	MINOR	282
172	4723J	051588	ANACORTES, WA	CESSNA	172N	NONE	376
173	78143	051788	POWDERLY, TX	GLOBE	GC-1B	SERIOUS	322
174	3799Y	052888	NEW ROADS, LA	CESSNA	210D	NONE	204
175	3829A	031988	PHELAN, CA	SCHWEIZER	SGS 1-26A	NONE	122
176	5327F	010588	PEMBROKE PARK, FL	PIPER	PA-32R-300	FATAL	164
177	8429H	010288	MERRITT ISLAND, FL	BELLANCA	14-13	MINOR	162
178	36534	012088	PORT SAINT JOE, FL	AIR TRACTOR	AT-301	SERIOUS	170

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181	29076	011788	POMPANO BEACH, FL	CHRISTEN	A-1	SERIOUS	168
182	235UV	012788	VENICE, FL	CESSNA	411	FATAL	172
185	7987 M	020588	FERNANDINA BCH, FL	BEECH	V-35	NONE	174
186	4226V	042588	CHENEYVILLE, LA	PEZETEL	PZL-M-18	NONE	202
187	2517K	011188	BEAUMONT, TX	CESSNA	180	NONE	296
188	5058K	013088	SONOMA, CA	BELLANCA	7ECA	NONE	106
189	5533\$	020688	TRUCKEE, CA	CESSNA	TR182	NONE	1Q8
190	5135K	021888	TEMECULA, CA	CESSNA	172N	NONE	112
191	91286	030788	SHANDON, CA	PIPER	PA-18-150	SERIOUS	116
192	8216E	030888	COLUMBIA, CA	CESSNA	172N	MINOR	118
193	6967R	031388	PLACERVILLE, CA	BEECH	C23	NONE	120
194	714BK	041488	GARFIELD, CO	CESSNA	150M	NONE	156
195	910DS	040488	CHEYENNE, WY	CESSNA	210L	NONE	388
196	5808	020288	DURANGO, CO	CONVAIR	580	MINOR	138
197	918ER	031588	PRESCOTT, AZ	CESSNA	172Q	NONE	94
198	4489Q	022088	MACON, MS	CESSNA	A188B	NONE	220
199	6638N	060188	FT. COLLINS, CO	CESSNA	T210N	MINOR	158
200	185SA	031288	MORIARTY, NM	SURLINE	SIDEWINDER	FATAL	252

AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 1 OF 1988 ACCIDENTS

Basic Information	A- ON DEMAND	ATD TAVE	1 i			T m d		
 Type Operating Certifica Name of Carrier 			Aircraft Da SUBSTANTI		Fatal	Inj Serious	uries Minor	None
Type of Operation	-NON SCHED.	DOMESTIC.PASSENGER		Crew		0		1
Type of Operation Flight Conducted Under	-14 CFR 135		NONE	Pass	-	ŏ	ŏ	4
Accident Occurred During								
-Aircraft Information								
Make/Model - CESSNA 20				NENTAL IO-520			/Activated	
Landing Gear - TRICYCLE					Stal	1 Warning	System -	YES
	•			-FUEL INJECTED				
No. of Seats - 7		Rated Pow	er - 30	O HP 				
-Environment/Operations Info	ormation							
Weather Data		Itinerary				Proximity		
Wx Briefing - NO RECO	OKD OF BRIEFIL	•	ture Point		ON AIR	SIRIP		
Method - N/A Completeness - N/A		TULUKSAK Destination			Airport D	2+2		
Basic Weather - VMC		SAME AS			AKIACH			
Wind Dir/Speed- CALM		SAME AS	ACC/ THC			Ident	- 28	
Visibility - 20.0	SM	ATC/Airspace			•		- 1900/	100
Lowest Sky/Clouds -			ight Plan - C	OMPANY (VFR)		Surface		
Lowest Ceiling -	3400 FT 0VI	RCAST Type of C1	earance - N	ONE	Runway	Status	- ICE COV	/ERED
Obstructions to Vision		Type Apch/		JLL STOP	-			
Precipitation	- NONE		_					
Condition of Light	- DAYLIGHT							
-Personnel Information								
Pilot-In-Command		Age - 40		dical Certifica			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (H		0.4 . 1.1	40
COMMERCIAL, CFI	E A	Current	- YES	Total - Make/Model-			24 Hrs -	10 140
SE LAND, ME LAND, SE SI	EA	Months Since	- 5 e - C-207	Instrument-	100	Last	30 Days- 90 Days-	213
		All Clart Typ	e C 207		48	Last	oo bays	215
Instrument Rating(s)	- AIRPLANE							
Nonetive								
-Narrative PILOT STATED THAT DURING TI	HE LANDING DO	I ON THE TOE COVER	ED DUNIWAY UE	LOCT CONTROL C	ALICTNIC THE	DLANE		
PUUL SIAIPII IMAI JUKING II	ME LANUING KUI	L UN IME ILE CUVEK	ED KUNWAT. ME	LOSI CONIKUL C	AUSING IHE	FLANE		

Time (Lc1) - 1710 AST File No. -1/04/88 AKIACHAK, AK A/C Reg. No. N73036 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL 1. TERRAIN CONDITION - ICY 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SNOWBANK ----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

PAGE 3

Type Operating Certificate-NONE (GENERA		t Damage	5-4-1	Injur		Nana
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTA Fire NONE			Serious O O	Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -		ELT Installed/Activated - YE Stall Warning System - YE Stall Warning System - YE EETOR Airport Proximity ON AIRPORT Airport Data WILLOW Runway Ident - 13 Runway Lth/Wid - 3100/ 105 Runway Surface - ASPHALT Runway Status - SNOW - DRY Atte - VALID MEDICAL-WAIVERS/LIMIT Ont Time (Hours) 115 Last 24 Hrs - UNK/NE 35 Last 30 Days- UNK/NE			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	Itinerary Last Departure Point BIRCHWOOD,AK Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D WILLOW Runway Runway Runway	PORT ata Ident - Lth/Wid - Surface -	3100/ ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 49 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK/NR	Flig Total - Make/Model-	ght Time (H 115 35	ours) Last 24	Hrs - U Days- U	NK/NR NK/NR
Instrument Rating(s) - NONE						

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aincraft	Damage		Injur	ioc	
Type operating certificate-none (dente	SUBSTAN		Fatal		Minor	None
Type of Operation -PERSONAL	Fire		w O		1	0
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	NONE	Pas	s .0	0	1	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED	Eng Make/Model - LYC			Installed/Å Stall Warnin		
Max Gross Wt - 2150	Number Engines - 1 Engine Type - REC	:IPROCATING-CARBU		tali warnin	g system	- 152
No. of Seats - 4		150 HP	KLIOK			
Environment/Operations Information			,			
Weather Data	Itinerary			Proximity		
Weather Data Wx Briefing - FSS Method - TELEPHONE	Last Departure Point		OFF AI	RPORT/STRIP		
Method - TELEPHONE	JUNEAU, AK					
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE	LOCAL		Rupus	· Ident -	N/A	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	VFR		Surface -		
Lowest Ceiling - NONE	Type of Clearance -			Status -		RED
Obstructions to Vision- NONE	Type Apch/Lndg -	FULL STOP	-			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Acc - UNIX/ND	Medical Certific	0+0 ~ VALTE	MEDICAL -NO	WATVEDS /	LIMIT
Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight Review		ght Time (F		WAIVER3/	CIMII
PRIVATE	Current - YES	Total -	180	Last 24	Hrs - UN	K/NR
SE LAND	Months Since - 11	Make/Model-	180	Last 30	Days- UN	K/NR
	Current - YES Months Since - 11 Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days-	4
Instrument Rating(s) - NONE						
 Narrative						
NAPPROTOCHES NAPPRO AIRCRAFT WAS BALLOONING DURING THE APPRO	ACH TO THE ICE-COVERED LAKE	THE PILOT MOMENT	ARTIV ANDED	POWER TO		
ROUND, BUT ELECTED TO REDUCE THE POWER I					OST	
THE AIRCRAFT SLIDING INTO AN EMBANKMENT						

File No	91 1/10/88	JUNEAU, AK	A/C Reg.	No. N7221F	Time (Lc1) - 1120 AST
Occurrence #1 Phase of Operation					
Finding(s) 1. TERRAIN CONDITI 2. UNSUITABLE TE	ON - ICY RRAIN - SELECTED -	PILOT IN COMMAND			
Occurrence #2 Phase of Operation		ON WITH TERRAIN/WA	ΓER		
Finding(s) 3. TERRAIN CONDITI	ON - DIRT BANK				
Probable Cause					
The National Transpois/are finding(s) 2	rtation Safety Boar	rd determines that	the Probable Cause	(s) of this acci	dent
Factor(s) relating t	o this accident is/	are finding(s) 1			

Injuries al Serious Minor None 0 0 0 2 0 0 0 0 0 ELT Installed/Activated - YES/N Stall Warning System - YES FORT Proximity I AIRPORT ort Data RCHWOOD
O O O O O O O O O O O O O O O O O O O
ELT Installed/Activated - YES/N Stall Warning System - YES
Stall Warning System - YES port Proximity I AIRPORT
Stall Warning System - YES port Proximity I AIRPORT
Stall Warning System - YES port Proximity I AIRPORT
oort Proximity I AIRPORT
oort Proximity I AIRPORT ort Data
oort Proximity I AIRPORT ort Data
oort Proximity I AIRPORT ort Data
I AIRPORT
rt Data
RCHWUUD
Talanak 04
ınway Ident - 01 ınway Lth/Wid - 4000/ 100
inway Ethywid - 4000/ 100 inway Surface - ASPHALT
inway Status - SNOW - DRY
illway Status SNOW DKI
ALID MEDICAL-NO WAIVERS/LIMIT
e (Hours)
Last 90 Days- 89

File No	7	1/13/88	CHUGIAK,AK	A/C Reg.	No. N4379U	Time (Lc1) - 1130 AST
Occurrence #1 Phase of Operation	OVERR LANDI		TOUCHDOWN			
Finding(s) 1. TERRAIN CONDITI 2. SUPERVISION - 3. EMERGENCY PROCE	INADEQ	UATE - PILO	T IN COMMAND(CFI) PILOT IN COMMAND(CI	FI)		
Occurrence #2 Phase of Operation			ION WITH TERRAIN/WA	TER		
Finding(s) 4. TERRAIN CONDITI	ON - SN	OWBANK				
Occurrence #3 Phase of Operation	NOSE LANDI					
Probable Cause						
The National Transposis/are finding(s) 2	rtation	Safety Boar	rd determines that f	the Probable Cause	(s) of this acc	ident
Factor(s) relating t	o this	accident is,	/are finding(s) 1,3,	. 4		

Type Operating Certificate-NONE (GENE	OAL AVIATION) Aim	craft Damage			Inii	uries	
Type operating certificate None (GENE		BSTANTIAL		Fatal			None
Type of Operation -PERSONAL	Fire	•	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NO	NE	Pass	. 0	0	1	1
Accident Occurred During -APPROACH							
rcraft Information							
Make/Model - PIPER PA-28	Eng Make/Model		0-B4			Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warn	ing System	- YES
Max Gross Wt - 2900		- RECIPROCATING	-CARBURE	IUR			
No. of Seats - 4	Rated Power	- 235 HP					
vironment/Operations Information							
eather Data	Itinerary	- · · - •			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		oint		ON AIR	SIKIP		
Method - N/A Completeness - N/A	ANCHORAGE, AK Destination			Airport D	12+2		
Basic Weather - VMC	HOMER, AK			O'MALL			
Wind Dir/Speed- CALM	HOMER, AR				Ident	- 34	
Visibility - 50.0 SM	ATC/Airspace					- 1600/	60
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - VFR			Surface		
Lowest Ceiling - NONE	Type of Clearance					- SNOW - I	DRY
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP		-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
rsonnel Information							
Pilot-In-Command	Age - 33	Medical Ce				VAIVERS/LII	4I I
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review Current - YE			t Time (F 1033		24 Hrs -	1
SE LAND	Months Since - 14) IOIAI Maka/M			Last 3		6
SE LAND	Months Since - 14 Aircraft Type - PA	-28 Instru	ment-	10	last	30 Days-	6
	And the type	2			2000	,.	
Instrument Rating(s) - AIRPLANE							
rrative							
LOT HAD SELECTED THE LEFT AUXILIARY FU	IEL TANK FOR TAKEOFF. DUR	ING THE CLIMBOUT	T THE EN	GINE QUIT	; THE		
FT CRASHED SHORT OF A PRIVATE AIRSTRIF OT SELECT ANOTHER FUEL TANK WITH THE FU			AUXILIA	RY FUEL T	ANK DRY AN	ND	

File No. - 6 1/16/88 ANCHORAGE, AK A/C Reg. No. N9103W Time (Lc1) - 1223 AST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL

Phase of Operation TAKEOFF - INITIAL CLIMB

1. FLUID, FUEL - STARVATION

2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

----Probable Cause----

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

File No 8 1/17/88 IL	IAMNA,AK	A/C Reg. No.	T	Time (Lc1) - 1835 AST			
-Basic Information Type Operating Certificate-NONE (GEN	EDAL AVIATION)	Ainonaft Damage			Terio	mios	
Type operating certificate-None (GEN	ERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal		ıries Minor	None
Type of Operation -PERSONAL		Fire		0			0
Flight Conducted Under -14 CFR 91		NONE	Pass		0	2	Õ
Accident Occurred During -DESCENT		NOIVE	1 455	v	Ů	-	J
-Aircraft Information							
Make/Model - CESSNA 172	Eng Make/Mo	del - LYCOMING ()-320-E2D			'Activated	
Landing Gear - TRICYCLE-FIXED	Number Engi				tall Warni	ing System	- YES
Max Gross Wt - 2220		- RECIPROCAT	ING-CARBURE	TOR	•		
No. of Seats - 4	Rated Power	- 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departu			OFF AI	RPORT/STR1	P	
	IGIUGIG, AK						
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - IMC	SAME AS AC	C/INC					
Wind Dir/Speed- CALM					_	- N/A	
Visibility500 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - UNK/NR	Type of Flig	ht Plan - NONE			Surface	•	
Lowest Ceiling - 300 FT 0				Runway	Status	- N/A	
Obstructions to Vision- FOG	Type Apch/Lr	dg - NONE					
Precipitation - NONE							
Condition of Light - NIGHT(DARK) 						
-Personnel Information					_		
Pilot-In-Command	Age - 26 Biennial Flight Re Current Months Since	Medical	Certificat	e - UNK/N	R (
Certificate(s)/Rating(s)	Biennial Flight Re	View	Fligh	t lime (H	ours)		_
PRIVATE	Current	- YES Tot	tal -	120	Last 2	24 Hrs -	2
SE LAND	Months Since	- 3 Mal	ke/Model-	120	Last 3	BO Days-	4
	Aircraft Type	- C-172C Ins	strument-	1	Last	00 Days-	100
Instrument Rating(s) - NONE							
-Narrative							
PILOT WAS MANEUVERING AT LOW ALTITUDE		HE ENCOUNTERED	A COMPLETE	WHITE-OUT	CONDITION	١.	
PILOT LOST CONTROL IN FLIGHT AND CRASH	ED ON A FROZEN LAKE.						

File No. - 8 1/17/88 ILIAMNA,AK A/C Reg. No. N9974V Time (Lc1) - 1835 AST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - FOG 2. WEATHER CONDITION - ICING CONDITIONS 3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND 4. WEATHER CONDITION - LOW CEILING 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 6. WEATHER CONDITION - WHITEOUT 7. LIGHT CONDITION - DARK NIGHT SPATIAL DISORIENTATION - 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) 3,5,8 Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7

File No 12 1/	30/88 COLD	BAY, AK	A/C Reg. No.	N123TA	. Т	ime (Lc1)	- 1125 AS	Γ
Basic Information Type Operating Certificat Name of Carrier Type of Operation Flight Conducted Under	-PENINSULA AI -NON SCHED,DO -14 CFR 135	RWAYS DMESTIC,CARGO	Aircraft Damag SUBSTANTIAL Fire NONE	e Crew Pass	_	Inju Serious 1 O	ries Minor O O	None O O
Accident Occurred During	-CRUISE							
Aircraft Information Make/Model - PIPER PA- Landing Gear - TRICYCLE- Max Gross Wt - 3400 No. of Seats - 2				L INJECTED		Installed// tall Warnii		
Environment/Operations Info Weather Data Wx Briefing - COMPANY Method - IN PERS Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed- LIGHT A Visibility - UNK/NR Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	ON ND VARIABLE UNK/NR OBSCURED FOG	COLD BAY Destination NELSON I ATC/Airspace Type of F	n .AGOON,AK e ight Plan - COMPA earance - NONE	NY (VFR)	OFF AII Airport Da Runway Runway Runway		- N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)		Biennial Flight	Review	_	ht Time (Ho	ours)	•	
ATP SE LAND,ME LAND,SE SE HELICOPTER	A	Current Months Since Aircraft Typ	e - 6 Ma oe - PA-32 In	tal - ke/Model- strument- lti-Eng -	147 383	Last 30 Last 90	4 Hrs -) Days- U!) Days- raft -	
Instrument Rating(s)	- AIRPLANE							
Narrative E ATP CERTIFICATED PILOT IN C STINATION 83SM TO THE N.E. TH S NOT FAMILIAR WITH THE TERRA PROXIMATELY 40SM N.E. OF THE CALL THE FLIGHT PRIOR TO THE ATHER CONDITIONS AT THE CRASH CIDENT REPORTED LOCALIZED ARE S RECOVERED BY COAST GUARD SE	E PILOT WAS NO IN HE WAS FLYI DEPARTURE AIRP ACCIDENT; HE S SITE ARE UNKN AS OF FOG AND	DRMALLY ASSIGNED T ING OVER ON THIS F PORT AND WAS SUBST SUFFERED MINOR ING IOWN, BUT A PILOT	O COPILOT DUTIES LIGHT. THE AIRCRA ANTIALLY DAMAGED. URIES AND WAS KNO FLYING IN THE SAM	ON A MULTI- FT STRUCK R THE PILOT CKED UNCONS E GENERAL A	ENGINED AIR ISING TERRA SAYS HE DOM CIOUS DURIM REA SHORTLY -HALF MILE	RPLANE, AND AIN ES NOT NG IMPACT. / AFTER THI	:	-

A Time (Lcl) - 1125 AST File No. - 12 1/30/88 COLD BAY, AK A/C Reg. No. N123TA

Occurrence #1

IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation CRUISE

Finding(s)

- 1. TERRAIN CONDITION RISING
- 2. ALTITUDE IMPROPER PILOT IN COMMAND
- LACK OF FAMILIARITY WITH GEOGRAPHIC AREA PILOT IN COMMAND
- 4. WEATHER CONDITION WHITEOUT

----Probable Cause----

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

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

File No 38 2/01/88 KETC	HIKAN,AK	A/C Reg. No	o. N3689D	Т	ime (Lcl)	- 1329 AST	
Basic Information Type Operating Certificate-NONE (GENER		Aircraft Dama	_	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass		0	0 0	0
Aircraft Information Make/Model - BEECH 58P Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6100 No. of Seats - 6	Eng Make/Mod Number Engin Engine Type Rated Power	es - 2 - RECIP-FU	NTAL TSIO-520 JEL INJECTED HP		Installed// tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed- CALM Visibility - 2.000 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 800 FT BROM Obstructions to Vision- FOG Precipitation - SNOW Condition of Light - DAYLIGHT	Itinerary Last Departur SEATTLE,WA Destination SAME AS ACC ATC/Airspace Type of Fligh KEN Type of Clear Type Apch/Lnd	/INC t Plan - IFR ance - IFR g - VOR,		OFF AI Airport D KETCHI Runway Runway Runway	KAN Ident - Lth/Wid - Surface -	- 11 - 7497/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 43 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES 7 8 1 BE-58		ht Time (H 843 303 193	ours) Last 24 Last 30 Last 90	1 Hrs -	3 10 14
Instrument Rating(s) - AIRPLANE							
Narrative ACFT COLLIDED WITH TREES 1400 FT SHORT OF RW BELOW GLIDESLOPE AT THAT TIME. WITNESSES HEAD GIVEN THE WX WAS 1000 FT CEILING, 2 MILES VI OBSERVATION WAS RADIOED TO THE PLT CHANGING PLAN WITH TIME ENROUTE OF 3.5 HRS WITH 5 HRS ALTERNATE WAS 80 MILES FROM DESTINATION IN TO PRE-IMPACT FAILURES OR MALFUNCTIONS IN ACFT	RD SOUNDS OF INCREASE SIBILITY IN FOG AND L THE CEILING TO 800 FT OF FUEL ABOARD THE A HE SAME GENERAL WX PA	D POWER AND IGHT SNOW. DUBROKEN WITH CFT. THE ACTUTERN. POST	MPACT. WHEN JRING THE APP WINDS CALM. JAL TIME ENRO	THE APPROA ROACH A SP THE PLT HAI UTE WAS OV	CH CLEARANG ECIAL WX D FILED A F ER 4 HRS. 1	E WAS FLT THE	

File No. - 38 2/01/88 KETCHIKAN, AK A/C Reg. No. N3689D Time (Lcl) - 1329 AST

Occurrence #1

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - TREE(S)

- 2. PROPER GLIDEPATH NOT MAINTAINED PILOT IN COMMAND
- 3. WEATHER CONDITION FOG
- 4. WEATHER CONDITION SNOW

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) 1,3,4

File No 13 2	/08/88 CHUG	IAK,AK A/	C Reg. No. N	N2423U	т	ime (Lcl) -	1340 AS	T.
Basic Information								
Type Operating Certifica	te-NONE (GENER		raft Damage			Injur		
		SUB	STANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTION	AL Fire		Crew	0	0	0	2
Flight Conducted Under		NON	E	Pass	0	0	0	0
Accident Occurred During	-LANDING							
Aircraft Information								
Make/Model - CESSNA 1	72	Eng Make/Model -	CONTINENTAL	0-300D	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE		Number Engines -				tall Warnin		
Max Gross Wt - 2300	,		RECIPROCATI	NG-CARBURI			.5 -,	
No. of Seats - 4		Rated Power -	145 HP					
Environment/Operations Inf	ormation							
Weather Data		Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR		Last Departure Po	int		ON AIR	•		
Method - UNK/NR		PALMER, AK			ON AIN	· OK		
Completeness - UNK/NR		Destination			Airport D	2+2		
Basic Weather - VMC		ANCHORAGE, AK			BIRCHW			
		ANCHURAGE, AK					40	
Wind Dir/Speed- CALM	CM	ATO / A d manage					19	400
	SM	ATC/Airspace	NONE			Lth/Wid -		100
Lowest Sky/Clouds -		Type of Flight Pla				Surface -		
Lowest Ceiling -	,	Type of Clearance			Runway	Status -	UNK/NR	
Obstructions to Vision		Type Apch/Lndg		PATTERN				
	- NONE		· TOUCH A					
Condition of Light	- DAYLIGHT		FORCED	LANDING				
Personnel Information								
Pilot-In-Command		Age - 30	Medical	Certifica	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			nt Time (H			
COMMERCIAL, CFI	•			al -		Last 24	Hrs -	3
SE LAND, ME LAND		Months Since - UNK		e/Mode1-	1000	Last 30	Days- II	NK/NR
		Aircraft Type - UNK,		trument- U	NK/NR	Last 90	Davs-	283
		,,,, e,		ti-Eng -	30	Rotorcr	aft - U	
Instrument Dating(s)	A TODI AND			_				
Instrument Rating(s)	- AIRPLANE							
Narrative E CERTIFIED FLIGHT INSTRUCTO								
IEN, ACCORDING TO THE PILOT, ISUCCESSFUL, AND THE AIRPLANE	LANDED SHORT	OF THE RUNWAY IN DEEP SNO	AND NOSED-	OVER. AN I	AA INSPEC	TOR AT THE		
TE SAID THAT THE AIRPLANE HA LFUNCTION.	D 20FFICIENT FO	JEL, AND THAT THERE WAS NO) ORAIOO2, E	EXIERNAL S.	IGNS UF AN	ENGINE		

File No	13 2/08/88 CHUGIAK,AK	A/C Reg. No. N2423U	Time (Lcl) - 1340 AST
1. IN-FLIGHT PLANN	APPROACH - VFR PATTERN - FINAL APPROAC ING/DECISION - IMPROPER - PILOT IN COMMA H - MISJUDGED - PILOT IN COMMAND		·
Occurrence #2. Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	_		
Finding(s) 3. TERRAIN CONDITI	ON - SNOW COVERED		
Probable Cause			
The National Transpo	rtation Safety Board determines that the 2	e Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 3		

Basic Information										
Type Operating Certificate-	-COMMUTER		Aircraft	Damage			Inj	juri	es	
Name of Carrier -	CAPE SMYTHE AIR	SERVICE	SUBSTANT	ΓIAL		Fatal	Serious	3	Minor	None
Type of Operation - Flight Conducted Under -	NON SCHED, DOMEST	IC,CARGO	Fire		Crew	0	0		0	1
Flight Conducted Under -	·14 CFR 135		NONE		Pass	. 0	0		0	0
Accident Occurred During -	·TAXI									
Aircraft Information										
Make/Model - CESSNA 207		Eng Make/Mo		TINENTAL IO	1-520F		[nstalled			
Landing Gear - TRICYCLE-FI	XED	Number Engi					tall Warr	ning	System	- YES
Max Gross Wt - 3800		Engine Type			CARBURI	TOR				
No. of Seats - 7		Rated Power	- 3	300 HP						
Environment/Operations Inform	nation									
Weather Data		Itinerary				Airport		/		
Wx Briefing - FSS		Last Departu	re Point			ON AIR	PORT			
Method - TELEPHONE	•	NOME, AK								
Completeness - UNK/NR		Destination				Airport D				
Basic Weather - VMC		SAME AS AC	C/INC				MISSION			
Wind Dir/Speed- 060/025 K							Ident		-	
Visibility - 15.0		ATC/Airspace					Lth/Wid			50
	I/A	Type of Flig					Surface			
	3000 FT OVERCAST				**	Runway	Status	- 1	DRY	
Obstructions to Vision- N		Type Apch/Ln			ILEKN					
Precipitation - N				FULL STOP						
Condition of Light - D	DAYLIGHI 									
Personnel Information	.	.00	ā.	4	+:6:	La VALTO	MEDICAL		WATVEDO	/L TMTT
Pilot-In-Command		- 30 nnial Flight Re		Medical Cer		nt Time (H		-INO I	WAIVERS	/ LIMII I
Certificate(s)/Rating(s) ATP	ьте		- YES	Total				24 1	Hrs -	3
SE LAND, ME LAND									Days-	170
SE LAND, ME LAND		Months Since Aircraft Type	- C-207C	Instrum			Last			300
•		All Clart Type	0 2070	Multi-E			Last	30 1	Days	300
				Marci	.rig	1430				
Instrument Rating(s) -	- AIRPLANE							~_		
Narrative										
PILOT STATED THAT WHILE TAXII	ING ON THE RAMP P	ERPENDICULAR TO	THE WIND	DIRECTION.	A STR	ONG WIND G	JST LIFTE	ΕD		
RIGHT WING AND TAIL OF THE AI										

2/12/88 File No. - 16 BREVIG MISSION.AK A/C Reg. No. N9950M Time (Lc1) - 1600 AST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAXI - FROM LANDING Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. WEATHER CONDITION - GUSTS 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAXI - FROM LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

File No 17 2/13/88 70	NW ANCHORAGE, AK	A/C Reg. No.	N674M	Т	ime (Lc1)	- 1415 AS	T
-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Inju	ries	
		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 180		del - CONTINENTA	L 0-470L		Installed/		•
Landing Gear - SKI/WHEEL	Number Engi				tall Warni	ng System	- YES
Max Gross Wt - 2800		- RECIPROCAT	ING-CARBURI	TOR			
No. of Seats - 4	Rated Power	- 230 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity	_	
Wx Briefing - NO RECORD OF BRIEFI	•			OFF AI	RPORT/STRI	•	
Method - N/A	ANCHORAGE,	AK					
Completeness - N/A	Destination	- (Airport D			
Basic Weather - VMC	SAME AS AC	C/INC		SKWENT		/.	
Wind Dir/Speed- 270/005 KTS Visibility - 30.0 SM	ATC/Airspace				Ident Lth/Wid		
Lowest Sky/Clouds - N/A	• •	ht Plan - NONE			Surface	•	
	ERCAST Type of Clea				Status		EDEN
Obstructions to Vision- NONE		dg - TRAFFI		Kullway	Status	SNOW -	
Precipitation - NONE	Type Apeny En	FULL S				3140#	CKOSTED
Condition of Light - DAYLIGHT		1022 3	101				
-Personnel Information Pilot-In-Command	Age - 49	Modical	Certifica	o - VALTO	MEDICAL -W	TVEDS /I T	мтт
Certificate(s)/Rating(s)	Biennial Flight Re			nt Time (H		AT VERS/ ET	1411
COMMERCIAL			al -			1 Hrs -	1
SE LAND, ME LAND, SE SEA	Months Since	- 10 Make	e/Model-	500	Last 3	Davs-	
	Aircraft Type	- C-180C Ins	e/Model- trument-	210	Last 9	Davs-	25
	Months Since Aircraft Type	Mu 1	ti-Eng -	500		•	
Instrument Rating(s) - AIRPLANE							
-Narrative							
PILOT STATED THAT DURING THE LANDING RO	I ON THE FROZEN LAKE	HE LOST DIRECTION	ONAL CONTRO	OF THE	ATRORAFT D	JF.	
THE SNOW ON THE LAKE. THE AIRCRAFT THEN I			J				
		•					

File No. - 17 2/13/88 70 NW ANCHORAGE,AK A/C Reg. No. N674M Time (Lcl) - 1415 AST

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

- 1. TERRAIN CONDITION SNOW COVERED
- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. 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) 2,3

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

Basic Information Type Operating Certificate	e-NONE (d	GENERAL AVIA	ATION) Ai	rcraft Damage			Iniu	ıries	
Type operating our till lead		ariteitar atta	· · · · · · · · · · · · · · · · · · ·	SUBSTANTIAL		Fatal	Serious		None
Type of Operation	-PERSONA			re	Crew	0	0	0	1
Flight Conducted Under		91	N	IONE	Pass	. 0	0	0	2
Accident Occurred During	-TAXI								
Aircraft Information	_								/
Make/Model - CESSNA 170)		Eng Make/Model		L 0-300			Activated	
Landing Gear - SKI			Number Engines				tali Warn	ing System	- YES
Max Gross Wt - 1670 No. of Seats - 4			Engine Type Rated Power	- RECIPROCAT - 145 HP	ING-CARBURI	IUK			
No. of Seats - 4			Rateu Power	- 145 MP					
Environment/Operations Info	rmation-						•		
Weather Data		I	tinerary			•	Proximity		
Wx Briefing - FSS			Last Departure			ON AIR	PORT		
Method - UNK/NR			SAME AS ACC/I	NC					
Completeness - UNK/NR			Destination			Airport D	ata		
Basic Weather - VMC			LOCAL			Durana	Taloma	- UNK/NR	
Wind Dir/Speed- CALM Visibility - 20.0	CM		TC/Airspace				Ident Lth/Wid		
			Type of Flight	Dlan - NONE				- SNOW	
Lowest Ceiling -	NONE	CALLERED	Type of Clearar					- DRY	
Obstructions to Vision-			Type Apch/Lndg			Kullway	Jtatas	DKI	
	NONE		Type Apeny Endg	HOHL					
• · · · · · · · · · · · · · · · · · · ·	DAYLIGH	Г							
Personnel Information Pilot-In-Command		Age -	24	Modical	Certifica	to - VALTD	MEDICAL -N	IN WATVEDS	'I TMTT
Certificate(s)/Rating(s)			nial Flight Revie			nt Time (H		WAIVERS/	LIMI
PRIVATE			Current - Y		al -	415	•	24 Hrs -	1
SE LAND					e/Model-		Last 3		23
or Emb		Α	Nonths Since - 1 Aircraft Type - 0	-170C Ins	trument-			00 Days-	27
Z									
Instrument Rating(s)	- NONE								
Narrative									
PILOT STATED THAT HE WAS TA	XIING FO	TAKENEE WL	HEN HE LOST DIDEC	TTONAL CONTEC	I OF THE A	IRCRAFT CA	USING		
PLANE TO STRIKE A SMALL TRE				TITLE CONTRO	_ J A.				

2/15/88 HEALY, AK A/C Reg. No. N2601D Time (Lc1) - 0900 AST File No. - 11 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. TERRAIN CONDITION - ICY 2. TERRAIN CONDITION - SNOW COVERED 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation TAXI - TO TAKEOFF Finding(s) 4. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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

		•				
DEMAND AIR TAXI	Aircraft Dama			-	ies	
NUK AIR, INC.	SUBSTANTIAL					None
SCHED, DOMESTIC, PASSENGER	Fire		-	_	_	1
OFR 135	NUNE	Pass	O	O	O	6
		·				
		<i>-</i>				
		G IO-540-K1G5				
			S	tall Warnin	g System	- YES
Rated Pow	er - 300 i	1P 				
Itinerary						
			OFF AI	RPORT/STRIP		
· · · · · · · · · · · · · · · · · · ·						
BETHEL, A	K					
ATC/Ainchago						
					•	
				Status	N/ A	
	Ling FRE	DAUTIONART LA	AD I I I G			
Age - 30	Media	cal Contifica	+e - VALTD	MEDICAL -NO	WATVEDS	/ TMTT
Riennial Flight	Poviow Poviow				WAIVERS	LIMII
				•	Hrs -	1
						110
Aircraft Typ	e - PA-32	Instrument-	15	Last 90	Days-	165
A. G. G. C. 1, p		ino er amorre		2451 50	buyo	100
RPLANE						
TAL CITMPOUT FROM THE ATR	DODT HE ENCOUNTS	EDED A COMPLE	TE WHITEOU	T CONDITION		
					•	
- INOZEM EARE AND DORING I	THE ROLLOUT THE A	ATRONALI SIKU	CIN M SINUWD	AIN.		
	DING DING Eng Make/ Number En Engine Ty Rated Pow Itinerary BRIEFING Last Depar KIPNUK, A Destination BETHEL, A ATC/Airspace Type of Fl Type of Cl Type Apch/ SHOWER IGHT Age - 30 Biennial Flight Current Months Since Aircraft Typ RPLANE	SCHED,DOMESTIC,PASSENGER Fire CFR 135 NONE DING O Eng Make/Model - LYCOMING Number Engines - 1 Engine Type - RECIP-FI Rated Power - 300 F On Itinerary BRIEFING Last Departure Point KIPNUK,AK Destination BETHEL,AK ATC/Airspace Type of Flight Plan - VFR OFT OBSCURED Type of Clearance - NONE ING SNOW Type Apch/Lndg - PRECE SHOWER IGHT Age - 30 Medic Biennial Flight Review Current - YES Months Since - 10 Aircraft Type - PA-32 RPLANE TIAL CLIMBOUT FROM THE AIRPORT HE ENCOUNTE	DING Eng Make/Model - LYCOMING IO-540-K1G5 Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP On Itinerary BRIEFING Last Departure Point KIPNUK, AK Destination BETHEL, AK ATC/Airspace Type of Flight Plan - VFR OFT OBSCURED Type of Clearance - NONE ING SNOW Type Apch/Lndg - PRECAUTIONARY LAISHOWER IGHT Age - 30 Medical Certifica Biennial Flight Review Current - YES Total - Months Since - 10 Make/Model- Aircraft Type - PA-32 Instrument- RPLANE TIAL CLIMBOUT FROM THE AIRPORT HE ENCOUNTERED A COMPLET	DING DING Eng Make/Model - LYCOMING IO-540-K1G5 ELT Number Engines - 1 SEngine Type - RECIP-FUEL INJECTED Rated Power - 300 HP DING DITION STATE OF THE AIRPORT HE ENCOUNTERED A COMPLETE WHITEOU	Eng Make/Model - LYCOMING IO-540-K1G5 ELT Installed/A Number Engines - 1 Stall Warnin Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP On Itinerary Airport Proximity BRIEFING Last Departure Point OFF AIRPORT/STRIP KIPNUK, AK Destination Airport Data BETHEL, AK RUNWay Ident - ATC/Airspace Runway Lth/Wid - Type of Flight Plan - VFR Runway Surface - OFF OBSCURED Type of Clearance - NONE Runway Status - ING SNOW Type Apch/Lndg - PRECAUTIONARY LANDING SHOWER IGHT Age - 30 Medical Certificate - VALID MEDICAL-NO Biennial Flight Review Current - YES Total - 2563 Last 24 Months Since - 10 Make/Model - 569 Last 30 Aircraft Type - PA-32 Instrument - 15 Last 90	DING Description of the property of the prope

A/C Reg. No. N8429N

Time (Lc1) - 0930 AST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

2/23/88

Finding(s)

- 1. VFR FLIGHT INTO IMC ATTEMPTED PILOT IN COMMAND
- 2. WEATHER EVALUATION MISJUDGED PILOT IN COMMAND
- 3. WEATHER CONDITION WHITEOUT
- 4. WEATHER CONDITION SNOW

File No. - 18

5. WEATHER CONDITION - LOW CEILING

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL

Finding(s)

6. PRECAUTIONARY LANDING - ATTEMPTED -

7. TERRAIN CONDITION - SNOWBANK

----Probable Cause----

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

KIPNUK.AK

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

Type Operating Certificate-NONE (GENERAL AVIATION)	File No 19 2/28/88 MEKC	DRYUK, AK A	/C Reg. No. N7745Q		Time (Lc1)	- 1450 AST	Г
SUBSTATIAL Fatal Serious Minor None Type of Operation -BUSINESS Fire Crew 0 0 0 0 5 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 5 Accident Occurred During -LANDING Accident Occurred During -LANDING -COMMAND -COMMAN	-Basic Information	`					
Type of Operation -BUSINESS Fire Crew 0 0 0 0 5 Right Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 5 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 3100	Type Operating Certificate-NONE (GENER						
Flight Conducted Under	Time of Onese Allen					- -	
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 3100						_	
Aircraft Information Make/Model - CESSNA 3100		NU	NE Pa	ss o	O	O	5
Make/Model - CESSNA 3100	Accident occurred buring -Landing						
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5300 No. of Seats - 6 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Engine Type - RECIP-FUEL INJECTED Rated Power - 260 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VWC Wind Dir/Speed - 300/007 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR UNALAKLEET, AK Destination SAME AS ACC/INC Wind Dir/Speed - 300/007 KTS Lowest Sky/Clouds - CLEAR UNALAKLEET, AK Destination SAME AS ACC/INC Mind Dir/Speed - 300/007 KTS Runway Ident - 05 Runway Lith/Wid - 3000/ 75 Runway Surface - SNOW Runway Surface - SNOW Runway Status - DRY Dostructions to Vision- NONE Opercipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot Information Pilot STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	-Aircraft Information						_
Max Gröss Wt - 5300 No. of Seats - 6 No.				ELT			
No. of Seats - 6 Rated Power - 260 HP Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed 300/007 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR UNALAKLEET, AK Destination SAME AS ACC/INC Wind Dir/Speed 500/007 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Ident - 05 Runway Lth/Wid - 3000/ 75 Runway Surface - SNOW Runway Surface - SNOW Runway Status - DRY Type of Clearance - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND, SE SEA Months Since - 7 Aircraft Type - C-310 Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE					Stall Warni	ng System	- YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 300/007 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Cowst Sky/Clouds - CLEAR Type of Flight Plan - VFR UNSTRUCTIONS to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND,ME LAND,SE SEA Months Since - 7 Months Since - 7 Mischard Review Age - 54 Months Since - 7 Months Since - 7 Mischard Review Flight Time (Hours) Current - YES Total - 724 Last 24 Hrs - 2 Months Since - 7 Make/Model- 156 Last 30 Days- 16 Multi-Eng - 209 Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE				D	-		
Weather Data Wx Briefing - FSS Wthod - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 300/007 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NOME Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA Marrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	No. of Seats - 6	Rated Power	- 260 HP				
Wx Briefing - FSS	-Environment/Operations Information	·					
Method - TELEPHONE Completeness - UNK/NR Destination Airport Data Basic Weather - VMC SAME AS ACC/INC MEKORYUK Wind Dir/Speed- 300/007 KTS Runway Ident - 05 Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 3000/ 75 Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Surface - SNOW 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 - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 724 Last 24 Hrs - 2 SE LAND, ME LAND, SE SEA Months Since - 7 Make/Model - 156 Last 30 Days - 5 Aircraft Type - C-310 Instrument 134 Last 90 Days - 16 Multi-Eng - 209 Instrument Rating(s) - AIRPLANE	Weather Data	Itinerary		Airport	Proximity		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 300/007 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND, SE SEA Months Since - 7 Months Since - 8 Months Since - 8 Months Since - 8 Months Since - 8 Month	Wx Briefing - FSS	Last Departure P	oint	ON AI	RPORT		•
Basic Weather - VMC Wind Dir/Speed- 300/007 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND, SE SEA Age - 54 Months Since - 7 Months Since - 7 Aircraft Type - C-310 Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	Method - TELEPHONE	UNALAKLEET, AK					
Wind Dir/Speed- 300/007 KTS Visibility - 40.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Lth/Wid - 3000/ 75 Runway Surface - SNOW Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND, SE SEA Months Since - 7 Months Since - 7 Months Since - 7 Make/Model - 156 Multi-Eng - 209 Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	Completeness - UNK/NR	Destination		Airport	Data		
Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 3000/ 75 Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Surface - SNOW 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 - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 724 Last 24 Hrs - 2 SE LAND, ME LAND, SE SEA Months Since - 7 Make/Model- 156 Last 30 Days- 5 Aircraft Type - C-310 Instrument- 134 Last 90 Days- 16 Multi-Eng - 209 Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	Basic Weather - VMC	SAME AS ACC/IN	С	MEKOR	RYUK		
Lowest Sky/Clouds - CLEAR Type of Flight Plan - VFR Runway Surface - SNOW 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	Wind Dir/Speed- 300/007 KTS			Runwa	y Ident	- 05	
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 - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 724 Last 24 Hrs - 2 SE LAND, ME LAND, SE SEA Months Since - 7 Make/Model - 156 Last 30 Days - 5 Aircraft Type - C-310 Instrument 134 Last 90 Days - 16 Multi-Eng - 209 Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	Visibility - 40.0 SM	ATC/Airspace		Runwa	y Lth/Wid	- 3000/	75
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 724 Last 24 Hrs - 2 SE LAND, ME LAND, SE SEA Months Since - 7 Make/Model - 156 Last 30 Days - 5 Aircraft Type - C-310 Instrument - 134 Last 90 Days - 16 Multi-Eng - 209 Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - VFR	Runwa	y Surface	- SNOW	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 724 Last 24 Hrs - 2 SE LAND, ME LAND, SE SEA Months Since - 7 Make/Model - 156 Last 30 Days - 5 Aircraft Type - C-310 Instrument - 134 Last 90 Days - 16 Multi-Eng - 209 Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	Lowest Ceiling - NONE	Type of Clearanc	e - NONE	Runwa	y Status	- DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command	Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP		•		
Personnel Information Pilot-In-Command Age - 54 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 724 Last 24 Hrs - 2 SE LAND, ME LAND, SE SEA Months Since - 7 Make/Model - 156 Last 30 Days - 5 Aircraft Type - C-310 Instrument - 134 Last 90 Days - 16 Multi-Eng - 209 Instrument Rating(s) - AIRPLANE *Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	Precipitation - NONE	, , ,	•				
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND, SE SEA Months Since - 7 Aircraft Type - C-310 Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	Condition of Light - DAYLIGHT						
Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL Current - YES SE LAND, ME LAND, SE SEA Months Since - 7 Aircraft Type - C-310 Instrument - 134 Multi-Eng - 209 Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	-Personnel Information						
Certificate(s)/Rating(s) COMMERCIAL SE LAND, ME LAND, SE SEA Months Since - 7 Aircraft Type - C-310 Instrument Rating(s) - AIRPLANE Commandative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	Pilot-In-Command	Age - 54	Medical Certifi	cate - VALI	D MEDICAL-W	AIVERS/LIM	MIT
COMMERCIAL SE LAND, ME LAND, SE SEA Months Since - 7 Make/Model - 156 Last 30 Days - 5 Aircraft Type - C-310 Instrument - 134 Multi-Eng - 209 Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	Certificate(s)/Rating(s)	Biennial Flight Review				•	
SE LAND, ME LAND, SE SEA Months Since - 7 Make/Model - 156 Last 30 Days - 5 Aircraft Type - C-310 Instrument - 134 Last 90 Days - 16 Multi-Eng - 209 Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE		A	C T 1 - 1			4 Hrs -	2
Multi-Eng - 209 Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	SE LAND.ME LAND.SE SEA	Months Since - 7	Make/Model-	156			
Multi-Eng - 209 Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	,	Aircraft Type - C-	310 Instrument-				16
Instrument Rating(s) - AIRPLANE Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE			-			,-	
Narrative PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE							
PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	Instrument Rating(s) - AIRPLANE						
PILOT STATED THAT DURING THE TOUCHDOWN THE AIRCRAFT STRUCK A SNOWBANK ON THE APPROACH END OF THE RUNWAY. THE	-Narrative						
		THE AIRCRAFT STRUCK A SNO	WBANK ON THE APPROAC	H END OF TH	IE RUNWAY. TI	HE	
·							
	THE ROTAL OF THE ROTAL	M. M	THE ALL ROADIT EN				

2/28/88 MEKORYUK, AK A/C Reg. No. N7745Q File No. - 19 Time (Lc1) - 1450 AST IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - SNOWBANK 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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

File No 24 3/03/88 CHUGIA	K,AK	A/C Re	g. No. N9608	32	· T	ime (Lc1)	- 2013 AST	
Basic Information Type Operating Certificate-NONE (GENERAL	. AVIATION)	Aircraft SUBSTAN			Fatal	Inju Serious	ries Minor	None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	1102	Crew Pass	0	0	0	2 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2		gines - 1 pe - REC	DMING 0-235 IPROCATING-0		TOR	Installed// tall Warni	ng Syst em	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- CALM Visibility - UNK/NR Lowest Sky/Clouds - N/A Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Depar ANCHORAG Destination LOCAL ATC/Airspace Type of F1 Type of C1 Type Apch/	E,AK ight Plan - earance -	COMPANY (VI NONE TRAFFIC PA TOUCH AND (FR) ITERN	Airport ON AIR Airport D BIRCHW Runway Runway Runway	Proximity STRIP ata OOD Ident Lth/Wid Surface	- 19 - 4000/	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 46 Biennial Flight Current Months Since Aircraft Typ	Review - YES - 8	Medical Cer Total Make/Mod Instrumd Multi-E	Fligh - del- ent-	t Time (H 1355 765 111	ours) Last 24 Last 30	4 Hrs -	1
Instrument Rating(s) - AIRPLANE								
Narrative E FLIGHT INSTRUCTOR WAS GIVING DUAL INSTRUCT UCH-AND-GO LANDING, THE INSTRUCTOR TURNED TH RCRAFT TO THE RIGHT OF CENTERLINE, AND BEFOR RPLANE STRUCK DEEP, UNPLOWED SNOW ABOUT FOUR STRUCTOR AND STUDENT WERE BOTH UNAWARE THAT BLICATION LISTS THE AIRPORT AS UNATTENDED AN NDING. THE INSTRUCTOR RECOMMENDED THAT NO-LI NDITIONS.	HE LANDING LIGHT OF A CORRECTION CORRECTION CORRECTION THE THE THE RUNWAY HAD NOTED, AND UNMONITORED, A	OFF FOR A NOULD BE MAD RUNWAY PER OT BEEN COM	D-LIGHT LANG E TOWARDS TH IMETER LIGH PLETELY PLOW DS A VISUAL	DING. T HE CENT TS AND WED. AN INSPEC	HE STUDEN ER OF THE NOSED-DOW OFFICIAL TION PRIO	T LANDED TH RUNWAY, TH N. THE FLIGHT R TO	ΗE	

File No. - 24 3/03/88 CHUGIAK, AK A/C Reg. No. N96082 Time (Lc1) - 2013 AST ON GROUND COLLISION WITH TERRAIN/WATER Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI) 2. LANDING LIGHTS - NOT USED - PILOT IN COMMAND(CFI) 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - DUAL STUDENT 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - NOT MAINTAINED 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI) 6. LIGHT CONDITION - DARK NIGHT Occurrence #2 NOSE DOWN Phase of Operation LANDING - ROLL Finding(s) 7. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

The National Transportation Safety Board determines that the Probable Cause(s) of this accidential s is accidental transportation of the same s is accidental transportation.

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

Basic Information Type Operating Certificat	e-NONF (GENER	AL AVIATION)	Aircraf	t Damage			Inju	ries	
Type operating continues	(42.112.11.		SUBSTA		F	atal			None
Type of Operation	-PERSONAL		Fire		Crew	0	0	1	0
Flight Conducted Under			NONE		Pass	0	0	1	0
Accident Occurred During	-DESCENT								
Aircraft Information	_	_							
Make/Mode1 - CESSNA A1				NTINENTAL 10-5	20D		nstalled/		
Landing Gear - TAILWHEEL	-ALL FIXED		r Engines - 1			S.	all Warni	ng System	- YES
Max Gross Wt - 3350				CIP-FUEL INJEC	TED				
No. of Seats - 2		Rated 	Power -	300 HP					
Environment/Operations Info	ormation								
Weather Data		Itinerar					Proximity	_	
Wx Briefing - FSS			eparture Point			OFF AII	RPORT/STRI	Р	
Method - TELEPHO			EL,AK						
Completeness - WEATHER	NOI PERIINEN				Alr	port Da	ата		
Basic Weather - VMC	VTC		ATH, AK			Dunway	Ident	- N/A	
Wind Dir/Speed- 090/007 Visibility - 40.0	CM	ATC/Airs	D200			•	Lth/Wid		
Lowest Sky/Clouds -	JI-1	710/7110		- VED			Surface		
Lowest Ceiling -								- SNOW -	NDV .
Obstructions to Vision-				- NONE		Kullway	Jtatus	3140#	DKI
Precipitation -		Type A	pen, triag	HONE					
Condition of Light -				•					
Personnel Information									
Pilot-In-Command		Age - 36		Medical Certi	ficate -	- VALID	MEDICAL -W	ATVERS/LT	MIT
Certificate(s)/Rating(s)	ſ	Riennial Fli	aht Peview		Flight T			,	
COMMERCIAL		Current		Total	- 143	32	last 2	4 Hrs -	2
SE LAND		Months S	ince - 17	Make/Mode	1- 15	3	Last 3	O Days- U	NK/NR
HELICOPTER		Aircraft	Type - C-185	Instrumen	t- UNK/N	IR .	Last 9	O Days-	8
				Instrumen Multi-Eng	- UNK/N	IR .	Rotorc	raft -	1132
Instrument Rating(s)	- AIRPLANE,H	ELICOPTER							
Narrative									
PILOT HAD BEGUN HIS DESCENT									
LE TO RESTART THE ENGINE, A									
APPROXIMATELY TWO HOURS PRI	OR TO THE ACC	IDENT, AND HAD	AMPLE FUEL RE	SERVES WHEN TH	E ENGINE	STOPPI	D WITHOUT		

File No	37 3/03/88	MCGRATH, AK	A/C Reg. No.	N1954U	Time (Lcl) - 1140 AST	
Occurrence #1 Phase of Operation			AILURE/MALF			
Finding(s) 1. UNDETERMINED						
Occurrence #2 Phase of Operation		NCY				
Occurrence #3 Phase of Operation						
Finding(s) 2. TERRAIN CONDITION 3. OBJECT - TREE(S) 4. LANDING GEAR, MAI)					
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

Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION) Ai	rcraft Damage		Injur	ies	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		UBSTANTIAL	Fata1	Serious		None
Type of Operation -PERSONAL	Fi	re Cre	v 0	0	0	1
Flight Conducted Under -14 CFR 9	1 N	ONE Pas	s 0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information		LV00WTN0 0 005 L00	F1 T	T 4 . 11 / 4	_ 4 * 4 4	VEC /VE
Make/Model - CESSNA 152		- LYCOMING 0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670	Number Engines Engine Type	- RECIPROCATING-CARBU		tall Warnin	ig System	- 162
No. of Seats - 2	Rated Power	- 108 HP	RETUR			
		- 106 NF				
Environment/Operations Information Weather Data	- Itinerary		Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIE		Point		RPORT/STRIP	,	
Method - N/A	ANCHORAGE, AK	FOINT	011 41	KI OKI/ SIKII		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		BIG LA			
Wind Dir/Speed- 010/005 KTS			Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight	Plan - NONE	Runway	Surface -	SNOW	
	BROKEN Type of Clearan		Runway	Status -		RY
Obstructions to Vision- NONE	Type Apch/Lndg	- TOUCH AND GO			SOFT	
Precipitation - NONE	:					
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 26	Medical Certific	3+0 - VALTE	MEDICAL -NO	. WATVEDS/	LITANTT
Certificate(s)/Rating(s)	Riennial Flight Revie	w Fli	ght Time (F		WAIVERS/	LIMII
PRIVATE	Biennial Flight Revie Current - Y	ES Total -	70	Last 24	Hrs -	6
SE LAND	Months Since -	1 Make/Model-	61	Last 30		
	Aircraft Type - C	1 Make/Model- -152 Instrument-	0			
Instrument Rating(s) - NONE				,		
Narrative						
NEWLY CERTIFICATED PRIVATE PILOT WAS						
PROVED, OFF-AIRPORT SITE IN DEEP SNOW L PITCHED DOWN AND THE AIRPLANE NOSED		ING GEAR BECAME MIRED	IN THE SNUM	, THE NUSE		

File No. - 20 3/08/88 BIG LAKE, AK A/C Reg. No. N68945 Time (Lc1) - 1030 AST

Occurrence #1
Phase of Operation

NOSE OVER

LANDING - ROLL

Finding(s)

- 1. TERRAIN CONDITION SNOW COVERED
- UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- LACK OF TOTAL EXPERIENCE PILOT IN COMMAND
- 4. OVER CONFIDENCE IN PERSONAL ABILITY PILOT IN COMMAND

----Probable Cause----

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

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

-Basic Information						
Type Operating Certificate-NONE (GENERA		ft Damage		Injur		
Town and Orange Live DEPOCHAL		ANTIAL	Fatal w O			
Type of Operation -PERSONAL	Fire	Cre Pas		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		Pas			O	,
-Aircraft Information						
Make/Model - CESSNA 185F	Eng Make/Model - C			Installed/		
Landing Gear - SKI	Number Engines -			Stall Warnir	ng System	- YES
Max Gross Wt - 3350	Engine Type - R		1			
No. of Seats - 6	Rated Power -	300 HP				
-Environment/Operations Information	Thimpun		Ainnest	Proximity		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poin	_		Proximity IRPORT/STRIF	•	
Method - N/A	SAME AS ACC/INC	·	UFF A	IKPUKI/SIKI		
Completeness - N/A	Destination		Airport I	12+2		
Basic Weather - VMC	LOCAL		Amport	Jata		
Wind Dir/Speed- 270/010 KTS	LOCAL		Runwa	/ Ident -	- N/A	
Visibility - 20.0 SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - N/A	Type of Flight Plan	- NONE		/ Surface -		
Lowest Ceiling - 4000 FT BROK				/ Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 37	Medical Certific	ate - VALII	MEDICAL-NO) WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	FII	gnt lime (i	Hours)	1 1100	4
COMMERCIAL,ATP,CFI SE LAND,ME LAND,SE SEA	Current - YES	Make /Madel -	10070	Last 24	+ mrs ~	4 IV /ND
GLIDER	Months Since - 3 Aircraft Type - C-185	Tastaumont-	1650	Last 30	Days- UN	200
GLIDER	Aircraft Type - C-165	Make/Model- Instrument- Multi-Eng	7000	Rotorc	raft -	50
Instrument Rating(s) - AIRPLANE						
-Narrative						
ING THE TAKEOFF ROLL FROM THE FROZEN LAKE	THE PILOT LOST DIRECTIONAL	CONTROL OF THE AT	RCRAFT CAU	SING THE		
CRAFT TO NOSE OVER ON ITS BACK. THE PILOT						
	RAFT.					

File No. - 36 3/10/88 OPHIR,AK A/C Reg. No. N5045R Time (Lc1) - 1200 AST

Occurrence #1

LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ICY

2. TERRAIN CONDITION - ROUGH/UNEVEN

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2

NOSE OVER

Phase of Operation

TAKEOFF - GROUND RUN

----Probable Cause----

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

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

File No 161 3/10/88 MCGR	ATH, AK	A/C Reg. No. N78AJ			Time (Lc1) - 1330 AS			
Basic Information Type Operating Certificate-NONE (GENER,	AL AVIATION)	Aircraft Dam	age		Inju	ries		
, -	,	SUBSTANTIAL	•	Fatal			None	
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1	
Accident Occurred During -TAKEOFF								
Aircraft Information								
Make/Model - PIPER PA-18		Model - LYCOMIN						
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1			tall Warnii	ng System	r - YES	
Max Gross Wt - 1750		pe - RECIPRO		TOR				
No. of Seats - 2	Rated Pow	er - 150	HP					
Environment/Operations Information								
Weather Data	Itinerary			•	Proximity			
Wx Briefing - NO RECORD OF BRIEFING	•	ture Point		OFF AI	RPORT/STRI	P		
Method - N/A	CRIPPLE							
Completeness - N/A	Destination		•	Airport D	ata			
Basic Weather - UNK/NR	LOCAL				T			
Wind Dir/Speed- UNK/NR Visibility - UNK/NR	ATC/Airspace				Ident			
Lowest Sky/Clouds - UNK/NR	•	ight Plan - NON	=		Lth/Wid Surface			
Lowest Sky/Crodds - UNK/NR		earance - NON			Status		WET	
Obstructions to Vision- UNK/NR	Type Apch/			Kullway	Status	SINOW	WLI	
Precipitation - UNK/NR	Type Apeny	Lilag 11011	-					
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 49	Medi	cal Centificat	- FYDID	FN			
Certificate(s)/Rating(s)	Biennial Flight	Review		t Time (H				
PRIVATE	Current	- UNK/NR	「otal - ¯′	7200 ·	last 2	4 Hrs - L	INK/NR	
SE LAND		- UNK/NR I	Make/Model- UN	C/NR	Last 3	0 Davs- L	INK/NR	
		e - UNK/NR	Instrument-	0	Last 9	O Days- L	INK/NR	
	7.	• ,				•	·	
Instrument Rating(s) - NONE								
Namakiya								
Narrative E PRIVATE PILOT-IN-COMMAND OF THE PIPER PA CTION OF SNOW COVERED RIVER ICE.	-18 LOST CONTROL O	F THE AIRPLANE	WHILE ATTEMPTIM	NG TO TAK	EOFF FROM A	A		
		•						

File No. - 161 3/10/88 MCGRATH, AK A/C Reg. No. N78AJ Time (Lc1) - 1330 AST LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - SNOW COVERED 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. TERRAIN CONDITION - ROUGH/UNEVEN 4. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) 5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

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

File No 34 3/11/88 RUBY	, AN	A/C Reg. No. N70364					- 1100 AS	
-Basic Information Type Operating Certificate-ON-DEMAND A	IR TAXI	Aircraft	Damage			Inj	uries	
Name of Carrier -GALENA AIR Type of Operation -NON SCHED, D	SERVICE	SUBSTAN'	TIAL		Fatal	_		None
Type of Operation -NON SCHED, D Flight Conducted Under -14 CFR 135	OMESTIC, CARGO	Fire		Crew		0	0	1
Accident Occurred During -LANDING		NONE		Pass	0	0	0	0
-Aircraft Information								
Make/Modél - CESSNA 207	Eng Make,	'Model - CON'	TINENTAL IO-	520	ELT 1	installed,	/Activated	- YES/N
Landing Gear - TRICYCLE-FIXED		ngines - 1			St	tall Warn	ing System	- YES
Max Gross Wt - 3800			IP-FUEL INJE	CTED				
No. of Seats - 7	Rated Pov	/er - (300 HP					
-Environment/Operations Information Weather Data	Thinanan				Ainmont [
Wx Briefing - NO RECORD OF BRIEFIN	Itinerary	ture Point			Airport F	PORT/STR		
Method - N/A	GALENA,				OFF AIR	RPURI/SIR	T.F.	
Completeness - N/A	Destination				Airport Da	nta		
Basic Weather - VMC		ACC/INC			RUBY			
Wind Dir/Speed- CALM					Runway	Ident	- N/A	
Visibility - 30.0 SM	ATC/Airspace	;			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR		ight Plan -				Surface		
Lowest Ceiling - NONE		earance -			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch,	'Lndg -						
Precipitation - NONE			FORCED LAND	ING				
Condition of Light - DAYLIGHT								
-Personnel Information Pilot-In-Command	Age - 39	,	Medical Cert	ificat	e - VALTD	MEDICAL -	UN WATVERS	/ TMTT
Certificate(s)/Rating(s)	Biennial Flight				nt Time (Ho		to marting	,
COMMERCIAL, CFI	Current	- YES	Total				24 Hrs -	3
SE LAND, ME LAND, SE SEA	Months Since	- 6	Make/Mod	e1-	383	Last :	30 Days-	75
	Aircraft Typ	e - C-207	Instrume	nt-	242	Last 9	24 Hrs - 30 Days- 90 Days-	154
			Multi-En	g -	278			
Instrument Rating(s) - AIRPLANE	•							
AIRCRAFT WAS OVER THE AIRPORT AT 2,000 F	EET MSI WHEN THE P	NGINE OUIT	THE ATRORAE	T CRAS	HED ONE MI	LE NORTH	OF	
AIRPORT. EXAMINATION OF THE AIRCRAFT ENG								
TO IDLE.								

	LURE/MALF	
· · · · · · · · · · · · · · · · · · ·		
FROZEN		
	EUVERING ,LINKAGE - SEPARATION	EUVERING ,LINKAGE - SEPARATION CED LANDING CENT - EMERGENCY FLIGHT COLLISION WITH TERRAIN/WATER DING DOR - PILOT IN COMMAND FROZEN

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

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

File No 48 3/17/88 TOK,	AK	A/C Reg. No	. N34603	T	ime (Lcl)	- 1900 AS	ST .
Basic Information Type Operating Certificate-NONE (GENER/		rcraft Dama	ge		Inju		
	\$	UBSTANTIAL		Fatal	_	Minor	None
Type of Operation -PERSONAL		re	Cre		0	0	1
Flight Conducted Under -14 CFR 91	N	ONE	Pas	s 0	0	0	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - CESSNA 177	Eng Make/Model	- LYCOMING	0-360-A1F6	ELT	Installed/	Activated	d - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines	- 1		S	tall Warni	ng System	n - YES
Max Gross Wt - 2500	Engine Type	- RECIPROC	ATING-CARBU	RETOR		-	
No. of Seats - 4	Rated Power	- 180 H	Р				*
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Départure	Point		ON AIR			
Method - TELEPHONE	SAME AS ACC/I						
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - VMC	FAIRBANKS, AK			TOK			
Wind Dir/Speed- CALM	- •			Runway	Ident	- 25	
Visibility - 4.000 SM	ATC/Airspace				Lth/Wid		50
Lowest Sky/Clouds - UNK/NR	Type of Flight	Plan - VFR			Surface	•	
Lowest Ceiling - 2000 FT OVER							COMPACTED
Obstructions to Vision- NONE	Type Apch/Lndg			,	• • • • • • • • • • • • • • • • • • • •	0.101	
Precipitation - SNOW	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - DUSK							
Personnel Information			,				
Pilot-In-Command	Age - 50	Medic	al Certifica	ate - VALTO	MEDICAL-N	N WATVERS	:/ITMTT
Certificate(s)/Rating(s)	Biennial Flight Revie			ant Time (F		O WAIVERS)/ LIMI
PRIVATE	Current - Y		otal ''	•	•	4 Hrs -	4
SE LAND	Months Since -		ake/Model-	28	-	O Davs- L	-
JE EAND	Aircraft Type - C				Last 9		6
	All of all trype o	.,,,,		Ŭ		o buyo	J
Instrument Rating(s) - NONE							
Narrative							
HE PRIVATE PILOT ATTEMPTED TO TAKE-OFF AT DU							
OSITION. HE HAD UNSUCCESSFULLY ATTEMPTED TO							
IRPLANE AIRBORNE BY SKIDDING THE TIRE ALONG	=						
NABLE TO MAINTAIN DIRECTIONAL CONTROL DURING							
IRPLANE'S STABILATOR. HE COMPLETED THE FLIGH							
NTIL AFTER HE LANDED. THE PILOT STATED THAT							
HAT HE POSSIBLY COULD HAVE AVOIDED THE RUNWA		LIGHTED, B	UT IT WAS A	CTIVATED ON	COMMAND V	IA	
HE AIRPLANE'S RADIO, AND HE DID NOT KNOW WHI	CH FREQUENCY TO USE.						
•					-		

File No. - 48 3/17/88 TOK, AK A/C Reg. No. N34603

Time (Lcl) - 1900 AST

Occurrence #1

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED

- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT INTENTIONAL PILOT IN COMMAND
- 4. LANDING GEAR, NORMAL BRAKE SYSTEM LOCKED
- 5. LIGHT CONDITION DUSK

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft		r	Injur		N
Type of Operation -PERSONAL	•	SUBSTANT Fire	Cre	Fatal w O	Serious O	Minor O	None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NONE	Pas		0	Ö	Ó
Accident Occurred During -LANDING					_	· ·	· ·
Aircraft Information							
Make/Model - PIPER PA-22			MING 0-320-B2B				
Landing Gear - TAILWHEEL-ALL FIXED					Stall Warnir	g System	- NO
Max Gross Wt - 2000			PROCATING-CARBU	IRETOR			
No. of Seats - 2	Rated Po	wer - 1	60 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A		rture Point		UFF A	IRPORT/STRIP		
Method - N/A Completeness - N/A	Destinatio	ACC/INC		Ainmont	Data		
Basic Weather - VMC	LOCAL	n		Airport	Data		
Wind Dir/Speed- CALM	LUCAL			Dunus	y Ident -	NI/A	
Visibility - 60.0 SM	ATC/Airspac				y Lth/Wid -		
Lowest Sky/Clouds - CLEAR		light Plan -	NONE		y Surface -		
Lowest Ceiling - NONE		learance -			y Status -		
Obstructions to Vision- NONE		/Lndg -			y Status	14/ 5	
Precipitation - NONE	Type Apel	;	HONE				
Condition of Light - DAYLIGHT		•					
Personnel Information							
Pilot-In-Command	Age - 46	М	ledical Certific	ate - VALI	D MEDICAL-WA	IVERS/LIM	ΛΙΤ
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review	Fli	ght Time (•	
PRIVATE	Current	- YES	Total -		Last 24		1
SE LAND	Months Sinc	e - 16	Make/Model- Instrument-	130	Last 30 Last 90	Days-	1
	Aircraft Ty	pe - PA-22	Instrument-	5	Last 90	Days-	3
Instrument Rating(s) - NONE							
Narrative							

Time (Lcl) - 1915 AST File No. - 35 3/23/88 ANCHORAGE.AK A/C Reg. No. N3100Z Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - ICY 2. TERRAIN CONDITION - ROUGH/UNEVEN 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. TERRAIN CONDITION - SNOW COVERED Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 3

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

File No 162 4/16/88 TALKE	ETNA,AK A/C Re	A,AK A/C Reg. No. N2532E			Time (Lcl) - 1700 AD			
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	: Damage		Injur	ies			
	SUBSTAN	ITIAL	Fatal	Serious	Minor	None		
Type of Operation -PERSONAL	Fire	Crew		0	0	1		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1		
Accident Occurred During -TAKEOFF								
Aircraft Information								
Make/Model - AERONCA 7DC	Eng Make/Mode1 - CON	ITINENTAL C-85						
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			itall Warnin	g System	- NO		
Max Gross Wt - 1300	Engine Type - REC		ETOR					
No. of Seats - 2	Rated Power -	85 HP						
Environment/Operations Information								
Weather Data	Itinerary			Proximity				
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP				
Method - N/A	SAME AS ACC/INC			_				
Completeness - N/A	Destination		Airport D	ata				
Basic Weather - VMC	LOCAL		5	- \.				
Wind Dir/Speed- CALM	ATC /A ÷ none of			/Ident - /Lth/Wid -	N/A			
Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan -	NONE		Surface -				
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Flan -			Status -				
Obstructions to Vision- NONE	Type Apch/Lndg -		Kullway	Status -	N/A .			
Precipitation - NONE	Type Apolly Ellag	NONE						
Condition of Light - DAYLIGHT								
Personnel Information	A == 20	Medical Certificat	- LINIZ /N	ın.				
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 29 Biennial Flight Review		nt Time (F					
PRIVATE					Hre -	3		
SE LAND	Current - YES Months Since - 1	Make/Model-	220	Last 30		20		
CT LAND	Aircraft Type - UNK/NR		1	Last 90		70		
	A TOTAL C TYPE STRING THE	2115 C. dimerre	•	2000	54,5	. •		
Instrument Rating(s) - NONE								
Narrative	•							
E PILOT STATED THAT DURING THE TAKEOFF RUN	ON THE FROZEN FIELD THE AIRC	RAFT STRUCK A SNOW	BERM CAL	SING THE				
RCRAFT TO GROUND LOOP.	The state of the s	55 5						

4/16/88 Time (Lc1) - 1700 ADT File No. - 162 TALKEETNA.AK A/C Reg. No. N2532E ON GROUND COLLISION WITH TERRAIN/WATER Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - BERM 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

Type Operating Certificate-NONE (GENERA		ft Damage ANTIAL	Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 185	Eng Make/Mode1 - Co			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -		,	itall Warnin	g System	- YES
Max Gross Wt - 3300	Engine Type - RE					
No. of Seats - 6	Rated Power -	300 HP				
Environment/Operations Information	·					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•	t	ON AIR	PORT		
Method - N/A	CENTRAL, AK					
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	SAME AS ACC/INC		FAIRBA			
Wind Dir/Speed- 190/009 KTS	ATO /A / 11 - 12 - 12 -				19R	450
Visibility - 60.0 SM	ATC/Airspace	NONE		Lth/Wid - Surface -		150
Lowest Sky/Clouds - 20000 FT THIN Lowest Ceiling - NONE	BKN Type of Flight Plan Type of Clearance				DRY	
Obstructions to Vision- NONE		- FULL STOP	Kuliway	Status	DKI	
Precipitation - NONE	Type Apcil/Liliag	- FOLL STOP				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 24	Medical Certifica	+e - VALTE	MEDICAL-NO	WATVEDS	/ı TMTT
Certificate(s)/Rating(s)	Riennial Flight Review	Flia	ht Time (F		WATTERS	
COMMERCIAL	Current - YES	Total -		Last 24	Hrs -	1
SE LAND, SE SEA	Months Since - 6		13	Last 30		6
	Aircraft Type - C-185		56	Last 90	Days-	13
Instrument Rating(s) AIRPLANE						
Narrative						
PILOT STATED THAT HE MADE A HARD LANDING	AND AT THAT TIME HE LOST DI	RECTIONAL CONTROL	OF THE AIR	CRAFT.		
DILOT STATED THAT HE MADE A HARD LANDING	AND AT THAT TIME HE LOST DI	RECTIONAL CONTROL	OF THE AIR	CRAFT. E RT MAIN		

File No 1	12 4/17/88 	FAIRBANKS,AK	A/C Reg. No. N5060R	Time (Lc1) - 1330 ADT
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN		
Finding(s) 1. FLARE - IMPROPE	R - PILOT IN COMMA	ND		·
Occurrence #2 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND		
Finding(s)	TOOL - NOT MAINTAI	NED - PILOT IN COMMAN	iD.	

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

Basic Information Type Operating Certificate-	ON-DEMAND ATD T	AYT	Aircraft D	3m2G0		Injur	ios	
Name of Carrier -	AIRLIFT ALASKA	HA.I	SUBSTANTI		Fata1		Minor	None
Name of Carrier - Type of Operation - Flight Conducted Under -	NON SCHED, DOMES	TIC,PAX/CARGO	Fire	Cre	w O	0	0	1
Flight Conducted Under -	14 CFR 135		NONE	Pas	s 0	0	0	2
Accident Occurred During	TAKEOFF 							
Aircraft Information								
Make/Model - CESSNA 206	V=5			NENTAL IO-520		Installed/Ad		
Landing Gear - TRICYCLE-FIX Max Gross Wt - 3600	XED	Number Eng		-FUEL INJECTED		tall Warning	g System	- YES
No. of Seats - 6		Rated Powe		-FUEL INJECTEL	,			
		Rated Fowe						
Environment/Operations Inform	ation	Thimmon				Danas danada.		
Weather Data Wx Briefing - FSS		Itinerary Last Depart	une Point		ON AIR	Proximity		
Method - UNK/NR		SAME AS A			ON AIR	SIKIF		
Completeness - UNK/NR		Destination	100, 1110		Airport D	ata		
Basic Weather - VMC		ANCHORAGE	, AK		•	E AIRSTRIP		
Wind Dir/Speed- 225/007 K					Runway	Ident -	UNK/NR	
Visibility - 20.0		ATC/Airspace				Lth/Wid -		30
Lowest Sky/Clouds - U	NK/NR	Type of Fli				Surface -		
Lowest Ceiling -					Runway	Status -	WET	
Obstructions to Vision- No Precipitation - No		Type Apch/L	.ndg - N	UNE				
Condition of Light - D								
Personnel Information								
Pilot-In-Command		e - 34	Me	dical Certific	ate - VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Bio	ennial Flight R	eview		ght Time (H			
COMMERCIAL,ATP,CFI		Current		Total -	4833	Last 24	Hrs -	, 3
SE LAND,ME LAND,SE SEA		Months Since		Make/Mode1-	569	Last 30	Days- UN	K/NR
		Aircraft Type	- C-172	Make/Model- Instrument- Multi-Eng -	UNK/NR	Last 90	Days-	240
				Multi-Eng -	703	ROTORCE	art - UN	K/NR
Instrument Rating(s) -	AIRPLANE							
AIR-TAXI PILOT STATED THAT HE	ATTEMPTED TO T	AKEOFF FROM A P	RIVATE DIPT	RUNWAY THAT W	AS DRY IN T	HE MIDDLE		
MUDDY TOWARDS THE EDGES. DURI	NG THE TAKEOFF	ROLL, THE AIRPL	ANE'S LEFT M	AIN GEAR TIRE	ENCOUNTERED	THE SOFT.		
Y AREA AND TURNED ABRUPTLY TO								
PING THE AIRPLANE.			•					

File No. - 101 4/18/88 CANTWELL, AK A/C Reg. No. N51205 Time (Lc1) - 1845 ADT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. TERRAIN CONDITION - SOFT 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1.3

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

- Type Operating Certificate-NONE (GENERA		ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	L Fire NONE	Crew Pass	O,	0	0	2 0
Aircraft Information Make/Model - CESSNA 337D Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4430 No. of Seats - 6	Eng Make/Model - C Number Engines - Engine Type - R			nstalled/Æ all Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	ANCHORAGE, AK Destination	t	Airport Da	PORT/STŔIF ta	•	
Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - 2500 FT THIN Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		- NONE	Runway		- GRASS/TU	
<pre>-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 36 Biennial Flight Review	Medical Certifica Flig	te - VALID ht Time (Ho		\IVERS/LIM	IIT
PRIVATE SE LAND, ME LAND	Current - YES Months Since - 7 Aircraft Type - C-337	Total - Make/Model-		Last 24 Last 30 Last 90	Days- UN	3 IK/NR 26
Instrument Rating(s) - NONE						
Narrative E PRIVATE PILOT WAS PRACTICING SIMULATED IN RPLANE, WHEN BOTH ENGINES QUIT WITHIN MINUT THE ENSUING EMERGENCY DESCENT PRIOR TO REA ITHER OF THE PILOTS WERE INJURED. THE FLIGH SUALLY INSPECTED THE FUEL TANKS PRIOR TO TH FELT THAT A SUFFICIENT QUANTITY REMAINED F DICATED ONE-QUARTER FULL WHEN THE ENGINES S	ES OF EACH OTHER DUE TO FU CHING THE SELECTED LANDING IT INSTRUCTOR HAD CONDUCTED IE START OF THE FLIGHT, AND OR THE INTENDED FLIGHT. BO	EL EXHAUSTION. THE AREA AND WAS SUBST THE PREFLIGHT INSP ALTHOUGH THE TANKS	AIRPLANE ST ANTIALLY DA ECTION, AND WERE LESS	RUCK TREES MAGED. HAD THAN FULL,	5	

Time (Lc1) - 1028 ADT File No. - 102 4/23/88 KENAI.AK A/C Reg. No. N86128 Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND(CFI) 3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - FALSE INDICATION 4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI) 5. AIRCRAFT PERFORMANCE, TWO OR MORE ENGINES - FAILURE, TOTAL FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 6. OBJECT - TREE(S) The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4 Factor(s) relating to this accident is/are finding(s) 3

File No 103 4/	24/88 FAIRBANK	S,AK A/C F	Reg. No. N91290	· т	ime (Lc1) -	2045 ADT	
Basic Information Type Operating Certificat	e-NONE (GENERAL A	VIATION) Aircraf	ft Damage		Injur	ies	
		SUBSTA	ANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under		NONE	Pass	. 0	0	0	0
Accident Occurred During	-LANDING						
Aircraft Information							
Make/Model - CESSNA 18	=	Eng Make/Model - CC			Installed/A		
Landing Gear - TAILWHEEL	-ALL FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 2800			ECIPROCATING-CARBUR	ETOR			
No. of Seats - 2		Rated Power -	230 HP				
Environment/Operations Info	rmation						
Weather Data		Itinerary		Airport	Proximity		
Wx Briefing - FSS		Last Departure Point	t	ON AIR	STRIP		
Method - UNK/NR		SAME AS ACC/INC					
Completeness - UNK/NR		Destination		Airport D	ata		
Basic Weather - VMC		LOCAL		FAIRBA	NK INT'L		
Wind Dir/Speed- 290/007	KTS			Runway	Ident -	19R	
Visibility - 60.0	SM	ATC/Airspace		Runway	Lth/Wid -	10300/	150
Lowest Sky/Clouds -	8000 FT SCATTER	ED Type of Flight Plan	- VFR	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	i	FULL STOP				
Condition of Light -	DAYLIGHT						
Personnel Information							
Pilot-In-Command		e - 58	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Вi	ennial Flight Review	Flig	ht Time (H			
PRIVATE		Current - YES	Total -	862	Last 24	Hrs -	4
SE LAND		Months Since - 3	Make/Mode1-	4	Last 30	Davs- UN	K/NR
		Aircraft Type - C-152	Instrument-	0	Last 90	Days-	4
Instrument Rating(s)	- NONE						
Narrative E PILOT RETURNED TO FAIRBANKS							
THER. DURING THE FLIGHT THE							
AILABLE (10,300). DURING THE			_ AND GROUND-LOOPED	TO THE RI	GHT. SHE		
ID SHE HAD NOT FLOWN FOR AT L	EAST 90 DAYS PRIO	R TO THE ACCIDENT.					

File No. - 103 4/24/88 FAIRBANKS,AK A/C Reg. No. N91290 Time (Lc1) - 2045 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
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

	ON BAY,AK A/C Reg	. No. N54768	Time (Lo	cl) - 1545 ADT	
-Basic Information Type Operating Certificate-NONE (GENER		_		Injuries	A!
Time of Openshies BUCINECC	DESTROYE		Fatal Serio		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass		0 0	0
Accident Occurred During -DESCENT	NONE	Other		0	1
-Aircraft Information					
Make/Model - PIPER PA-18-150	Eng Make/Model - LYCO			led/Activated	
Landing Gear - FLOAT				arning System	- NO
Max Gross Wt - 1750	3	PROCATING-CARBURETO)R		
No. of Seats - 2	Rated Power - 1				
-Environment/Operations Information				•	
Weather Data	Itinerary	Δ.	Airport Proxim	•	
Wx Briefing - NO RECORD OF BRIEFIN	· · · · · · · · · · · · · · · · · · ·		OFF AIRPORT/S	STRIP	
Method - N/A	SAME AS ACC/INC		: Data		
Completeness - N/A	Destination	A1	irport Data		
Basic Weather - VMC Wind Dir/Speed- 060/010 KTS	LOCAL		Runway Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace		Runway Lth/W		
Lowest Sky/Clouds - N/A	Type of Flight Plan -	NONE	Runway Surface		
	RCAST Type of Clearance -		Runway Status		
Obstructions to Vision- NONE	Type Apch/Lndg -		Kuliway Status	5 - IN/A	
Precipitation - NONE	Type Apcil/Lildg	NONE			
Condition of Light - DAYLIGHT					
-Personnel Information			TO MEDICA		
Pilot-In-Command	Age - 40 M	edical Certificate	- ANTID MEDICA	AL-NO MAINERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flight	Ilme (Hours)	- 4 - 0.4 - 1.1	5
COMMERCIAL, ATP, CFI	Current - YES	Total - 115	/ND Las	st 24 Mrs -	
SE LAND, ME LAND, SE SEA	Months Since - 1 Aircraft Type - PA-18	Make/Model- UNK/ Instrument- UNK/	NR Las	st 30 Days-	10
	Aircraft Type - PA-18	Instrument- UNK/ Multi-Eng - UNK/	NR Las	st 90 Days-	60 (ND
		MUITI-ENG - UNK/	'NK KO	torcraft - UN	K/ NK
•					

.5 ADT	Time (Lc1) - 15	A/C Reg. No. N54768	LARSON BAY, AK	5/03/88	- 136	File No	
				MIDAIR COLLISION		rrence #1 e of Operatio	
			- COMPANY/OPERATOR MGMT IT IN COMMAND IT OF OTHER AIRCRAFT	IVES - INADEQUATE INADEQUATE - PILOT	DIRECT OUT -	PROCEDURES/D VISUAL LOOKO	1. 2.
			IN FLIGHT	LOSS OF CONTROL - MANEUVERING		rrence #2 of Operatio	
			ON WITH TERRAIN/WATER	IN FLIGHT COLLISIO DESCENT - UNCONTRO			
			•	DESCENT - UNCONTRO	on (Phase

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

File No 136 5/0	03/88 LARSON	BAY,AK	A/C Reg.	No. N9030R	7	ime (Lc1)	- 1545 ADT	
Basic Information Type Operating Certificate	e-NONE (GENERAL	AVIATION)	Aircraft D	amage	Fatal	Inju Serious		None
Type of Operation	-BUSINESS		Fire	Cre	w O	0	0	1
Flight Conducted Under	-14 CFR 91		NONE	Pas	s 0	0	0	0
Accident Occurred During	-MANEUVERING			Oth	er, 1	0	0	O
Aircraft Information								
Make/Model - CESSNA 185	5F	Eng Make/M	odel - CONTI	NENTAL IO-520-) ELT	Installed/	Activated -	- YES/NO
Landing Gear - FLOAT		Number Eng	ines - 1		5	tall Warni	ng System	- YES
Max Gross Wt - 3600		Engine Typ		-FUEL INJECTED				
No. of Seats - 4		Rated Powe	r - 30	O HP				
Environment/Operations Info	rmation							
Weather Data		Itinerary				Proximity		
	RD OF BRIEFING	Last Depart			OFF AI	RPORT/STRI	P	
Method - N/A		SAME AS A	CC/INC					
Completeness - N/A		Destination			Airport D	ata		
Basic Weather - VMC		LOCAL						
Wind Dir/Speed- 060/010							- N/A	
Visibility - 10.0	SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
	N/A		ght Plan - N		Runway	Surface	- N/A	
Lowest Ceiling -	2500 FT OVERC	AST Type of Cle	arance - N	ONE	Runway	Status	- N/A	
Obstructions to Vision-	NONE	Type Apch/L	ndg - N	ONE				
Precipitation -	NONE		•					
Condition of Light -	DAYLIGHT							
Personnel Information	·		•					
Pilot-In-Command		\ge - 31		dical Certific			O WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>		Biennial Flight R			ght Time (F			
COMMERCIAL		Current	- YES		36 6 6	Last 2	4 Hrs -	5
SE LAND, SE SEA		Months Since Aircraft Type	- 10	Make/Model- Instrument-	1015	Last 3	O Days-	40
		Aircraft Type	- C-185F	Instrument-	61	Last 9	O Days-	75
<pre>Instrument Rating(s)</pre>	- AIRPLANE							
	- AIRPLANE							
		IDDED OFSCHA 40FF	WEDE TANGE	VED IN A MIDAT		AT AN		
	O AND FLOAT EQU							
	O AND FLOAT EQU: EET MSL OVER LAI	RSON BAY, AK. AT	THE TIME OF	THE MIDAIR COL	ISION BOTH	AIRCRAFT		
	O AND FLOAT EQU: EET MSL OVER LAI S FOR SEVERAL F:	RSON BAY, AK. AT ISHING BOATS IN T	THE TIME OF HE AREA. THE	THE MIDAIR COL PA-18-150 WAS	_ISION BOTH DESTROYED	AIRCRAFT AND THE		
	O AND FLOAT EQU: EET MSL OVER LAI S FOR SEVERAL F: CESSNA 185F RECI	RSON BAY, AK. AT ISHING BOATS IN T EIVED NO DAMAGE A	THE TIME OF HE AREA. THE ND THE PILOT	THE MIDAIR COL PA-18-150 WAS WAS NOT INJUR	LISION BOTH DESTROYED ED. BOTH AC	AIRCRAFT AND THE FT WERE FL		
	O AND FLOAT EQU: EET MSL OVER LAI S FOR SEVERAL F: CESSNA 185F RECI PIPER SLIGHTLY	RSON BAY, AK. AT ISHING BOATS IN T EIVED NO DAMAGE A LOWER. ACCORDING	THE TIME OF HE AREA. THE ND THE PILOT TO THE CESS	THE MIDAIR COL PA-18-150 WAS WAS NOT INJUR NA PLT HE SPOT	LISION BOTH DESTROYED ED. BOTH AC FED THE PIP	AIRCRAFT AND THE FT WERE FL ER BELOW H	IM.	
	O AND FLOAT EQU: EET MSL OVER LAI S FOR SEVERAL F: CESSNA 185F RECI PIPER SLIGHTLY FT THE CESSNA PI	RSON BAY, AK. AT ISHING BOATS IN T EIVED NO DAMAGE A LOWER. ACCORDING IT SAID HE THEN T	THE TIME OF HE AREA. THE ND THE PILOT TO THE CESS URNED RT AND	THE MIDAIR COL PA-18-15O WAS WAS NOT INJUR NA PLT HE SPOT PULLED UP BUT	ISION BOTH DESTROYED ED. BOTH ACTED THE PIP HIS LEFT F	AIRCRAFT AND THE FT WERE FL ER BELOW H LOAT CONTA	IM. CTED	
Narrative FLOAT EQUIPPED PIPER PA-18-150 FITUDE OF APPROXIMATELY 800 FE RE BEING USED AS FISH SPOTTERS LOT WAS FATALLY INJURED. THE OR RALLEL TO EACH OTHER WITH THE EN THE PIPER TURNED TO THE LEFE E PIPER RT WING. THE IMPACT DI	O AND FLOAT EQUI EET MSL OVER LAI S FOR SEVERAL FI CESSNA 185F RECI PIPER SLIGHTLY FT THE CESSNA PI ID NOT SEEM SEVI	RSON BAY, AK. AT ISHING BOATS IN T EIVED NO DAMAGE A LOWER. ACCORDING LT SAID HE THEN T ERE ACCORDING TO	THE TIME OF HE AREA. THE ND THE PILOT TO THE CESS URNED RT AND THE CESSNA P	THE MIDAIR COL PA-18-15O WAS WAS NOT INJUR NA PLT HE SPOT PULLED UP BUT LT AND THE ONL	ISION BOTH DESTROYED ED. BOTH ACTED THE PIP HIS LEFT F TO DAMAGE HE	AIRCRAFT AND THE FT WERE FL ER BELOW H LOAT CONTA NOTED ON	IM. CTED	
	O AND FLOAT EQUI EET MSL OVER LAI S FOR SEVERAL FI CESSNA 185F RECI PIPER SLIGHTLY FT THE CESSNA PI ID NOT SEEM SEVI F THE RT WING.	RSON BAY, AK. AT ISHING BOATS IN T EIVED NO DAMAGE A LOWER. ACCORDING LT SAID HE THEN T ERE ACCORDING TO THE PIPER, HOWEVE	THE TIME OF HE AREA. THE ND THE PILOT TO THE CESS URNED RT AND THE CESSNA P R, CONTINUED	THE MIDAIR COL PA-18-15O WAS WAS NOT INJUR NA PLT HE SPOT PULLED UP BUT LT AND THE ONL A LEFT SPIRAL	LISION BOTH DESTROYED ED. BOTH AC FED THE PIF HIS LEFT F F TO THE WAT	AIRCRAFT AND THE FT WERE FL ER BELOW H LOAT CONTA NOTED ON ER. THE	IM. CTED THE	

5/03/88 LARSON BAY,	AK A/C Reg. No	. N9030R	Time (Lc1) - 1545 ADT
-		·	
UATE - PILOT OF OTHER A	IRCRAFT		
	COLLISION ERING INADEQUATE - COMPANY/C UATE - PILOT IN COMMAND	COLLISION	COLLISION ERING INADEQUATE - COMPANY/OPERATOR MGMT UATE - PILOT IN COMMAND

----Probable Cause----

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

File No 158 5/03/88 KOT	ZEBUE, AK	A/C Reg. No. No.	6592G	Т	ime (Lc1) -	2355 AD	т
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	[F: N	ircraft Damage DESTROYED ire NONE	Crew Pass	Fata1 1 0	Injur Serious O O	ies Minor O O	None 0 0
Aircraft Information Make/Model - CESSNA 150L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model Number Engines Engine Type Rated Power	I - CONTINENTAL S - 1 - RECIPROCATII - 100 HP		TOR	Installed/A	g System	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 060/011 KTS Visibility - 35.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Itinerary Last Departure SAME AS ACC/I Destination LOCAL ATC/Airspace Type of Flight Type of Clearar Type Apch/Lndg	INC Plan - NONE nce - NONE		Airport OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIP ata	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 19 Biennial Flight Revie Current - N Months Since - U Aircraft Type - U	ew NO Tota JNK/NR Make	Fligh	nt Time (H 120 120	Last 24 Last 30	Hrs - U	NK/NR NK/NR
Instrument Rating(s) - NONE					~		
Narrative THE AIRCRAFT CRASHED FIVE MILES SOUTH OF THE CCIDENT REPORT AND SEVERAL WITNESSES REVEAL COMMIT SUICIDE. THE PLT HAD A FIGHT WITH HIS EEE HIM AGAIN. HE WAS ALREADY UNDER STRESS OF COMMIT SUICIDE. HE ADDED THAT HE HAD PICKED COST ACC INSPECTION SHOWED THAT THE ACFT HIS OUTTOIN THE TOTAL THE THE STREET BOTTOIN SHOWED THAT THE ACFT HIS OUTTOIN SHOWED THAT THE HIS OUTTOIN S	LED THAT THE PILOT STATE S GIRL FRIEND THAT NIGHT FROM PROBLEMS AT HIS HOW A PLACE AND WAS GOING TO T A 70 FT CLIFF ABOUT 15 ANK WITH THE NOSE SLIGHT	ED PRIOR TO THE I AND SHE SAID ME AND HAD TOLD TO LEAVE THE EL TO FT ABOVE THE AC ILY LOW. THE AC	FLIGHT TH SHE TOLD H A FRIEND T OFF SO N BASE NEAR FT WAS REP	IAT HE INT IIM SHE DI THAT HE W IO ONE WOU SADIE CRE PORTED AS	ENDED TO D NOT WANT AS GOING TO LD FIND HIM EK. THE ACF	то т	

File No. - 158 5/03/88 KOTZEBUE,AK A/C Reg. No. N6592G Time (Lc1) - 2355 ADT

Occurrence #1

IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation MANEUVERING

Finding(s)

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

- 2. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 3. TERRAIN CONDITION HIGH OBSTRUCTION(S)
- 4. MANEUVER INTENTIONAL PILOT IN COMMAND
- 5. PSYCHOLOGICAL CONDITION PILOT IN COMMAND
- 6. INTERPERSONAL RELATIONS PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate			Aircraft,[)amage		Injur [.]		
Name of Carrier	-TAMARACK AIR	, LTD	SUBSTANT		Fata1			None
Type of Operation Flight Conducted Under	-NON SCHED, DO	MESTIC, PASSENGER	Fire	Cre		-	1	0
Flight Conducted Under Accident Occurred During	-14 CFR 135		NONE	Pas	5 0	0	0	1
Accident occurred buring	-LANDING							
-Aircraft Information								
Make/Model - CESSNA 185				NENTAL 10-520		Installed/Ad		
Landing Gear - TAILWHEEL-	-ALL FIXED	Number Eng			S	tall Warning	g System	- YES
Max Gross Wt - 3350				P-FUEL INJECTED				
No. of Seats - 6		Rated Powe	er - 30	OO HP				
-Environment/Operations Infor	rmation							
Weather Data		Itinerary			•	Proximity		
-	RD OF BRIEFING				ON AIR	STRIP		
Method - N/A		FAIRBANKS	S,AK		Adamana D	_ 4 _		
Completeness - N/A		Destination	OC /TNO		Airport Da	ata CAMP AIRSTE	3.T.D.	
Basic Weather - VMC Wind Dir/Speed- CALM		SAME AS A	ICC/ INC			_	23	
Visibility - 50.0	SM	ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds -		Type of Fli		IONE		Surface -		, 0
Lowest Ceiling -	5000 FT OVER					Status -		
Obstructions to Vision-			.ndg - M		•			
Precipitation -	NONE		•					
Condition of Light -	DAYLIGHT							
-Personnel Information								
Pilot-In-Command		Age - 45	Me	edical Certific	ate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)		Biennial Flight F	Review	F1i	ght Time (H	ours)		
COMMERCIAL, ATP		Current	- YES	Total - Make/Model- Instrument-	17400	Last 24	Hrs -	1
SE LAND, ME LAND		Months Since	- 4	Make/Model-	4200	Last 30	Days-	90
$\mathcal{F}_{i} = \{ (i,j) \mid i \in \mathcal{F}_{i} \mid i \in \mathcal{F}_{i} \} $		Aircraft Type	e - C-185	Instrument- Multi-Eng -	1415	Last 90	Days-	155
				Multi-Eng -	400			
Instrument Rating(s)	- AIRPLANE							
ER LANDING AT A MINING CAMP A	TRSTRIP THE	RIGHT LANDING GFA	FATIED CAUS	SING THE ATROPAL	TO GROUN) I DOP		
MINATION OF THE BROKEN GEAR F								

File No. - 159 5/06/88 HUNTER CREEK, AK A/C Reg. No. N22901 Time (Lc1) - 1000 ADT

Occurrence #1 Phase of Operation LANDING - ROLL

MAIN GEAR COLLAPSED

Finding(s)

- 1. LANDING GEAR, AXLE FAILURE, TOTAL
- 2. LANDING GEAR, AXLE FATIGUE
- 3. TERRAIN CONDITION LOOSE GRAVEL/SANDY
- 4. TERRAIN CONDITION ROUGH/UNEVEN
- 5. GROUND LOOP/SWERVE UNCONTROLLED -
- 6. MAINTENANCE, 100 HOUR INSPECTION INADEQUATE COMPANY MAINTENANCE PSNL

----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

File No 137 5/09/88	KODIAK,AK	A/C Reg.	No. N8842D	Т	ime (Lc1) -	1524 ADT	
-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft D SUBSTANTI		Fatal	Injur Serious		None
Type of Operation -PERSON	AL .	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR Accident Occurred During -TAKEOF	91	NONE		Ö	ō	Ö	Ó
-Aircraft Information Make/Model - PIPER PA-22-160 Landing Gear - FLOAT Max Gross Wt - 2000 No. of Seats - 2		ngines - 1 ype - RECIP	ING 0-320-B2A ROCATING-CARBURI O HP	S	Installed/Adtall Warning		
-Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR				OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS Destination	ACC/INC		Airport D	2+2		
Basic Weather - IMC	LOCAL	1			SEAPLANE		
Wind Dir/Speed- 120/006 KTS	EGGAL					N/A	
Visibility - 3.000 SM	ATC/Airspace	e			Lth/Wid -		
	SCATTERED Type of F				Surface -		
		learance - N		Runway	Status -	WATER-CA	LM
Obstructions to Vision- FOG	Type Apch,	/Lndg - N	ONE				
Precipitation - UNK/NR Condition of Light - DAYLIGH	r						
-Personnel Information Pilot-In-Command	Age - 22	Ma	dical Certifica	to - VALTO	MEDICAL -NO	WATVEDS /	TMIT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H		WAIVERS	CIMI,
PRIVATE	Current	- YES				Hrs - UNI	K/NR
SE LAND, SE SEA	Months Since	- YES = - 14	Make/Model-	247	Last 24 Last 30	Days-	110
	Aircraft Ty	oe - C-172	Instrument-	32	Last 90	Days-	247
Instrument Rating(s) - NONE							
-Narrative PILOT STATED THAT DURING THE TAKEOF	E DIN HE LOST CONTROL	OF THE AIDCDAE	T CALISTNG THE A	IDCDAFT TO	NOSE OVER	ONI	
BACK AT THE DEPARTURE END OF THE LAI							
STING WX CONDITIONS. THE PLT SAID THE							
SAID HE LOWERED THE NOSE TO GAIN AIR			MENTUM. WHILE D	ELIBERATIN	G ABOUT		
TINUING THE TAKEOFF THE ACFT HIT THE	SHORE LINE AND NOSED (OVER.					

5/09/88 Time (Lcl) - 1524 ADT File No. - 137 KODIAK, AK A/C Reg. No. N8842D Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. TERRAIN CONDITION - WATER, GLASSY 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND SELF-INDUCED PRESSURE - PILOT IN COMMAND 5. CLIMB - NOT MAINTAINED - PILOT IN COMMAND 6. CLEARANCE - MISJUDGED - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

Crew Pass 0-520F JECTED		Injur Serious O O Installed/A	Minor 0 0 	
Pass 0-520F	0 0 ELT	Serious 0 0	Minor 0 0 	1 0
Pass 0-520F	0 0 ELT	0 0 	0 0 	1 O
Pass 0-520F	Ö ELT	0 Installed/A	0 ctivated	O - YES/NO
 0-520F	ELT	Installed/A	ctivated	 - YES/NO
JECTED	s 	stall Warnin	g System	- YES
JECTED				
	Airport	Proximity		
	ON AIR			
	Airport D	lata		
	•	RAGE INT'L		
			LINK /NP	
	Kullway	Status	UNK/ NK	
_	•	•		
				0
ode1-	0	Last 30	Days-	0
ment- UN	NK/NR	Last 90	Days-	0
Eng - UN	NK/NR	Rotorcr	aft - UN	K/NR
r	rtificat Fligh - odel- nent- UN	Runway	Runway Ident - Runway Lth/Wid - Runway Surface - Runway Status - Ptificate - NO MEDICAL Flight Time (Hours) - O Last 24 Odel - O Last 30 Deent - UNK/NR Last 90	Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Runway Surface - UNK/NR Runway Status - UNK/NR **Tificate - NO MEDICAL Flight Time (Hours)

File No 16	5/14/88	ANCHORAGE, AK	A/C Reg. No. N4844	Time (Lcl) - 0858 ADT
Occurrence #1 Phasé of Operation				
Finding(s) 1. STOLEN AIRCRAFT, 2. AIRCRAFT CONTROL		- UNQUALIFIED PERSON		·
Occurrence #2 Phase of Operation				
Finding(s) 3. OBJECT - BUILDIN 4. OBJECT - VEHICLE	•			
Probable Cause				
The National Transporis/are finding(s) 1,2		d determines that the	Probable Cause(s) of this	accident
Factor(s) relating to	this accident is/	are finding(s) 3,4		

File No 131 5/16/88 TUNTUT		Reg. No. N1592F		ime (Lc1) -		
Type Operating Certificate-NONE (GENERAL		ft Damage		Injur		
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSI: Fire NONE	ANTIAL Crev Pass		Serious O O	Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA 185E Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3300 No. of Seats - 6	Eng Make/Model - Cl Number Engines - Engine Type - R Rated Power -	1		Installed/A		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poin _ UNK/NR	t	OFF AI	Proximity RPORT/STRIF	•	
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 020/014 KTS Visibility - 40.0 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 3500 FT BROKE Obstructions to Vision- NONE Precipitation - RAIN SHOWERS Condition of Light - DAYLIGHT	Destination UNK/NR ATC/Airspace Type of Flight Plan N Type of Clearance Type Apch/Lndg		Runway Runway		DIRT	ETATION
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA	Age - 32 Biennial Flight Review Current - UNK/N Months Since - UNK/N Aircraft Type - UNK/N	R Total - R Make/Model- l	ght Time (H 2200 JNK/NR JNK/NR	ours) Last 24 Last 30 Last 90	Hrs - UN	K/NR K/NR K/NR
Instrument Rating(s) - NONE						
-Narrative i PRIVATE PILOT-IN-COMMAND OF THE CESSNA 185 IINISTRATION. WHEN HE RAN OUT OF FUEL DURING CH RESULTED IN A NOSEOVER ACCIDENT. THE PLT ORTED THAT THE ACFT APPEARED TO BE SUBSTANT	A CROSS COUNTRY FLIGHT, FAILED TO FILE A REPORT.	HE ATTEMPTED AN OFF	-AIRPORT F	ORCED LAND	NG	

File No 1	31 5/16/88 	TUNTUTULIAK,AK	A/C Reg. No. N1592F	Time (Lc1) - 1600 ADT
Occurrence #1 Phase of Operation		POWER(TOTAL) - NON-MECHANI	CAL	
Finding(s) 1. FLUID,FUEL - EX 2. PLANNING-DECI 3. FUEL SUPPLY - I	SION - INADEQUATE	- PILOT IN COMMAND IN COMMAND		
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the Pr	obable Cause(s) of this accide	ent

File No 156 5/18/88 ASIGI	YUKPAK,AK A	/C Reg. No. N32CP		Time (Lc1) -	1200 ADT	
Basic Information						
Type Operating Certificate-NONE (GENERA	•	craft Damage		Injur		
		BSTANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	=	rew O	0	0	1
Flight Conducted Under -14 CFR 91	NOI	NE Pá	ass O	0	1	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 175B		- LYCOMING 0-360-A1/				
Landing Gear - TRICYCLE-FIXED	Number Engines		9	Stall Warning	y System	- YES
Max Gross ₩t - 2350 `		- RECIPROCATING-CARE	BURETOR			
No. of Seats - 4	Rated Power	- 180 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	oint	OFF A	RPORT/STRIP		
Method - N/A	NANONACHAT, AK					
Completeness - N/A	Destination		Airport [Data		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- CALM			Runway	/ Ident -	N/A	
Visibility - 30.0 SM	ATC/Airspace		Runway	/ Lth/Wid -	N/A	
Lowest Sky/Clouds - N/A	Type of Flight P	lan - NONE	Runway	/ Surface -	DIRT	
Lowest Ceiling - BROKEN	Type of Clearance	e - NONE	Runway	/ Status -	SOFT	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTER	₹N			
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 37	Medical Certifi	icate - VALIC	MEDICAL-NO	WAIVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	FI	light Time (F			
PRIVATE	Current - YES	5 Total -	1086	Last 24	Hrs -	4
SE LAND	Months Since - 10	Make/Model-	816	Last 30 Last 90	Days-	110
	Aircraft Type - C-	185 Instrument-	- 9	Last 90	Days-	178
Instrument Rating(s) - NONE						
RING THE APPROACH TO THE BEACH AREA THE PIL	OT STALLED THE AIRCRAFT	. THE AIRCRAFT NOSE	OVER ON ITS	BACK DURING	THE	
NDING.						

File No 1	56 5/18/88 ASIGI	YUKPAK,AK 	A/C Reg. No. N32CP	Time (Lc1) - 1200 ADT
	LOSS OF CONTROL - IN FL APPROACH - VFR PATTERN			
	TENT - PILOT IN COMMAND MAINTAINED - PILOT IN COM	MAND		
Occurrence #2 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDO	wn 		
Occurrence #3 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpois/are finding(s) 1,		rmines that the Pr	robable Cause(s) of this accid	lent

Basic Information Type Operating Certificate-NONE (GE	NEDAL AVIATION)	Ainemast Domas			Tmi	ıries	
Type operating certificate-none (GE	NERAL AVIATION)	Aircraft Damag SUBSTANTIAL	je	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew		0		1
Flight Conducted Under -14 CFR 9		NONE	Pass	Ο.	0	0	1
Accident Occurred During -LANDING							
Aircraft Information					•		
Make/Model - CESSNA 206		Model - CONTINENT	AL IO-520			'Activated	
Landing Gear - TRICYCLE-RETRACTABL		ngines - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 3600		/pe - RECIP-FUE /er - 300 HF					
No. of Seats - 2	Rated Pow	ver - 300 HF	, 				
Environment/Operations Information						-	
Weather Data	Itinerary	_			Proximity		•
Wx Briefing - NO RECORD OF BRIE		ture Point		ON AIR	PORT		
Method - N/A							
*Completeness - N/A Basic Weather - VMC	Destination SAME AS			Airport D BIRCHW			
Wind Dir/Speed- 140/004 KTS	SAME AS	ACC/ INC				- UNK/NR	
Visibility - 25.0 SM	ATC/Airspace	_			Lth/Wid		
Lowest Sky/Clouds - 5000 FT					Surface		
Lowest Ceiling - 10000 FT		earance - NONE				- DRY	
Obstructions to Vision- NONE		'Lndg - FULL	STOP				
Precipitation - NONE	<i>.</i>						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command		Medica	ıl Certifica			/AIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligi	ht Time (H			_
COMMERCIAL	Current		tal -			4 Hrs -	5
SE LAND, ME LAND, SE SEA	Months Since Aircraft Typ	, 10 146	ke/Model- nstrument-		Last 3	O Days- O Days-	7 10
	ATTOTATE TYP		istrument- ilti-Eng -		Lasis	O Days-	10
		MC	niti-Eng -	230			
Instrument Rating(s) - NONE							
Narrative							
		NAL CONTROL OF TH					

File No 1	32 6/01/88 C	HUGIAK,AK 	A/C Reg. No. N4571K	Time (Lc1) - 1628 ADT
Occurrence #1 Phase of Operation 1. DIRECTIONAL CON	LOSS OF CONTROL - O LANDING - ROLL TROL - NOT MAINTAINED	•		
Occurrence #2 Phase of Operation	ON GROUND COLLISION LANDING - ROLL	WITH TERRAIN/WATER		
Finding(s) 2. TERRAIN CONDITI	ON - DITCH			
Probable Cause				

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

Type Operating Certificate-NONE	(GENERAL AVIAT)					Injur		
T == -C Out == t 's= DEDCC	****		STROYED	0	Fatal	Serious		
Type of Operation -PERSO Flight Conducted Under -14 CF		Fir	re N GROUND	Crew	1 2	0	0	0
Accident Occurred During -DESCE	ENT	Or				Ü	J	
-Aircraft Information								
Make/Model - CESSNA 172N		Eng Make/Model		-320-H2AD		[nstalled/A		
Landing Gear - TRICYCLE-FIXED		Number Engines				tall Warnir	ng System	- YES
Max Gross Wt - 2200		Engine Type		ING-CARBURE	IUR			
No. of Seats - 4		Rated Power	- 150 HP					
-Environment/Operations Information		inerary			Ainnon+	Proximity		
Weather Data Wx Briefing - NO RECORD OF E		merary .ast Departure F	oint			RPORT/STRIF	•	
Method - N/A		ANCHORAGE, AK	-OTHE		OII AII	CFORT/ STRIF		
Completeness - N/A		estination			Airport Da	ata		
Basic Weather - VMC		LOCAL						
Wind Dir/Speed- CALM					Runway	Ident -	N/A	
Visibility - 40.0 SM						Lth/Wid -		
Lowest Sky/Clouds - N/A		ype of Flight F				Surface -		
Lowest Ceiling - 6000					Runway	Status -	· N/A	
Obstructions to Vision- NONE	7	ype Apch/Lndg	- NONE					
Precipitation - NONE	-	;						
Condition of Light - DAYLIG	iH							
-Personnel Information Pilot-In-Command	Age -	37	Medical	Certificat	e - VALTO	MEDICAL-WA	IVFRS/LT	итт
Certificate(s)/Rating(s)	Biennia	al Flight Review	/	Fliah	t Time (H	ours)		
PRIVATE	Cur	rent - YE	S Tota	al -	233	Last 24	Hrs -	1
SE LAND	Mor	nths Since - 2	2 Make	e/Mode1-	11	Last 30	Days-	3
	Air	al Flight Review Prent - YE oths Since - 2 Poraft Type - C-	-172 Ins	trument-	4 `	Last 90	Days-	6
Instrument Rating(s) - NONE								
Nama - 4 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2								
-Narrative AIRCRAFT CRASHED AT THE 3100 FOOT	LEVEL OF A MOUN	ITATAL DACC THE	ATDODAET WAS	DESTROYER	BY CDOUND	TMDACT AND	EIDE	
THE PILOT AND THE TWO PASSENGERS W								

Time (Lc1) - 1905 ADT File No. - 157 6/01/88 HATCHER PASS, AK A/C Reg. No. N3327E Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. TERRAIN CONDITION - HIGH TERRAIN 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 3. 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) 2.3

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

-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Air	craft Damage			Ini	uries	
Type operating certificate None (GENERA			Fa	ital	Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fir	е	Crew	0	1 0	0	0
Flight Conducted Under -14 CFR 91	NO	NE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 182RG		- LYCOMING 0-540-J					ed - YES/N
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100	Number Engines	- RECIPROCATING-CA		51	all warn	ing Syste	sw - 162
No. of Seats - 4		- 235 HP					
Weather Data	Itinerary		Air	port F	roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure P	oint	C	FF AIF	RPORT/STR	IP	
Method - N/A	JACKSONVILLE, A	L					
Completeness - N/A	Destination		Airp	ort Da	ıta		
Basic Weather - VMC	BIRMINGHAM, AL		_				
Wind Dir/Speed- 290/008 KTS					Ident		
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - NONE	Type of Flight P	IAN - NUNE			Surface Status		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearand Type Apch/Lndg	E - NUNE - STRAIGHT-IN		unway	-		/EGETATION
Precipitation - NONE	Type Apctiviting	FORCED LANDI				midii (LGLIATION
Condition of Light - DAYLIGHT	•	TOROLD LANDI	.,,				
Pilot-In-Command	Age - 43	Medical Certi	ficate -	VALID	MEDICAL-	WAIVERS/	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	1	Flight Ti	me (Ho	ours)	-	
COMMERCIAL	Biennial Flight Review Current - YE	S Total					
SE LAND, ME LAND	Months Since - 1	Make/Mode	1- 1000)	Last	30 Days-	UNK/NR
	Aircraft Type - UN	K/NR Instrumen Multi-Eng	t- 900))	Last	90 Days-	UNK/NR
Instrument Rating(s) - AIRPLANE		_					
	~						
-Narrative							
PILOT HAD JUST PURCHASED THE AIRCRAFT AND							
O FEET WHEN THE ENGINE QUIT. ON FINAL APPR ENGINE EXAMINATION DISCLOSED THAT THE WRO							
S CONDITION RESULTED IN THE FAILURE OF THE	CDANKSHAET COUNTEDWETS	LO MEKE INDIALLED	THE BUD DE	TATNITA	IG NIITS W	EDF	
INSTALLED PER LYCOMING SI 1106.	CKMMINGHALL COOMIERMET	III AND CAMSHAFT. I	ווב אטט אנ	W TIATI	AC INDID M	LIVE	

2/20/88 JACKSONVILLE, AL A/C Reg. No. N1703R File No. - 126 Time (Lc1) - 1630 CST Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CLIMB - TO CRUISE Finding(s) 1. ENG ASSEMBLY, CRANKSHAFT COUNTERWEIGHTS/VIB DAMPER - NOT SECURED 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - OTHER MAINTENANCE PSNL 3. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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

EL INJECTED PAirport ON AI		2 4 d - YES/NO
Crew O Pass O TAL IO-52O ELT EL INJECTED P Airport ON AI	Serious Minor O O O O Installed/Activate Stall Warning System Proximity RPORT	2 4 d - YES/NO
Pass 0 TAL IO-520 ELT EL INJECTED P Airport ON AI	O O Installed/Activate Stall Warning System Proximity RPORT	4 d - YES/NO
TAL IO-520 ELT EL INJECTED P Airport ON AI	Installed/Activate Stall Warning System Proximity RPORT	 d - YES/NO
EL INJECTED PAirport ON AI	Stall Warning System Proximity RPORT	
EL INJECTED PAirport ON AI	Stall Warning System Proximity RPORT	
EL INJECTED P Airport ON AI	Proximity RPORT	m - YES
P Airport ON AI	RPORT	
ON AI Airport	RPORT	
ON AI Airport	RPORT	
Airport		
•	na+á	
•	1a+a	
	T MUNICIPAL	
	y Ident - 35 y Lth/Wid - 3200/	60
	y Surface - ASPHAL	
	y Status - WET	•
FIC PATTERN	y Status WET	
STOP		
al Certificate - VALII		S/LIMIT
Flight Time (I	•	
		. 3
· - • · · · · · ·		
	Last 90 Days-	120
E GEAR OF THE AIRCRAF TOUCHED DOWN ON THE	T CONTACTED RWY THE PILOT WAS	
MIM - CSR	SE GEAR OF THE AIRCRAFT R TOUCHED DOWN ON THE I	Make/Model- 1000 Last 30 Days- Unstrument- 604 Last 90 Days-

File No. - 82 1/08/88 DEWITT, AR A/C Reg. No. N4613S Time (Lc1) - 1845 CST Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - SNOWBANK AIRPORT SNOW REMOVAL - IMPROPER - AIRPORT PERSONNEL 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 4. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, PARTIAL 5. DIRECTIONAL CONTROL - NOT POSSIBLE -Occurrence #3 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - SNOW COVERED The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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

Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Dam	age		Injuri		
Type of Operation -PERSONA	•	DESTROYED Fire	Crew		Serious O		None 0
Flight Conducted Under -14 CFR		NONE	Pass	-	Ö		Ö
Accident Occurred During -DESCENT		····		· .	·		
Aircraft Information							
Make/Model - MEYER VARI-EZE		Model - CONTINE	NTAL 65				
Landing Gear - TRICYCLE-RETRACTAB Max Gross Wt - 1400		gines - 1 De - RECIPRO	CATTNG-CADRUD		tall Warning	System	- NU
No. of Seats - 2	Rated Powe			LION			
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Weather Data Wx Briefing - FSS Method - TELEPHONE	Last Depar	ture Point		OFF AI	RPORT/STRIP		
Completeness - FULL	POOLI, IN Destination			Airport Da	ata		
Basic Weather - IMC	BENTON, AI			A II poi t bi			
Wind Dir/Speed- 060/009 KTS		•		Runway	Ident -	N/A	
Visibility300 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR		ight Plan - NON		•	Surface -	•	
Lowest Ceiling - 100 FT				Runway	Status -	N/A	
Obstructions to Vision- FOG	Type Apch/T	ndg - NON	E				
Precipitation - DRIZZLE Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 32 Biennial Flight F Current	Medi	cal Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight F	Review	Flig	ht Time (Ho	ours)		_
PRIVATE	Current	- UNK/NR - UNK/NR	lotal -	500	Last 24	Hrs -	4
. SE LAND	Months Since	- UNK/NK - INK/ND	Make/Model- Instrument- III	WK/NP	. Last 30	Days-	15 25
	All Clair Type	e - UNK/NR	Multi-Eng - U	NK/NR	Rotorcra	ift - UN	IK/NR
Instrument Rating(s) - AIRPLA	NE						
Narrative							
T RECEIVED A WX BRIEFING AND WAS TOLI	O VFR WAS NOT RECOMMEN	DED. THE PILOT	DID NOT FILE	A FLIGHT PI	AN AND FLEW	1	
IRCRAFT NOT EQUIPPED FOR IFR INTO WE							

Time (Lc1) - 1801 CST File No. - 122 1/18/88 LITTLE ROCK AFB, AR A/C Reg. No. N748BC Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - OBSCURATION FLIGHT ADVISORIES - DISREGARDED - PILOT IN COMMAND 3. LIGHT CONDITION - DUSK 4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND 5. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 6. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation CRUISE - NORMAL Finding(s) 7. SPATIAL DISORIENTATION - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident $is/are\ finding(s)\ 2,4,5,6,7$

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

Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircra	aft Damage			Inju	ıries	
		TANTIAL	F	atal	Serious		None
Type of Operation -AERIAL APPLI		_	rew	0	O	0	1
Flight Conducted Under -14 CFR 137	NONE	P	ass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - GRUMMAN G-164B	Eng Make/Model - F					Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -				tall Warni	ng System	- NO
Max Gross Wt - 4500	Engine Type - F		BURETOR				
No. of Seats - 1	Rated Power -	450 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRI	Р	
Method - N/A	GRIFFITHVILLE, AR						
Completeness - N/A	Destination		Air	port D	ata		
Basic Weather - VMC	LOCAL			.	T -1 1		
Wind Dir/Speed- 320/012 KTS	170/12/2020					- N/A	
Visibility - 20.0 SM	ATC/Airspace	NONE			Lth/Wid		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plam Type of Clearance				Surface Status		
Obstructions to Vision- NONE	Type Apch/Lndg			Runway	Status	- 3011	
Precipitation - NONE	Type Apcil/ Lilidg	FORCED LANDIN	G				
Condition of Light - DAYLIGHT							
Personnel Information				V41.75	MEDICAL		
Pilot-In-Command	Age - 56	Medical Certif				ATAEK2/ LIM	11 1
<pre>Certificate(s)/Rating(s) COMMERCIAL.CFI</pre>	Biennial Flight Review Current - YES	r Total	light T			4 Hrs -	2
SE LAND, ME LAND	Months Since - 13						
SE CAND, ME CAND	Aircraft Type - UNK/N			, R	last 9	O Days-	40
	All clart Type Glary	Multi-Eng		R	Rotoro	raft - UN	
		Mart. Eng	G,				,
Instrument Rating(s) - AIRPLANE							
Narrative							
PILOT SAID, SHORTLY AFTER TAKEOFF, ENROUT	E TO AN AFRIAL APPLICATION	OPERATION. THE	FNGINF	BEGAN	TO LOSE PW	R	
BEGAN BACKFIRING. HE DUMPED A PORTION OF						••	
D. AFTER ROLLING ABOUT 200 FEET, THE WHEE							

File No	78 3/15/88	WEST POINT, AR	A/C Reg. No. N6750Q	Time (Lc1) - 1015 CST
Occurrence #1 Phase of Operation 1. ENGINE ASSEMBLY	CRUISE	POWER(PARTIAL) - MECH	FAILURE/MALF	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	ENCY		
Finding(s) 2. LOAD JETTISON -	PERFORMED -			
Occurrence #3 Phase of Operation				
Finding(s) 3. TERRAIN CONDITI	ON - SOFT			
Probable Cause				
The National Transpois/are finding(s) 1	ortation Safety Boa	ard determines that the	e Probable Cause(s) of this accid	lent

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

	HOENIX,AZ A/C R	eg. No. N74169			- 0930 MST	
-Basic Information Type Operating Certificate-NONE (GEN	NERAL AVIATION) Aircraf	t Damage		Inj	uries	
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Cre	w 0	0	1	0
Flight Conducted Under -14 CFR 9	NONE	Pas	s 0	1	2	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - BALLOON WORKS FIREF					/Activated	
Landing Gear - N/A	Number Engines - N/		S	tall Warn	ing System	- NO
Max Gross Wt - 900	Engine Type - N/					
No. of Seats - UNK/NR	Rated Power - N	A				
-Environment/Operations Information					,	
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		OFF AI	RPORT/STR	IP	
Method - TELEPHONE	CAREFREE, AZ					
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 010/025 KTS				Ident	- N/A	
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 33	Medical Certification				
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H	•		
COMMERCIAL	Current - YES	Total -	00 1		24 Hrs -	2
ERSE BALLOON	Months Since - 18 Aircraft Type - F8-24	Make/Model- (Last		32
FREE BALLOON	Aircraft Type - F8-24	Instrument-	0	Last	90 Days-	92
Instrument Rating(s) - NONE						
ING A SIGHTSEEING BALLOON FLIGHT, THE W LANDING THE BASKET WAS DRAGGED RESULT: ING TOUCHDOWN ONE OF THE PASSENGERS STA BASKET. THE PLT THEN WAS UNABLE TO REM DRAGGED.	ING IN SUBSTANTIAL DAMAGE TO TH ARTED TO FALL FROM THE BASKET.	E BASKET AND SERIO THE PLT GRABBED H	DUS INJURY ER AND THRE	TO A PASS W HER BAC	ENGER. K INTO	

File No. - 49 1/01/88 PHOENIX, AZ A/C Reg. No. N74169 Time (Lc1) - 0930 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND 3. DIVERTED ATTENTION - PILOT IN COMMAND 4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - GROUND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

File No 57 1/17/88	SUN CITY,AZ	A/C Reg. No. NS	90165	Time (Lc1) - 1	530 MST
Basic Information Type Operating Certificate-NONI Type of Operation -PER: Flight Conducted Under -14 (Accident Occurred During -DES(ONAL FR 91	SUBSTANTIAL Fire NONE		Injuries atal Serious I O 1 O 1	Minor None 0 0 0 0
Aircraft Information Make/Model - ROBINSON R22 Landing Gear - SKID Max Gross Wt - 2350 No. of Seats - 2	Eng Make/ Number Er	/Model - LYCOMING 0-3 ngines - 1 /pe - RECIPROCATIN	320	ELT Installed/Act Stall Warning S	ivated - NO -N/A
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed - 170/010 KTS Visibility - 25.0 SM Lowest Sky/Clouds - 8000 Lowest Ceiling - 20000 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	Itinerary BRIEFING Last Depar SCOTTSDA Destination LOCAL ATC/Airspace OFT THIN BKN Type of F1 Type Apch/	ALE,AZ 1 e light Plan - NONE	Air Air I I I	rport Proximity DFF AIRPORT/STRIP Dort Data Runway Ident - N, Runway Lth/Wid - N, Runway Surface - D Runway Status - DI	/A IRT
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND HELICOPTER	Age - 40 Biennial Flight Current Months Since Aircraft Typ	Medical (Review - YES Total e - 6 Make, be - B-737 Instr	Certificate - Flight T I - 11392 /Model- 109 rument- 1143 i-Eng - 10469	VALID MEDICAL-NO WA ime (Hours) 2 Last 24 Hi 9 Last 30 Da 3 Last 90 Da 5 Rotorcraf	AIVERS/LIMIT rs - UNK/NR ays- 71 ays- 183 t - 109
Instrument Rating(s) - AIFNarrative URING A LOW LEVEL PLEASURE FLIGHT, OLLIDED WITH AN UNUSED TELEPHONE WIF ONTROL OF THE AIRCRAFT AND COLLIDED EPORTED PRIOR TO THE ACCIDENT. THE OULD TAKE VIDEO PICTURES, ACCORDING	THE HELICOPTER WAS OPERATI THE THAT WAS STRETCHED ACRO WITH THE TERRAIN. THERE W TELEPHONE LINE WAS NOT MAR	ING IN A RAVINE. WHIL DSS THE RAVINE. THE F WERE NO MECHANICAL FA RKED. THE ACFT WAS LO	LE CLIMBING OU PILOT WAS UNAE AILURES OR MAI DW IN THE RAV	JT, THE HELICOPTER BLE TO MAINTAIN LFUNCTIONS INE SO THE PASSENGER	

File No	57 1/17/88 SUN CITY,AZ	A/C Reg. No. N90165	Time (Lcl) - 1530 MST
Occurrence #1 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT CLIMB		-
3. CLEARANCE - NOT	RANSMISSION F - INADEQUATE - PILOT IN COMMAND MAINTAINED - PILOT IN COMMAND - NOT MAINTAINED - PILOT IN COMMAND	· · · · · · · · · · · · · · · · · · ·	
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT CLIMB		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN/WATER DESCENT - UNCONTROLLED		
Finding(s) 5. TERRAIN CONDITION	DN - ROUGH/UNEVEN		
Probable Cause			
is/are finding(s) 1,3	rtation Safety Board determines that the Pro	obable Cause(s) of this accide	ent

Basic Information	E,AZ A/C Reg.	No. N61DR	Т	ime (Lcl) -	1200 MS	Γ
Type Operating Certificate-NONE (GENER			F-A-1	Injur		No
Time of Onesettine DEDCOMAL	SUBSTANTI		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	O	3
Aircraft Information						
Make/Model - AEROSPATIALE SA-341G	Eng Make/Model - ASTAZ	ZOU IIIA	ELT	Installed/A	ctivated	- YES/YES
Landing Gear - SKID	Number Engines - 1			tall Warnir		
Max Gross Wt - 3747	Engine Type - TURBO		•			
No. of Seats - 4		92 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport Proximity			
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point		OFF AI	RPORT/STRIF		
	LORDSBURG, NM					
Completeness - FULL	Destination		Airport D	ata		
Basic Weather - VMC	PHOENIX, AZ					
Wind Dir/Speed- 270/005 KTS			•		N/A	
Visibility - 5.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan - N		Runway	Surface -	DIRT	
	RCAST Type of Clearance - N		Runway	Status -	SNOW - I	VET
Obstructions to Vision- NONE	Type Apch/Lndg - F	FORCED LANDING				
Precipitation - SNOW	•					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	•	edical Certificat			IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			_
PRIVATE	Current - YES	Total -		Last 24		5
SE LAND, ME LAND	Months Since - 23 Aircraft Type - SA341G	Make/Mode1-		Last 30		25
HELICOPTER	Aircraft Type - SA341G	Instrument-		Last 90		100
		Multi-Eng -	2550	Rotorcr	aft -	420
Instrument Rating(s) - AIRPLANE						

A/C Reg. No. N61DR File No. - 3 1/18/88 BOWIE, AZ Time (Lc1) - 1200 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. WEATHER CONDITION - SNOW 3. WEATHER EVALUATION - POOR - PILOT IN COMMAND LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL Occurrence #2 Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION 4. COMPRESSOR ASSEMBLY - STALL 5. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND FORCED LANDING Occurrence #3 Phase of Operation DESCENT - EMERGENCY Finding(s) 6. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #4 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. TERRAIN CONDITION - UPHILL ----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) 1,2,7

Basic Information							
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage DESTROYED		Fatal	•	uries Mino	r None
Type of Operation -BUSINES	S	Fire	Crew	2	0	0	
Flight Conducted Under -14 CFR		ON GROUND	Pass	0	0	. 0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA TU206G		lode1 - CONTINENTA	L TSIO-520-M				ed - YES/N
Landing Gear - TRICYCLE-FIXED	Number Eng		THUESTED	S.	tall Warn	ing Syst	em - YES
Max Gross Wt - 3600 No. of Seats - 6	Engine Typ Rated Powe		INJECTED				
NO. OF Seats - 6	Rated Powe	er - 310 HP					
Environment/Operations Information							
Weather Data	Itinerary	Daint		Airport A	roximity		
Wx Briefing - NO RECORD OF BRI Method - N/A	EFING Last Depart BOULDER O			UFF AIR	RPORT/STR	I P	
Completeness - N/A	Destination	III, NV		irport Da	1+2		
Basic Weather - VMC	KIRKLAND,	Δ7	~	in por t be	ıta		
Wind Dir/Speed- 320/010 KTS	NINEAND,			Runway	Ident	- N/A	
Visibility - 65.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 16000 FT		ght Plan - NONE			-	- DIRT	
Lowest Ceiling - 25000 FT	BROKEN Type of Cle	arance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - NONE		-		ROUGH	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 33		Certificate			NO MAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	eview		Time (Ho			1004 (10
PRIVATE	Current Months Since	- YES Tot		314	Last	24 Hrs -	UNK/NR
SE LAND	Months Since	- 9	e/Model- trument-	126	Last 3	30 Days-	1
	ангстатт туре	- C-206 Ins	trument-	43	Last	o Days-	17
Instrument Rating(s) - AIRPLA	NE						
NG A CROSS COUNTRY FLT, THE ACFT STR	LICK DOWED I THES THAT WE	DE STRETCHER ACER	SS A CANYON	THE LINM	DKED WIDE	- <	
APRX 500 FT AGL. THERE WERE NO REPO							
FLYING.	MILD MEDITALITORE I ATEURE	5 5. MALI 0110110113	LAILA		~_ T T L T T T T		

File No. - 85 1/23/88 KIRKLAND, AZ A/C Reg. No. N4884U Time (Lc1) - 1330 MST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND 3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1,4

File No 133	1/27/88	AKE HAVASU CTY,AZ	A/C Reg	g. No. N7069F	٦	ime (Lcl) -	1530 MS	Γ ,
Basic Information								
Type Operating Certific	ate-NONE (G	ENERAL AVIATION)	Aircraft	Damage		Injur	ries	
			SUBSTANT	TIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	_	Fire	Cre	w 0	0	0	1
Flight Conducted Under	-14 CFR 9	91	NONE	Pas	s 0	. 0	0	0 -
Accident Occurred Durin	g -LANDING							
Aircraft Information								
Make/Model - CESSNA	150F	Eng Make/	Model - CONT	INENTAL 0-200	ELT	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCL	.E-FIXED		gines - 1			itall Warnir		
Max Gross Wt - 1600		Engine Ty		PROCATING-CARBU			.5 -,	
No. of Seats - 2		Rated Pow		IOO HP				
Environment/Operations In	formation							
Weather Data	ii oi iiia ci oii	Itinerarv			Airport	Proximity		
	CORD OF BRIE		tuno Doint		ON AIF	•		
Method - N/A	CORD OF BRID	BLYTHE, C			ON AIR	REUKI		
Completeness - N/A					Ainmont [
Basic Weather - VMC		Destination			Airport [
	OF KTC	LAKE HAV	ASU, AZ		LAKE H		•	
Wind Dir/Speed- 300/0		.== /					23	
Visibility - 45.		ATC/Airspace				Lth/Wid -		100
Lowest Sky/Clouds -		SCATTERED Type of F1				/ Surface -		
Lowest Ceiling -			earance -			/ Status -	- DRY	
Obstructions to Visio	n- NONE	Type Apch/	Lndg -	TRAFFIC PATTERN				
Precipitation				FORCED LANDING				
Condition of Light	- DAYLIGHT							
Personnel Information								
Pilot-In-Command		Age - 58	N	Medical Certific	ate - VALIO	MEDICAL-WA	IVERS/LI	AIT.
Certificate(s)/Rating(s)	Biennial Flight			ght Time (F		· - · - · · - ·	
COMMERCIAL, ATP, CFI		Current	- YES			Last 24	Hrs -	2
SE LAND, ME LAND		Months Since		Make/Model-		Last 30		50
		Aircraft Type		Instrument-		Last 90		150
				Multi-Eng -	531	2001	, 54,5	.00
Instrument Rating(s	a) - AIRPLAI	NE						
Narrative								
JRING A PLEASURE FLT, WHILE	ON FINAL APP	PROACH, THE ENGINE EXP	ERIENCED A F	WR LOSS. AN EME	RGENCY LAND	ING WAS MAD	ÞΕ	
HORT OF THE RWY WHERE THE AC								,
F THE ENGINE REVEALED THAT T								
ARBURETOR HEAT BOX. THE FUEL	DRAINED FRO	IN THE CARRORFIOR SHOW	ED NO FVIDEN	ACE OF COMPANION				
ARBURETOR HEAT BOX. THE FUEL UCCESSEULLY RUN AFTER THE AC		DM THE CARBURETOR SHOW	ED NO EATDER	ACE OF CONTAMINA	IION. IHE I	.INGTINE WAS		
ARBURETOR HEAT BOX. THE FUEL JCCESSFULLY RUN AFTER THE AC		JM THE CARBURETUR SHOW	ED NO EATDER	NCE OF CONTAMINA	ITON. THE I	CAW JAILDA		

File No 1	33 1/27/88	LAKE HAVASU CTY,AZ	A/C Reg. No. N7069F	Time (Lcl) - 1530 MST
		OWER(TOTAL) - NON-MECHANI ATTERN - FINAL APPROACH	CAL	
Finding(s) 1. UNDETERMINED			· ·	
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 2. OBJECT - POLE				
Probable Cause				
The National Transpois/are finding(s) 1	rtation Safety Boa	rd determines that the Pr	obable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is,	/are finding(s) 2		

Type Operating Certificate-NONE (GENERA		ft Damage ANTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -INSTRUCTIONA		Crew		5er 10us 0	Minor	None 1
Flight Conducted Under -14 CFR 91	NONE		_	ŏ	ő	Ö
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172Q		COMING 0-360-AN4		Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnir	ng System	- YES
Max Gross Wt - 2150		CIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	ON AIR	PORT		
Method - N/A	SAME AS ACC/INC		4 B			
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D	aτa Α. LOVE		
Wind Dir/Speed- 200/020 KTS	LUCAL		_		- 21	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg			• • • • • • • • • • • • • • • • • • • •		
Precipitation ~ NONE						
Condition of Light - DAYLIGHT	· 					
Personnel Information						
Pilot-In-Command	Age - 20	Medical Certifica) WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H	•		
STUDENT	Current - N/A	Total -		Last 24		1
	Months Since - N/A	Make/Model-	87	Last 30		10
	Aircraft Type - N/A	Instrument-	1	Last 90	Days-	59
Instrument Rating(s) - NONE						
Narrative						
THE END OF A LOCAL SOLO INSTRUCTIONAL FLT,	THE STUDENT PLT REPORTED	THAT SHE WAS HAVING	TROUBLE M	AINTAINING		
AY ALIGNMENT WHILE ON FINAL APPROACH. ON						

File No. - 197 3/15/88 PRESCOTT, AZ A/C Reg. No. N918ER Time (Lc1) ~ 1100 MST

Occurrence #1

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

2. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND

----Probable Cause----

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

-Basic Information Type Operating Certificate-NONE (GE	NEDAL AVIATION)	Aircraft Dama	200		Injur	ies	
Type operating certificate Mont (di	NERAL AVIATION)	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -UNKNOWN		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	0
Accident Occurred During ~LANDING							
-Aircraft Information							
Make/Model - CESSNA T210L		/Model - CONTINEN	NTAL TSIO-520-H		nstalled/Ad		
Landing Gear - TRICYCLE-RETRACTABL		ngines - 1		St	all Warning	g System	- UNK/NF
Max Gross Wt - 3400		ype - RECIP-FL					
No. of Seats - 6	Rated Po	wer - 285 h	1P 				
Environment/Operations Information							
Weather Data	Itinerary		A		roximity		
Wx Briefing - UNK/NR	•	rture Point		OFF AIR	PORT/STRIP		
Method - UNK/NR Completeness - UNK/NR	UNKNOWN		A :				
Basic Weather - VMC	Destinatio	n ACC/INC	A 1	rport Da	та		
Wind Dir/Speed- UNK/NR	SAME AS	ACC/ INC		Dunway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspac	e			Lth/Wid -		
Lowest Sky/Clouds - UNK/NR		light Plan - NONE	<u> </u>		Surface -		
Lowest Ceiling - UNK/NR		learance - NONE				DRY	
Obstructions to Vision- UNK/NR	Type Apch	/Lndg - NONE		•			
Precipitation - UNK/NR		_					
Condition of Light - UNK/NR							
Personnel Information							
Pilot-In-Command	Age - UNK/NR		cal Certificate				
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight	Time (Ho	urs)		
UNK/NR		- UNK/NR 1	otal - UNK/	NR	Last 24	Hrs - UN	
		e - UNK/NR M pe - UNK/NR]	Make/Model- UNK/ Instrument- UNK/	NR	Last 30	Days- UN	K/NR
	Aircraft Ty		Instrument- UNK/ Multi-Eng - UNK/			Days-UN aft -UN	
		•	diti-eng - onk/	NK	ROTOFCF	art - UN	K/ NK
Instrument Rating(s) - NONE							
Narrative							
SSNA T210L WAS FOUND ABANDONED WITH T	HE LANDING GEAR COLL	APSED. SKID MARKS	WERE NOTED ON	THE GROU	ND WHERE TH	-IF	
CRAFT HAD TOUCHED DOWN ON THE ROUGH TE							

File No. - 59 1/13/88 BLYTHE,CA A/C Reg. No. N2516S Time (Lc1) - 1400 PST

Occurrence #1 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

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

----Probable Cause----

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

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

File No 89 1/16/88 CHIC	O,CA A/C R	Reg. No. N2977T	T	ime (Lc1) -	1900 PST	
Basic Information Type Operating Certificate-NONE (GENER)		t Damage		Injur		
	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew		1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -DESCENT						
Aircraft Information						-
Make/Model - AERO COMMANDER 200D	Eng Make/Model - CC	NTINENTAL IO-520A	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 3000	Engine Type - RE	CIP-FUEL INJECTED			-	
No. of Seats - 4	Rated Power -	285 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		•		RPORT/STRIP		
Method - N/A	HAWTHORNE, CA	•	0 A1	K. OKT, 51K1		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	CHICO, CA		CHICO	4 (4		
Wind Dir/Speed- 120/010 KTS	CHICO, CA			Ident -	13	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		150
	TTERED Type of Flight Plan	- NONE	Dunway	Surface -	ACDUALT	130
Lowest Sky/Clouds - 1000 F1 SCA Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE		- TRAFFIC PATTERN	Kuriway	Status -	DRT	
	Type Apch/Lndg	- IRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - NIGHT(DARK)						
Personnel Information			_			
Pilot-In-Command	Age - 65	Medical Certifica			IVERS/LIM	IT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (H	•		
PRIVATE	Current - YES	Total -		Last 24		6
SE LAND, ME LAND	Months Since - 22	Make/Model-	800	Last 30	Days-	8
	Aircraft Type - AC-200		82	Last 90	Days-	12
		Multi-Eng -	40			
Instrument Rating(s) - AIRPLANE						
Narrative						
THE END OF A CROSS COUNTRY FLT, WHILE IN	THE PATTERN TURNING FROM BAS	SE TO FINAL, THE PL	T STATED T	HAT THE ARP	Т	
IVIRONMENT WAS LOST. AT THE SAME TIME, THE						
	TING. THE PLT DOES NOT REMEM					
ICH DRUWNED DOT THE NORMAL INSTRUMENT LIGH						
GL WHILE TURNING TO FINAL TO THE TIME THE AC	CFT COLLIDED WITH THE TERRAI	N. APRX 1 MILE SHU	KI UT ITE	KWI. UIDEK		
				RWT. UINER		

File No. - 89 1/16/88 CHICO,CA A/C Reg. No. N2977T Time (Lc1) - 1900 PST

Occurrence #1

LOSS OF CONTROL - IN FLIGHT

Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. INSTRUMENT LIGHTS - FLUCTUATING

- 2. AIRCRAFT CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. DIVERTED ATTENTION PILOT IN COMMAND
- 4. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND

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

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) 2.4

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

File No 88 1/25/88 REDBL	JFF,CA A/C R	eg. No. N7929E	T 	ime (Lc1) -	1736 PST	
-Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Injur		
T. T. C. OTTONIA I 'ATT	SUBSTA		Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	-	0	0	1
Accident Occurred During -LANDING	NONE	rass	O	O	U	
-Aircraft Information						
Make/Model - CESSNA 150	Eng Make/Model - CO			Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1500	Number Engines - 1 Engine Type - RE	CIPROCATING-CARBUR		tall Warnin	g System	- 1E2
No. of Seats - 2	5 7,	100 HP				
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary			Proximity RPORT/STRIP		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point MCMINNVILLE,OR		UFF AI	KPURI/SIRIP		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	CHICO, CA		REDBLU			
Wind Dir/Speed- 330/004 KTS					N/A	
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - N/A Lowest Ceiling - 25000 FT OVER	Type of Flight Plan CAST Type of Clearance		,	Surface - Status -	DRY	
Obstructions to Vision- NONE	Type of Creamance Type Apch/Lndg		Kuriway	Status	DKI	
Precipitation - NONE	. , popo, zag					
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 42	Medical Certifica	+o - VALTO	MEDICAL -NO	WATVEDS /	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F		WAIVER3/	CIMII
PRIVATE	Current - YES	Total -	320	Last 24	Hrs - UN	
SE LAND	Months Since - 12	Make/Model- U Instrument- U	NK/NR	Last 30	Days- UN	K/NR
	Aircraft Type - C-182					
		Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
ING A CROSS COUNTRY FLT, THE ENGINE EXPERI	ENCED A COMPLETE PWR LOSS.	THE PLT MADE A FOR	CED LANDIN	G WHERE THE		
T COLLIDED WITH THE TERRAIN 1 MILE SHORT O					E	
R EMPTY. THERE WERE NO REPORTED MECHANICAL	EATLLIDES OD MALEUNOTTONS V	ITTU TUE ACET DOTOD	TO THE AC	CIDENT		

File No	88 1/25/88 	REDBLUFF, CA	A/C Reg. No. N7929E	Time (Lc1) - 1736 PST
Occurrence #1 Phase of Operation		OWER(TOTAL) - NON-ME	ECHANICAL	
Finding(s) 1. IN-FLIGHT PLANN 2. FLUID, FUEL - EX	HAUSTION	ROPER - PILOT IN COM	MAND	·
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation		ION WITH TERRAIN/WAT	ER	
Finding(s) 3. TERRAIN CONDITI			·	
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that t	the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 3		

Type Operating Certificate-NONE (GEN	ERAL AVIATION) Airc	raft Damage		Inju	ries	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		STANTIAL	Fatal			None
Type of Operation -INSTRUCTI		Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NON	E Pass		0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 150L		CONTINENTAL 0-200		Installed/		•
Landing Gear - TRICYCLE-FIXED	Number Engines -	1	S	tall Warni	ng System	- YES
Max Gross Wt - 1600		RECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	100 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Po	int	OFF AI	RPORT/STRI	P	
Method - UNK/NR	LODI, CA					
Completeness - UNK/NR	Destination		Airport D			
Basic Weather - VMC	PLACERVILLE,CA		PLACER			
Wind Dir/Speed- 320/003 KTS	. — - 4				- N/A	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - N/A	Type of Flight Pla			Surface		
Lowest Ceiling - 25000 FT B		- NUNE - FORCED LANDING	Runway	Status		
Obstructions to Vision- NONE	Type Apcn/Lndg	- FURCED LANDING			ROUGH	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information					. TVEDS / L T	
Pilot-In-Command	Age - 24	Medical Certifica			AIAEK2\ LI	WII
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Total -	ht Time (H		4 Hrs - U	NIZ /NID
COMMERCIAL,CFI SE LAND,ME LAND	Months Since - 3	Make /Madel =		Last 2		14
SE LAND, ME LAND	Aircraft Type - C-1		20	Last o	O Days-	81
	Aircraft Type - C-1	Multi-Eng -	22	Last	U Days-	01
		Murti-Eng -	22			
Instrument Rating(s) - AIRPLANE	·					
-Nannativo						
-Narrative		XPERIENCED A TOTAL LO				

File No	87 1/26/88	DIAMOND SPRINGS,CA	A/C Reg. No. N1706Q	Time (Lcl) - 1330 PST
Occurrence #1 Phase of Operation		WER(TOTAL) - MECH FAILUR	E/MALF	
CARBURETOR HE	ON - CARBURETOR IC AT - NOT USED - PIL ION - INADEQUATE -	OT IN COMMAND PILOT IN COMMAND		
Occurrence #2 Phase of Operation	DESCENT - EMERGEN	ICY		
Occurrence #3 Phase of Operation	ON GROUND COLLIST	ON WITH TERRAIN/WATER		
Finding(s) 4. TERRAIN CONDITI	ON - ROUGH/UNEVEN			
Occurrence #4 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpo	rtation Safety Boar	d determines that the Pr	obable Cause(s) of this accid	lent .
Factor(s) relating t	o this accident is/	are finding(s) 1,3,4		

Type of Operation -PERSONAL Fire Crew 0 0 0 0 C Accident Occurred During -LANDING Accident Occurred During -LANDING Aircraft Information Make/Model - COLMAN BD-4	Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
Filight Conducted Under -14 CFR 91 NONE Pass 0 0 0 CACCIDENT COUNTING -LANDING Accident Occurred During -LANDING Aircraft Information Make/Model - COLMAN BD-4 Eng Make/Model - LYCOMING 0-320-D2E ELT Installed/Activated - YES/ Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 2000 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 160 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Completeness - N/A Destination Airport Data Basic Weather - VMC Wind Dir/Speed- CALM Wind Dir/Speed- CALM Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Runway Lth/Wid - N/A Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision- NONE Type Of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 28 Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 28 Instrument Rating(s) - NONE SelaND Months Since - 4 Make/Model - LYCOMING O-320-D2E ELT Installed/Activated - YES Total - 99 Last 24 Hrs - UNK/NR Aircraft Type - RECIPROCATING-CARBURETOR Number Engines - 1 Stall Warning System - NO OCCURRED AIR CARBURETOR Aircraft Type - RECIPROCATING-CARBURETOR Engine Type - RECIPROCATING-CARBURETOR Aircraft Type - RECIPROCATING-CARBURETOR ELT Installed/Activated - YES Stall Warning System - NO Airport Proximity OFF AIRPORT/STRIP HALF MOON BAY.CA Airport Proximity Airport Proximity OFF AIRPORT/STRIP Airport Proximity OFF AIRPORT/STRIP Airport Proximity Airport Proximity OFF AIRPORT/STRIP Airport Pr	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			Fatal	•		None
Accident Occurred During -LANDING Aircraft Information Make/Model - COLMAN BD-4 Landing Gear - TRICVCLE-FIXED Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 160 HP Environment/Operations Information Weather Data WX Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Wind Dir/Speed - CALM Visibility - 40.0 SM Lowest Sky/Clouds - N/A Lowest Sky/Clouds - N/A Lowest Ceiling - 2000 FT BROKEN Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) GLIDER Narrative NARIAN STATE Namarive NARIAN STATE Namarive NANE Narrative NANE Namarive NANE NAMARIV	Type of Operation -PERSONAL			0	0	1	0
Aircraft Information Make/Model - COLMAN BD-4 Landing Gear - TRICYCLE-FIXED		NONE	Pass	0	0	0	0
Make/Model - COLMAN BD-4	Accident Occurred During -LANDING						
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2000 Max Gross Wt - 2000 No. of Seats - 4 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 160 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 20000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Certificate(s)/Rating(s) PRIVATE SE LAND Months Since - 4 Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Rated Power - 160 HP Loght Provimity Airport Proximity Airport							6
Max Gröss Wt - 2000 No. of Seats - 4 Rated Power - 160 HP Environment/Operations Information Weather Data Was Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - N/A Lowest Sky/Clouds - N/A Obstructions to Vision- NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND MONTHS SINCE - 4 Months Since - 4 Months Since - 4 Make/Model - 8 M							
No. of Seats - 4 Rated Power - 160 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - N/A Cowpst Sky/Clouds - N/A Lowest Sky/Clouds - N/A Completeness - N/A Arc/Airspace Runway Ident - N/A Lowest Sky/Clouds - N/A Lowest Sky/Clouds - N/A Lowest Ceiling - 20000 FT BROKEN Type of Flight Plan - NONE Condition of Light - DAYLIGHT Personnel Information Prilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND PRIVATE SE LAND Arc/Airspace Runway Status - DRY Type Apch/Lndg - FORCED LANDING Presconnel Information SE LAND PRIVATE Current - YES Gureat Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES SE LAND Aircraft Type - UNK/NR Instrument Rating(s) - NONE Instrument Rating(s) - NONE Narrative PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED					tall Warnir	ng Syste	m - NO
Environment/Operations Information Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - N/A Lowest Sky/Clouds - N/A Destination NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 28 Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES SEAND Months Since - 4 Months Since - 4 Months Since - 4 Months Since - 4 Make/Model - 8 Last 30 Days- 3 Aircraft Type - UNK/NR Instrument Rating(s) - NONE Narrative				IUR			
Wather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - N/A Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Certificate(s)/Rating(s) PRIVATE SE LAND GLIDER Instrument Rating(s) - NONE Narrative PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED	NO. OT Seats - 4	Rated Power -	160 HP				
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A Destination BAY,CA Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Runway Surface - DIRT Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 20000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 28 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review PRIVATE SE LAND Months Since - 4 Make/Model- 8 Last 30 Days- 3 GLIDER Months Since - 4 Make/Model- 8 Last 30 Days- 3 Instrument Rating(s) - NONE Narrative PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED							
Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Surface - DIRT Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 20000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 28 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 99 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model- 8 Last 30 Days- 3 GLIDER Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 8 Instrument Rating(s) - NONE		Itinerary					
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - N/A Lowest Sky/Clouds - N/A Lowest Ceiling - 20000 FT BROKEN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND GLIDER Instrument Rating(s) - NONE NONE Instrument Rating(s) - NONE None LOCAL Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - DIRT Runway Status - DRY Runway Instructor Runway Status - DRY Runway Instructor Runway				UFF AI	KPURI/SIRIF	,	
Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM ATC/Airspace Lowest Sky/Clouds - N/A Lowest Sky/Clouds - N/A Lowest Ceiling - 20000 FT BROKEN Type of Flight Plan - NONE Conditions to Vision- Precipitation Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND SE LAND Age - 28 Medical Certificate Flight Flight Total - 99 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model - 8 Last 30 Days - 3 GLIDER Narrative PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED				Airport D	2+2		
Wind Dir/Speed- CALM Visibility - 40.0 SM ATC/Airspace Runway Ident - N/A Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 20000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 28 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 99 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model- 8 Last 30 Days- 3 GLIDER Aircraft Type - UNK/NR Instrument- 0 Last 90 Days- 8 Instrument Rating(s) - NONE Narrative PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED	·			A II poi t b	ata		
Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Runway Surface - DIRT Runway Status - DRY Obstructions to Vision-NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 28 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 99 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model - 8 Last 30 Days - 3 GLIDER Months Since - 4 Make/Model - 8 Last 30 Days - 3 GLIDER Aircraft Type - UNK/NR Instrument - O Last 90 Days - 8 Instrument Rating(s) - NONE		·		Runwav	Ident -	N/A	
Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Runway Surface - DIRT Lowest Ceiling - 20000 FT BROKEN Type of Clearance - VFR Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 28 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 99 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model- 8 Last 30 Days- 3 GLIDER Aircraft Type - UNK/NR Instrument- O Last 90 Days- 8 Instrument Rating(s) - NONE Narrative PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED	· •	ATC/Airspace		,		•	
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 28 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 99 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model - 8 Last 30 Days - 3 GLIDER Age - UNK/NR Instrument - O Last 90 Days - 8 Instrument Rating(s) - NONE Narrative PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED			- NONE				
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 28 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 99 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model - 8 Last 30 Days - 3 GLIDER Aircraft Type - UNK/NR Instrument - O Last 90 Days - 8 Instrument Rating(s) - NONE Narrative PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED	Lowest Ceiling - 20000 FT BROK	EN Type of Clearance	- VFR	Runway	Status -	DRY	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command	Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Personnel Information Pilot-In-Command		i					
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND GLIDER Age - 28 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review Flight Time (Hours) Current - YES Total - 99 Last 24 Hrs - UNK/NR Months Since - 4 Make/Model - 8 Last 30 Days - 3 GLIDER Instrument Rating(s) - NONE Narrative PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED	Condition of Light - DAYLIGHT	· 					
Certificate(s)/Rating(s) PRIVATE Current - YES Total - 99 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model - 8 Last 30 Days - 3 GLIDER Aircraft Type - UNK/NR Instrument Rating(s) - NONE							
PRIVATE Current - YES Total - 99 Last 24 Hrs - UNK/NR SE LAND Months Since - 4 Make/Model - 8 Last 30 Days - 3 GLIDER Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 8 Instrument Rating(s) - NONE Narrative PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED		Age - 28	Medical Certificat	te - VALID	MEDICAL-NO	WAIVER	S/LIMIT
SE LAND Months Since - 4 GLIDER Aircraft Type - UNK/NR Instrument Rating(s) - NONE Narrative PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED		Cupport - VES	Filgr			Uno -	LINIZ /NID
Instrument Rating(s) - NONE Narrative PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED		Months Since - 4	Make/Model =	99 8	Last 24	Dave-	3
Instrument Rating(s) - NONE Narrative PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED		Aircraft Type - UNK/NR	Instrument-	Ö	Last 90	Days Days-	8
Narrative PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED		An oral Crype Simy in	111311 41113111	Ū	2451 50	Juyo	J
PILOT EXPERIENCED A LOSS OF ENGINE POWER WHILE ON A CROSSWIND LEG OF THE AIRPORT TRAFFIC PATTERN AND COLLIDED							
		WILL E ON A CDOCCHIND LEG OF	THE AIDDON'T TOACE	C DATTERN	AND COLLEGE	· C D	
THE GROUND AFTER AN UNSUCCESSFUL ATTEMPT TO RESTART THE ENGINE. THE ENGINE GASCOLATOR CONTAINED A LARGE DONUT							

Time (Lc1) - 1517 PST File No. - 50 1/27/88 HALF MOON BAY, CA A/C Reg. No. N49RC Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. FUEL SYSTEM, LINE - FAILURE, PARTIAL 2. FUEL SYSTEM, STRAINER - BLOCKED (PARTIAL) 3. FLUID, FUEL - STARVATION 4. EMERGENCY PROCEDURE - ATTEMPTED -FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----

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

Basic Information							
Type Operating Certificate-NONE (GEN	IERAL AVIATION)	Aircraft Da	-	Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - BELLANCA 7ECA		Model - LYCOMI	NG 0-235-C1		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650		ngines - 1 /pe - RECIPR	DOATING_CARRUDI		tall Warnii	ng System	- NO
No. of Seats - 2	Rated Pow			LIUK			
Environment/Operations Information							·
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF		ture Point		ON AIR	PORT		
Method - N/A	SONOMA, C						
Completeness - N/A	Destination)		Airport Da			
Basic Weather - VMC Wind Dir/Speed- 240/010 KTS	LOCAL			SCHELL		- 07	
Visibility - 40.0 SM	ATC/Airspace	,		•	Lth/Wid	-	75
	CATTERED Type of Fi		NF		Surface		, 5
Lowest Ceiling - NONE		earance - NOI				- WET	
Obstructions to Vision- NONE	Type Apch/	Lndg - TR	AFFIC PATTERN	•			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information	4 - 05		1 . 0		MEDICAL AN		/
Pilot-In-Command Certificate(s)/Rating(s)	Age - 25 Biennial Flight		ical Certificat	e - VALID nt Time (Ho) MAINERS/	LTMII
COMMERCIAL, CFI	Current	- YES	Total -	302	•	Hrs -	1
SE LAND	Months Since		Make/Model-	4.6	1 4 20	Da	2
		e - C-172RG	Instrument-	57	Last 30	Days-	49
	•		Multi-Eng -	11	Rotorci	aft -	1
Instrument Rating(s) - AIRPLANE							
-Narrative							
THE END OF A LOCAL PLEASURE FLIGHT, DUR	ING THE LANDING ROLL	THE PILOT LO	ST CONTROL OF 1	HE AIRCRAI	T AND		
UND LOOPED. THERE WERE NO REPORTED MECH				^			

File No. - 188 1/30/88 SONOMA, CA A/C Reg. No. N5058K Time (Lc1) - 1720 PST LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. WEATHER CONDITION - TAILWIND 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN/WATER Occurrence #2 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

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

asic Information Type Operating Certificate-NONE (GENER	PAL AVIATION)	Aircraft Damage			Ini	uries	
Type operating our tri route none (dent	AL ATATION,	SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	0	. 0	0	0
Accident Occurred During -LANDING							
ircraft Information						_	
Make/Model - CESSNA TR182		del - LYCOMING O				/Activated	
Landing Gear - TRICYCLE-RETRACTABLE	Number Engi				all Warn	ing System	- YES
Max Gross Wt - 3300 No. of Seats - 4	Engine Type Rated Power	- RECIPROCATI	ING-CARBURE	IUR			
NO. OF Seats - 4	kated Power	- 235 HP				,	
nvironment/Operations Information							
leather Data	Itinerary	.		Airport F			
Wx Briefing - UNK/NR	Last Departu			ON AIRF	ואטי		
Method - ACFT RADIO Completeness - UNK/NR	REDDING, CA Destination			tinmont De			
Basic Weather - VMC	LOCAL		•	Airport Da TRUCKEE			
Wind Dir/Speed- 350/005 KTS	LOCAL				Ident	- 28	
Visibility - 30.0 SM	ATC/Airspace					- 6401/	100
Lowest Sky/Clouds - 20000 FT THI		ht Plan - NONE				- ASPHALT	
Lowest Ceiling - NONE	Type of Clea	rance - NONE			Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Ln	dg - FULL Si	TOP	_			
Precipitation - NONE		•					
Condition of Light - DAYLIGHT							
ersonnel Information							/ı
Pilot-In-Command	Age - 44	Medical	Certificate	e - VALID t Time (Ho		MO MAINERS	/ LIMI I
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Re Current	VIEW	Filgh al -			24 Hrs -	4
SE LAND	Months Since	- 155 1016	e/Model-				
SE LAND	Aircraft Type	- / Make	trument-				
	All Clair Type	ONN/ IN	er dillerre	•	Last	JO Days	31
Instrument Rating(s) - NONE							
arrative				TED THE F			

2/06/88 A/C Reg. No. N5533S Time (Lcl) - 1730 PDT File No. - 189 TRUCKEE, CA Occurrence #1 LOSS OF CONTROL - ON GROUND LANDING - ROLL Phase of Operation 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. WEATHER CONDITION - CROSSWIND ON GROUND COLLISION WITH TERRAIN/WATER Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SNOWBANK ----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

ime (Lc1) - 1030 PST	
Injuries Serious Minor O O O O	None 1 0
Installed/Activated - tall Warning System -	
Proximity RPORT/STRIP ata ILLVIEW Ident - 31R Lth/Wid - 6000/ 15 Surface - ASPHALT Status - DRY	50
MEDICAL-NO WAIVERS/LI ours) Last 24 Hrs - Last 30 Days-	IMIT 2 20 54
L L L FORCE SPECT	Last 24 Hrs - Last 30 Days- Last 90 Days-

File No 1	64 2/09/88 SAN JOS	SE,CA	A/C Reg. No.	N2036C	Time (Lc1) - 1030 PS	r
The state of the s	LOSS OF ENGINE POWER(TOTA APPROACH - VFR PATTERN -	•				
Finding(s) 1. UNDETERMINED						
	FORCED LANDING DESCENT - EMERGENCY					
	IN FLIGHT COLLISION WITH LANDING - FLARE/TOUCHDOWN					
Finding(s) 2. OBJECT - VEHICL						
Probable Cause						
The National Transpois/are finding(s) 1	rtation Safety Board determ	nines that the Proba	ble Cause(s)	of this accident		

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

File No 190 2/18/88 TEMECBasic Information		g. No. N5135K 		ime (Lcl) -		
 Type Operating Certificate-NONE (GENERA 				Injur		
Type of Operation -PERSONAL	SUBSTAN Fire	IIAL Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	Ö	0	Õ	2
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 172N	Eng Make/Model - LYC	OMING 0-320-H2AD		Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150	Number Engines - 1 Engine Type - REC	IPROCATING-CARBURE		tall Warnin	g Syste	n - YES
No. of Seats - 4		160 HP	TUK			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	• • • • • • • • • • • • • • • • • • •		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D	ata CALIFORNIA		
Wind Dir/Speed- 360/015 KTS	LUCAL				30	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 33	Medical Certificat	a - UNIZ/N	D		
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (H			
PRIVATE	Current - YES	Total -	87	Last 24	Hrs - l	JNK/NR
SE LAND	Months Since - 6	Make/Model- UN	K/NR	Last 30	Davs- l	JNK/NR
	Current - YES Months Since - 6 Aircraft Type - UNK/NR	Instrument-	0	Last 90	Days- l	JNK/NR
Instrument Rating(s) - NONE						
HE END OF A LOCAL PLEASURE FLIGHT, WHILE (ON FINAL APPROACH. THE PILOT	REPORTED THAT THE	RE WAS A	STRONG		
SWIND. JUST PRIOR TO TOUCHDOWN THE WING L	IFTED AND THE PILOT LOST CON	TROL OF THE AIRCRA	FT AND CO	LLIDED WITH		
ND TEE. THERE WERE NO MECHANICAL FAILURES						

A/C Reg. No. N5135K Time (Lc1) - 1735 PST File No. - 190 2/18/88 TEMECULA, CA Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - AIRPORT FACILITY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3 Factor(s) relating to this accident is/are finding(s) 1,2,4

File No 93 2/20)/88 BIG BE	AR CITY,CA	A/C Reg. N	o. N1461L	T	ime (Lc1)	- 1514 PST	
-Basic Information Type Operating Certificate-	NONE (GENERAL	AVIATION)	Aircraft Dam DESTROYED Fire	age Crew	Fatal	Injur Serious O	ries Minor O	None O
Flight Conducted Under - Accident Occurred During -	·14 CFR 91		ON GROUND	Pass	1	ő	ŏ	ŏ
-Aircraft Information Make/Model - BEECH A23 Landing Gear - TRICYCLE-FI Max Gross Wt - 2350 No. of Seats - 4	XED			JEL INJECTED		Installed// tall Warnir		
-Environment/Operations Inform Weather Data Wx Briefing - NO RECORD Method - N/A Completeness - N/A	nation O OF BRIEFING	•	rture Point R CITY,CA n			Proximity RPORT/STRIF ata	o	
Lowest Ceiling - N Obstructions to Vision- N Precipitation - N	LEAR IONE		light Plan - NON learance - NON	Ε	Runway Runway	Ident Lth/Wid Surface Status	- N/A	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		Age - 45 Biennial Flight Current Months Since	Review - YES	cal Certificat Fligh Fotal - Make/Model- UN	t Time (H 1002		4 Hrs - UN	
SE LAIND		Aircraft Ty		Instrument-		Last 90		56
Instrument Rating(s) -	AIRPLANE							
-Narrative PASSENGER TOLD FRIENDS THAT T E STAYING. THE OTHER RESIDENTS CEEDED TOWARDS THE EAST. AFTER N TOWARDS THE LODGE. WHEN THE O A NEAR VERTICAL CLIMBING ATT LL TYPE MANEUVER. THE AIRPLANE THE AIRPLANE DISAPPEARED BEHI N SAW A FIREBALL EMANATING FRO FUNCTIONS.	IN THE LODGE REACHING THE AIRPLANE WAS A ITUDE AND ENTE THEN PITCHED ND THE TREELIE	REPORTED THAT THE STERN SIDE OF ABOUT 1000 YARDS FRED INTO WHAT NOW BEFORE NE. SHORTLY THE	THE AIRPLANE FLE F THE VALLEY, THI S EAST OF THE LOI WAS DESCRIBED BY REACHING TREES, REAFTER THE WITNI	V VERY LOW OVE E PILOT EXECUT DGE, THE PILOT THE WITNESSES IT APPEARED T ESSES HEARD A	R THE HOU ED A 180 PULLED T AS A HAM HE NOSE W MUFFLED I	SE AND DEG RIGHT HE AIRPLANE MERHEAD AS COMING U MPACT SOUND	JP D AND	

File No. - 93 2/20/88 BIG BEAR CITY,CA A/C Reg. No. N1461L Time (Lcl) - 1514 PST

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

- 1. JUDGEMENT POOR PILOT IN COMMAND
- 2. AEROBATICS PERFORMED PILOT IN COMMAND
- 3. PROPER ALTITUDE NOT MAINTAINED PILOT IN COMMAND
- 4. 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) 1,3,4

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIAT	ION) Aircr	aft Damage			Inju	ries	
			TANTIAL		Fatal	-		None
Type of Operation -PERSON Flight Conducted Under -14 CFF Accident Occurred During -LANDIN	₹ 91			Crew Pass	0	0	0	0
Aircraft Information								
Make/Model - PIPER PA-18-150		Eng Make/Model - I)-A2B			Activated	
Landing Gear - TAILWHEEL-ALL FI	KED	Number Engines -		CARRURE		all Warnı	ng System	- YES
Max Gross Wt - 1625 No. of Seats - 2			RECIPROCATING- 150 HP	CARBURE				
Environment/Operations Information								
Veather Data		inerary	- 4		Airport P			
Wx Briefing - NO RECORD OF BF Method - N/A	RIEFING	Last Departure Poi	nt		ON AIRS	IRIP		
Completeness - N/A	г	estination			Airport Da	ta		
Basic Weather - VMC	_	PASO ROBLES,CA		·	PRIVATE			
Wind Dir/Speed- 320/005 KTS		•			Runway	Ident	- UNK/NR	
Visibility - 25.0 SM		C/Airspace				Lth/Wid		
		Type of Flight Pla				Surface		
Lowest Ceiling - NONE		Type of Clearance			Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE		Type Apch/Lndg	- NONE					
Condition of Light - DAYLIGH	I T							
 Personnel Information								
Pilot-In-Command	Age -	56	Medical Cer				AIVERS/LIM	IT
Certificate(s)/Rating(s)	Bienni	al Flight Review			t Time (Ho	•		
PRIVATE	Cu	irrent - YES	Total		1300	Last 2	4 Hrs - O Days-	0 15
SE LAND	MC A i	irrent - YES onths Since - 28 ircraft Type - PA-1	Make/MC	odel-	0	Last 3	O Days-	30
	. ж	TOTALL Type PA-1	5 Instrum		J	Lage	Jays	50
Instrument Rating(s) - NONE								
Varrative								
NG THE INITIAL CLIMB, AT APPROXIMA	TELY 20 FEET A	AGL, A GUST OF WIND	FORCED THE AT	RCRAFT	OFF COURSE	, RESULTI	NG	
COLLISION WITH A SHED NEAR THE PR								

File No 191	3/07/88	SHANDON, CA	A/C Reg.	No. N91286	Time (Lcl) - 1100 PST	
	OSS OF CONTROL - AKEOFF - INITIAL					
Finding(s) 1. WEATHER CONDITION 2. COMPENSATION FOR		- INADEQUATE - PIL	OT IN COMMAND			
	N GROUND COLLISION NOTING - ROLL	ON WITH OBJECT				
Finding(s) 3. OBUECT - BUILDING(NONRESIDENTIAL)					
Probable Cause						
The National Transportais/are finding(s) 2	tion Safety Board	d determines that t	the Probable Cause(s) of this accid	dent	
Factor(s) relating to t	his accident is/a	are finding(s) 1,3				

File No 192 3/08/88	COLUMBIA,CA A/C F	Reg. No. N8216E		ime (Lc1) -	1236 PS	Г
-Basic Information Type Operating Certificate-NONE		t Damage		Injur	ies	
	SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSO		Crew	-	0	2	0
Flight Conducted Under -14 CF		Pass	0	0	2	0
Accident Occurred During -LANDI	NG					
Aircraft Information						
Make/Model - CESSNA 172N	Eng Make/Model - Li					
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 2150	Engine Type - RE		TOR			
No. of Seats - 4	Rated Power -	160 HP			. -	
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF B			ON AIF	RPORT		
Method - N/A	MODESTO, CA					
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	COLUMBIA, CA		COLUME			
Wind Dir/Speed- 180/010 KTS	.== /				17	
Visibility - 5.0 SM	ATC/Airspace	MONE		Lth/Wid -		75
	FT SCATTERED Type of Flight Plan Type of Clearance			/ Surface - / Status -		
Lowest Ceiling - NONE Obstructions to Vision- NONE		- TRAFFIC PATTERN	Runway	status -	DKT	
Precipitation - NONE	Type Apcil/ Lilidg	FULL STOP				
Condition of Light - DAYLIG		1022 3105				
-Personnel Information Pilot-In-Command	Age - 49	Medical Certifica	te - VALIO	MEDICAL-NO) WAIVERS	/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review Current - YES Months Since - 5	Filigi	nt Time (F	lours)		
PRIVATE	Current - YES	Total -	120	Last 24	Hrs -	0
SE LAND	Months Since - 5	Make/Model-	53	Last 30	Days-	2
	Months Since - 5 Aircraft Type - C-172	Instrument-	0	Last 90	Days-	2
Instrument Rating(s) - NONE						
Mannakira						
-Narrative FHE END OF A PLEASURE FLIGHT, WHILE	ON CHOOT EINAL OVER THE LANDING	TUDECUOID THE LEFT	WING SUDI	CNIV ITETER	,	
PILOT LOST CONTROL OF THE AIRCRAFT					, .	
	MUTOU COFFIDER MILL LUE LEKKYIN Y	HIND HUSED OVER. ITE	IL MEKE INC	REFURIED		
HANICAL FAILURES OR MALFUNCTIONS.						

3/08/88 A/C Reg. No. N8216E Time (Lc1) - 1236 PST File No. - 192 COLUMBIA, CA Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - GUSTS 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - 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

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

File No 193 3/13/88 PLACE		Reg. No. N6967R					
Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraf SUBSTA	t Damage	Fatal	Inju Serious	uries Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	0	1 0	
-Aircraft Information Make/Model - BEECH C23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 2	Eng Make/Model - L\ Number Engines - 1 Engine Type - RE Rated Power -	1	S		/Activated ing System		
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	SAN JOSE,CA Destination PLACERVILLE,CA ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	ON AIR Airport D PLACER Runway Runway Runway	ata VILLE Ident Lth/Wid	- 23 - 4200/ - ASPHALT - DRY	75	
Pilot-In-Command	Age - 70	Medical Certifica			WAIVERS/LIM	TIM	
Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Biennial Flight Review Current - YES Months Since - 12 Aircraft Type - BE-23	Flig Total - Make/Model- Instrument- Multi-Eng -	1789 161	Last 2	24 Hrs - 30 Days- 90 Days-	3 23 50	
Instrument Rating(s) - AIRPLANE							

File No. - 193 3/13/88 PLACERVILLE,CA A/C Reg. No. N6967R Time (Lc1) - 2130 PST

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

Finding(s)
1. OBJECT - ANIMAL(S)
2. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

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

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

	3/19/	88 PHELAI	N,CA A/C R	eg. No. N3829A	Time (Lc1) - 1430 PST			
-Basic Information · Type Operating Cert	ificate-N	ONE (GENERA	L AVIATION) Aircraf SUBSTA	t Damage	Fatal	Inju Serious	ries Minor	None
Time of Openation	-) EDCONAL		NIIAL Crev		Serious O	Minor	None 1
Type of Operation Flight Conducted Und		PERSONAL 14 CFR 91	Fire NONE	Pass		0	0	0
Accident Occurred Du			NONE	rass			U	O
Aircraft Information-								
Make/Model - SCHW	VEIZER SG	iS 1-26A	Eng Make/Model - N/	A	ELT	Installed/	Activated	- NO -N/
Landing Gear - HULL	_		Number Engines - N/	A	9	Stall Warni	ng System	- NO
Max Gross Wt - 6	500		Engine Type - N/	Α				
No. of Seats -	1		Rated Power - N/	A				
Environment/Operations	: Informa	ition						
Weather Data			Itinerary			Proximity		
		OF BRIEFING			OFF AI	RPORT/STRI	P	
Method - N/			ADELANTO, CA					
Completeness - N/	Ά.		Destination		Airport D	Data		
Basic Weather - VM	AC		LOCAL					
Wind Dir/Speed- 08	30/005 KT	`S			Runway	/ Ident	- N/A	
Visibility -	30.0 S	M	ATC/Airspace		Runway	/ Lth/Wid	- N/A	
Lowest Sky/Clouds	- CL	.EAR	Type of Flight Plan	- NONE	Runway	/ Surface	- DIRT	
Lowest Ceiling	- NO	DNE	Type of Clearance	- NONE	Runway	/ Status	- DRY	
Obstructions to Vi	ision- NO	INE	Type Apch/Lndg	- FULL STOP				
Precipitation	- NO	INE		FORCED LANDING			•	
Condition of Light		YLIGHT						
Personnel Information-								
Pilot-In-Command			Age - 28	Medical Certifica			D WAIVERS/	LIMIT
Certificate(s)/Rati	ing(s)		Biennial Flight Review	_	ght Time (F			
COMMERCIAL			Current - YES	Total -		Last 2		2
			Months Since - 2	Make/Model-	49	Last 3		18
ME LAND			Aircraft Type - F-4F	Instrument-		Last 9	O Days-	37
ME LAND								
ME LAND				Multi-Eng -	1243			

File No. - 175 3/19/88 PHELAN,CA A/C Reg. No. N3829A Time (Lc1) - 1430 PST

Occurrence #1

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - NO THERMAL LIFT

- 2. WEATHER EVALUATION INADEQUATE PILOT IN COMMAND
- 3. OBJECT TREE(S)
- 4. OBJECT VEHICLE

----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

Type of Operation -INSTRUCTIONAL Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 O O O O O O O O O O O O O O O	EY,CO A/C Reg. No. N28OSV Time (Lc1) - 14	400 MST
Type of Operation - INSTRUCTIONAL Fire Crew 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 O Accident Occurred During -14 CFR 91 NONE Pass 0 0 0 O O O O O O O O O O O O O O O O	L AVIATION) Aircraft Damage Injuries	es
Fight Conducted Under	SUBSTANTIAL Fatal Serious M	Minor None
-Aircraft Information Make/Model - CESSNA 152	_ Fire Crew O O	0 1
Aircraft Information Make/Model - CESSNA 152	NONE Pass O O	0 0
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2		
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Max Gross Wt - 1670 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2		
Max Gross Wt - 1670 No. of Seats - 2 Rated Power - 112 HP Environment/Operations Information Weather Data Weather Data Weather Data Wethod - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Visibility - 8.0 SM Lowest Sky/Clouds - 15000 FT SCATTERD Type of Flight Plan - NONE Lowest Sky/Clouds - 15000 FT SCATTERD Type of Clearance - NONE Destructions to Vision - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Instrument Rating(s) - NONE PLARED Type - RECIPROCATING-CARBURETOR Rated Power - 112 HP Airport Proximity ON AIRPORT Airport Data Airport Data WeLD COUNTY Wind Dir/Speed - CALMABLE Runway Ident - 09 Runway Lth/Wid - 6200/ 75 Runway Status - DRY ATC/Airspace Runway Ident - 09 Runway Lth/Wid - 6200/ 75 Runway Status - DRY Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Age - 41 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Current - N/A Months Since - N/A Make/Model - 45 Last 30 Days - UNK/N Aircraft Type - N/A Instrument - 0 Last 90 Days - 4 Instrument Rating(s) - NONE		
No. of Seats - 2 Rated Power - 112 HP Environment/Operations Information Weather Data Ws Briefing - UNK/NR Ws Briefing - UNK/NR Completeness - UNK/NR Basic Weather - VMC Lical Visibility - 8.0 SM Lowest Sky/Clouds - 15000 FT SCATTERED Obstructions to Vision- Obstructions to Vision- Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Itinerary Last Departure Point SAME AS ACC/INC Destination - Last Departure Point ON AIRPORT ON AIRPO		System - YES
Environment/Operations Information Weather Data Itinerary Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Usibility - 8.0 SM Visibility - 8.0 SM Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Lowest Ceiling - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE Instrument Rating(s) - NONE Itinerary Itinerary Itinerary Itinerary Itinerary Airport Proximity ON AIRPORT ON AIRP		
Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALMABLE Visibility - 8.0 SM Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Ubstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Airport Proximity ON AIRPORT Airport Data WELD COUNTY Runway Ident - 09 Runway Uth/Wid - 6200/ 75 Runway Ident - 09 Runway Status - DRY Runway	Rated Power - 112 HP	
Wx Briefing - UNK/NR Method - UNK/NR SAME AS ACC/INC Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL WELD COUNTY Wind Dir/Speed- CALMABLE Visibility - 8.0 SM ATC/Airspace Runway Ith/Wid - 6200/ 75 Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) STUDENT Age - N/A Total - 45 Last 24 Hrs - UNK/N Months Since - N/A Make/Model - 45 Last 30 Days - UNK/N Aircraft Type - N/A Instrument - O Last 90 Days - 4 Instrument Rating(s) - NONE		
Method - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL WELD COUNTY Wind Dir/Speed- CALMABLE Runway Ident - O9 Visibility - 8.0 SM ATC/Airspace Runway Surface - ASPHALT Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE TOUCH AND GO Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 45 Last 24 Hrs - UNK/N Months Since - N/A Make/Model - 45 Last 30 Days - UNK/N Aircraft Type - N/A Instrument - O Last 90 Days - 4 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY O9, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS		
Completeness - UNK/NR Basic Weather - VMC LOCAL WELD COUNTY Wind Dir/Speed- CALMABLE Visibility - 8.0 SM ATC/Airspace Runway Ident - 09 Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - ASPHALT Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE TOUCH AND GO Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 45 Last 24 Hrs - UNK/N Months Since - N/A Make/Model - 45 Last 30 Days- UNK/N Aircraft Type - N/A Instrument O Last 90 Days - 4 Instrument Rating(s) - NONE		
Basic Weather - VMC		
Wind Dir/Speed- CALMABLE Visibility - 8.0 SM		
Visibility - 8.0 SM ATC/Airspace Runway Lth/Wid - 6200/ 75 Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE TOUCH AND GO Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 45 Last 24 Hrs - UNK/N Months Since - N/A Make/Model - 45 Last 30 Days- UNK/N Aircraft Type - N/A Instrument - 0 Last 90 Days- 4 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY 09, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS	LOCAL WELD COUNTY	
Lowest Sky/Clouds - 15000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Runway Status - DRY Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE TOUCH AND GO Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 45 Last 24 Hrs - UNK/N Months Since - N/A Make/Model - 45 Last 30 Days - UNK/N Aircraft Type - N/A Instrument - O Last 90 Days - 4 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY 09, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS		-
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Months Since - N/A Make/Model- 45 Last 24 Hrs - UNK/N Months Since - N/A Make/Model- 45 Last 30 Days- UNK/N Aircraft Type - N/A Instrument O Last 90 Days- 4 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY 09, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS		
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 45 Last 24 Hrs - UNK/N Months Since - N/A Make/Model - 45 Last 30 Days- UNK/N Aircraft Type - N/A Instrument - 0 Last 90 Days - 4 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY 09, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS		
Precipitation - NUNE TOUCH AND GO Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 45 Last 24 Hrs - UNK/N Months Since - N/A Make/Model - 45 Last 30 Days - UNK/N Aircraft Type - N/A Instrument - 0 Last 90 Days - 4 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY 09, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS	Type of Clearance - NONE Runway Status - DF	RY
Precipitation - NUNE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 45 Last 24 Hrs - UNK/N Months Since - N/A Make/Model - 45 Last 30 Days - UNK/N Aircraft Type - N/A Instrument - 0 Last 90 Days - 4 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY 09, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS	Type Apch/Lndg - TRAFFIC PATTERN	
Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 45 Last 24 Hrs - UNK/N Months Since - N/A Make/Model - 45 Last 30 Days - UNK/N Aircraft Type - N/A Instrument - 0 Last 90 Days - 4 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY 09, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS	TOUCH AND GO	
Pilot-In-Command Age - 41 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 45 Last 24 Hrs - UNK/N Months Since - N/A Make/Model - 45 Last 30 Days - UNK/N Aircraft Type - N/A Instrument - 0 Last 90 Days - 4 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY 09, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS		
Certificate(s)/Rating(s) Biennial Flight Review STUDENT Current - N/A Months Since - N/A Aircraft Type - N/A Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY 09, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS		
STUDENT Current - N/A Total - 45 Last 24 Hrs - UNK/N Months Since - N/A Make/Model - 45 Last 30 Days - UNK/N Aircraft Type - N/A Instrument - 0 Last 90 Days - 4 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY O9, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS		ERS/LIMIT
Aircraft Type - N/A Instrument- O Last 90 Days- 4 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY O9, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS	Biennial Flight Review Flight Time (Hours)	
Aircraft Type - N/A Instrument- O Last 90 Days- 4 Instrument Rating(s) - NONE Narrative E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY O9, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS	Current - N/A Total - 45 Last 24 Hr	irs - UNK/NR
Instrument Rating(s) - NONENarrative E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY O9, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS		ays- UNK/NR
	Aircraft Type - N/A Instrument- O Last 90 Da	ays- 45
E PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY 09, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS		
PLT REPORTED THAT HE WAS MAKING TOUCH AND GO LANDINGS ON RWY 09, AN ASPHALT RWY 6200 X 75 FT. THE WIND WAS		
E RWY. WHEN HE APPLIED PWR TO TAKEOFF, THE AIRCRAFT TURNED TO THE LT AND HE DID NOT COMPENSATE WITH ENOUGH ODER. THE ACFT SWERVED TO THE LT SIDE OF THE RWY, COLLIDED WITH A SNOWBANK AND NOSED OVER.	AIRCRAFT TURNED TO THE LT AND HE DID NOT COMPENSATE WITH ENOUGH	
JOEK. THE ACT I SWERVED TO THE ET SIDE OF THE KWT, COLLIDED WITH A SNOWDANK AND NOSED OVER.	- KWI, CULLIDED WITH A SNUWDANK AND NUSED OVEK.	

File No. - 54 1/08/88 GREELEY, CO A/C Reg. No. N280SV Time (Lc1) - 1400 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 2. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND 3. RUDDER - IMPROPER USE OF - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. TERRAIN CONDITION - SNOWBANK Occurrence #3 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

File No 9 1/1	O/88 AURORA	,CO A/C R	eg. No. N3406S	Т	ime (Lc1)	- 1445 MS T	
-Basic Information Type Operating Certificate	-NONE (GENERAL	AVIATION) Aircraf	t Damage		Inju		
		SUBSTA	NTIAL	Fatal	Serious	Minor	None
Type of Operation		Fire	Crew	0	0	0	1
Flight Conducted Under		NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						
-Aircraft Information							
Make/Model - CESSNA 182		Eng Make/Model - CO			Installed/		
Landing Gear - TRICYCLE-F	IXED	Number Engines - 1			tall Warniı	ng System	- YES
Max Gross Wt - 2800		Engine Type - RE		ETOR			
No. of Seats - 4		Rated Power -	230 HP				
-Environment/Operations Infor	mation						
Weather Data		Itinerary		Airport I	Proximity		
Wx Briefing - UNK/NR		Last Departure Point		ON AIR	PORT		
Method - UNK/NR		ERIE,CO					
Completeness - UNK/NR		Destination		Airport Da	ata		
Basic Weather - VMC		SAME AS ACC/INC		AURORA			
Wind Dir/Speed- 160/005				Runway	Ident ·	- 32	
Visibility ~ 70.0		ATC/Airspace		Runway	Lth/Wid	- 5000/	40
Lowest Sky/Clouds -	12000 FT SCATTE	RED Type of Flight Plan	- NONE	Runway	Surface	- ASPHALT	
Lowest Ceiling -		Type of Clearance	- NONE	Runway	Status	- DRY	
Obstructions to Vision-	NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation -							
Condition of Light -	DAYLIGHT						
-Personnel Information							
Pilot-In-Command		Age - 42 Biennial Flight Review	Medical Certifica	te - EXPIRI	D		
Certificate(s)/Rating(s)		Biennial Flight Review	Flig	ht Time (Ho	ours)		
PRIVATE		Current - YES	Total -	305	Last 24	4 Hrs -	1
SE LAND		Months Since - 18	Make/Mode1-	85	Last 30	Days- UN	K/NR
		Current - YES Months Since - 18 Aircraft Type - C-182	Instrument-	0	Last 90	Days-	5
Instrument Rating(s)	- NONE						
-Narrative O6S WAS LANDING ON RWY 32, AN RAIN SURROUNDING THE RWY WAS 5 KTS. IN HIS RPT OF THE ACDT LD AND TOUCHED DOWN 100 FT SH	COVERED BY 12 1 THE PLT SAID F	O 15 INCHES OF SNOW. THE FAILED TO PROPERLY JUDG	WIND AT AN ARPT 5 E HIS ALT OVER THE	MI SW WAS FLAT, UNBE	ROM 160 DI		

File No. - 9 1/10/88 AURORA, CO A/C Reg. No. N3406S Time (Lc1) - 1445 MST Occurrence #1 UNDERSHOOT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - SNOW COVERED 2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 3. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

	/88 LITTLE	TON,CO A/C R	eg. No. N5245G		Time (Lc1) -	1405 MS	Г
Basic Information Type Operating Certificate-	NONE (GENERAL		t Damage	F-1-1	Injur		N =
Toma at Omenation	OTHER HORK HE	SUBSTA		Fatal	_		None
Type of Operation -		E Fire NONE	Crew Pass		0	0	1
Flight Conducted Under - Accident Occurred During -		NUNE	Pass	· O.	O	0	0
Aircraft Information							
Make/Mode1 - ČESSNA 305A		Eng Make/Model - CO	NTINENTAL 0-470-11	-B ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TAILWHEEL-A	LL FIXED	Number Engines - 1			Stall Warnin	g System	- YES
Max Gross Wt - 2100		Engine Type - RE	CIPROCATING-CARBUR	ETOR			
No. of Seats - 2		Rated Power -	240 HP				
Environment/Operations Inform	ation			· ·	 		
Weather Data		Itinerary			Proximity		
<u> </u>	OF BRIEFING	Last Departure Point		ON AIR	RSTRIP		
Method - N/A		DENVER, CO					
Completeness - N/A		Destination		Airport [
Basic Weather - VMC		LITTLETON, CO			FARM 1		
Wind Dir/Speed- CALM					/Ident -		
Visibility - 50.0	SM	ATC/Airspace			/ Lth/Wid -		
Lowest Sky/Clouds - C	LEAR	Type of Flight Plan			/ Surface -		
	ONE	Type of Clearance	- NONE	Runway	/ Status -	SNOW -	DRY
Obstructions to Vision- N	ONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - N			•				
Condition of Light - D	AYLIGHT		·				
Personnel Information				,			
Pilot-In-Command		Age - 53	Medical Certifica	te - VALI	MEDICAL-WA	IVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>		Biennial Flight Review	Flig	ht Time (H	Hours)		
COMMERCIAL		Biennial Flight Review Current - YES Months Since - 12	Total -	3858	Last 24	Hrs -	1
SE LAND, ME LAND		Months Since - 12	Make/Model-	2700		Days- U	
· ·		Aircraft Type - C-305	Instrument-	285	Last 90	Days-	10
		• .	Multi-Eng -	394			

File No	42 	1/10/88 	LITTLETON, CO	A/C Reg. No. N52	45G	Time (Lc1) - 1405 MST	
Occurrence #1 Phase of Operation		OF CONTROL - NG - ROLL	ON GROUND				
Finding(s) 1. TERRAIN COND 2. DIRECTIONA			NINED - PILOT IN COMMA	ND.			
Occurrence #2 Phase of Operation		DUND COLLISI NG - ROLL	ON WITH TERRAIN/WATER				
Finding(s) 3. TERRAIN COND	IŢION - SNO	DWBANK	general de la companya de la company				
Probable Cause	9		:				
The National Transis/are finding(s)		Safety Boar	d determines that the	Probable Cause(s) of t	his accide	nt	
Factor(s) relating	to this	accident is/	are finding(s) 3				

File No 147 1/16/88 ELBERT	,CO A	/C Reg. N	lo. N9937U		ime (Lcl)	- 1930 MS	Г
Basic Information Type Operating Certificate-NONE (GENERAL		craft Dam STROYED	nage	Fatal		uries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	Fir NO		Crew Pass		0 0	0	0
Aircraft Information Make/Model - GULFSTREAM AMERICAN AA-5 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 \(\) No. of Seats - 4	Number Engines	- 1	CATING-CARBUR	ETOR	Stall Warr	/Activated ling System	- YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- 130/011 KTS Visibility750 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 100 FT OVERC Obstructions to Vision- FOG Precipitation - SNOW Condition of Light - NIGHT(DARK)	Itinerary Last Departure Pour RAPID CITY,SD Destination COLO. SPRINGS, ATC/Airspace Type of Flight P AST Type of Clearance Type Apch/Lndg	CO lan - NON e - NON	ΙE	Airport OFF AI Airport E Runway Runway Runway	Proximity RPORT/STR	- N/A - N/A - N/A - N/A	
Personnel Information Pilot-In-Command	Age - 40 Biennial Flight Review	Medi	cal Certifica	te - VALIC ht Time (F		WAIVERS/LIM	MIT
Certificate(s)/Rating(s) PRIVATE	Current - YE:	S	Total -			24 Hrs -	4
SE LAND	Months Since - 1 Aircraft Type - AA	-5A	Make/Model-	98 3	Last	30 Davs-	4
Instrument Rating(s) - NONE							
Instrument Rating(s) - NONE Narrative E ACFT COLLIDED WITH SLIGHTLY RISING TERRAIN E FIRST CONTACT, THE ACFT SKIPPED ABOUT 90 F WN ATTITUDE. THE CANOPY WAS EJECTED AND FOUN OM THE 2ND IMPACT POINT ALONG A 480 FT PATH EIR SEATS. THE REAR SEAT OCCUPANT WAS NOT ST ROUTE FROM RAPID CITY, SD TO COLORADO SPRING APPRX 7100 FT MSL. A WITNESS AT ELBERT, CO. SIBILITY WAS "VERY POOR." WX IN COLORADO SPR	T AND THE 2ND IMPACT W. D 20 FT RT AND 30 FT F WHICH WAS 147 FT WIDE. RAPPED IN AND WAS EJEC S, CO. THE CRASH SITE ! SAID AT THE TIME OF T	AS IN A M WD OF THE THE FROM TED 110 F WAS 3 MIL HE ACC TH	MORE PRONOUNCE 2ND IMPACT P IT SEAT OCCUPA T FROM THE MA ES WEST OF EL HE CLOUDS WERE	D RT WING OINT. THE NTS WERE S IN WRECKAG BERT, CO. "ON THE G	LOW AND N ACFT DISI STILL STRA GE. THE AC AT AN ELE GROUND" AN	OSE NTEGRATED PPED IN FT WAS VATION	

File No. - 147 1/16/88 ELBERT, CO A/C Reg. No. N9937U Time (Lc1) - 1930 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. PREFLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND 3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 4. TERRAIN CONDITION - RISING 5. LIGHT CONDITION - DARK NIGHT 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

	ORADO SPRING,CO	A/C Reg.	No. N1246T		Time (Lc1)		
-Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION)	Aircraft Da SUBSTANTIA	_	Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass		0	0	1 2
Make/Model - PIPER PA-32-260 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400	Number Ei Engine Ty	, ·	DCATING-CARBUR	\$	Installed/ Stall Warni		
No. of Seats - 6	Rated Po	wer - 260	HP 			.	
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary NG Last Depar PUEBLO.(rture Point		Airport ON AIF	Proximity RPORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/006 KTS	Destination SAME AS	n ACC/INC			V LAKE / Ident	- 33	
Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of C	light Plan - NO learance - NO	NE	Runway	/ Lth/Wid / Surface / Status		35
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGH	Type Apch,	/Lndg - ST	RAIGHT-IN				
-Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 44 Biennial Flight	Review		ght Time (F	Hours)	•	
PRIVATE SE LAND	Current Months Since Aircraft Typ		Total - Make/Model- Instrument-		Last 3	4 Hrs - O Days- UN O Days-	1 IK/NR 6
Instrument Rating(s) - NONE							
-Narrative PRIVATE PLT AND TWO PASSENGERS WERE CONG T AND THE LEFT MAIN GEAR STRUCK A SNOW DE CHDOWN, THE AIRCRAFT SKIDDED LEFT AND THE W DRIFT FOR 300 FEET, BEFORE COMING TO RE ST LANDING. THE PLTS RECOMMENDATION FOR E WBANK THAT SHEARED OFF LANDING GEAR."	RIFT. THE PLT ELEC [*] ELEFT WING SETTLEI EST. THE LEFT MAIN	TED TO GO AROUN D ONTO THE SNOW GEAR HAD SEPAR	O AND ON THE S DRIFT. THE WI ATED FROM THE	ÉCOND APPE NG SLID AL AIRCRAFT D	ROACH AT LONG THE DURING THE	ED	

File No. - 56 1/27/88 COLORADO SPRING, CO A/C Reg. No. N1246T Time (Lc1) - 1900 MST Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING Finding(s) 1. TERRAIN CONDITION - SNOWBANK 2. GO-AROUND - DELAYED - PILOT IN COMMAND 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 4. LIGHT CONDITION - NIGHT Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, MAIN GEAR - SEPARATION -6. LANDING GEAR, MAIN GEAR ATTACHMENT - OVERLOAD Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT 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) 2,3,6

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

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircraft	Damage		Injur	ries	
	. SUBSTANT	IAL	Fatal			None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	. 0	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-18-150	Eng Make/Model - LYCC			Installed/#		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 1625	Engine Type - RECI		ETOR			
No. of Seats - 2	Rated Power -	50 HP				
Environment/Operations Information						
Weather Data	· Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIR	PORT		
Method - TELEPHONE	ENGLEWOOD, CO					
Completeness - FULL	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC		MEADOW			
Wind Dir/Speed- 315/005 KTS					• 15	
Visibility - 50.0 SM	ATC/Airspace	VED		Lth/Wid -		30
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan -				· ASPHALT · DRY	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance - Type Apch/Lndg -		Runway	Status -	ישאל	
Precipitation - NONE	Type Apcli/ Lilidg	TRAFFIC PATTERN				
Condition of Light - DAYLIGHT	:			*		
Personnel Information				MEDIOA: U	TVEDC /1 78	
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>		ledical Certifica	te - VALID ht Time (H		(IAEK2\LIM	11 1
COMMERCIAL	Biennial Flight Review Current - YES	Total -	1750	ours)	l Unc -	0
SE LAND	Months Since - 5	Make/Medel-	1730	Last 2	Dave-	
SE LAND	Aircraft Type - C-182RG		1/2	Last St	Days-	23 32
	All Chart Type - C-162Rd	Multi-Eng - U	NIK /NID	Potorci	raft - UN	
		Marti Eng - o	WK/ WK	ROTOFCI	art on	IN IN .
Instrument Rating(s) - AIRPLANE						
NATTATIVE NG THE LANDING ROLL, THE PLT ALLOWED THE	ACTIC DIGHT MAIN LANDING OF	D TO STRIKE SOME	CHOLL CALLS	TNO THE 405		

File No	2 1/30/88 I	PEYTON, CO	A/C Reg. No. N62491	Time (Lc1) - 0945 MST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - (ON GROUND		
	TROL - NOT MAINTAINE RVE - INADVERTENT - F		AND	
Occurrence #2 Phase of Operation				
Finding(s) 3. TERRAIN CONDITI	ON - SNOW COVERED			
Probable Cause				
The National Transpois/are finding(s) 1,		determines that t	the Probable Cause(s) of this accide	nt
Factor(s) relating t	o this accident is/a	re finding(s) 3		

File No 143 1/31/88 PUE	BLO,CO	A/C Reg. No	o. N9393H	Т	ime (Lcl)	- 1600 M S	Б Т
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass		0	0	1 3
Aircraft Information Make/Model - CESSNA 182R Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3100 No. of Seats - 4			CATING-CARBUR	S	Installed// itall Warni		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 090/005 KTS Visibility - 1.000 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 300 FT OE Obstructions to Vision- FOG Precipitation - SNOW Condition of Light - DAYLIGHT	ATC/Airspace Type of Fl SCURED Type of Cle	E,CO SPRING,CO ight Plan - IFR		ON AIR Airport D PUEBLO Runway Runway Runway	ata I	- ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 42 Biennial Flight F Current Months Since Aircraft Type	Review	Γ∩tal -	ht Time (H		4 Hrs - O Days- l	2 INK/NR
Instrument Rating(s) - AIRPLANE							
Narrative HE INSTRUMENT RATED PVT PLT WAS COMPLETING COLORADO, WITH THREE PAX. THE DESTINATION W IRCRAFT DIVERTED TO PUEBLO, COLORADO, FOR EMPERATURE AND DEWPOINT 30 DEGREES, WIND OF THE APPROACH TO RNWY 8L, WINDSCREEN ICING OF COUCHDOWN, THE AIRCRAFT WAS SLOWED TO 70 KN IRCRAFT TAXIED TO PARKING. NO DAMAGE WAS W IREWALL DAMAGE DURING A HARD LANDING INSPE	X WENT BELOW IFR MIN AN INSTRUMENT LANDIN 190 AT 5 KNOTS, REST 10CCURRED AND ICE COUL 10TS AT 5 FEET OF AL 17ISIBLE AND THIS INC.	NIMUMS PRIOR TO NG. WX WAS 300 (RICTIONS TO VIS LD BE SEEN ON TI FITUDE AND STAL	THE FLIGHT'S DBSCURED, VIS IBILITY WERE HE AIRCRAFT S LED. A HARD L	ARRIVAL A IBILITY 1 FOG AND SN URFACES. A ANDING RES	ND THE MILE, IOW. DURING T FLARE FOI ULTED, AND	R	

File No. - 143 1/31/88 A/C Reg. No. N9393H Time (Lc1) - 1600 MST PUEBLO,CO Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation APPROACH - FAF/OUTER MARKER: TO THRESHOLD (IFR) Finding(s) 1. WEATHER CONDITION - OBSCURATION 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - ICING CONDITIONS 4. WEATHER CONDITION - SNOW Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. WING - ICE 6. FLARE - IMPROPER - PILOT IN COMMAND 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

 -Basic Information Type Operating Certificate - AIR CARR 	TER - FLAG/DOMESTIC	Aircraft Dama	ane		Ini	uries	
Name of Carrier -ASPEN AI		SUBSTANTIAL		Fatal	-		None
Type of Operation -SCHEDULE	D, DOMESTIC, PASSENGER	Fire	Crev		0		2
Flight Conducted Under -14 CFR 1	21	NONE	Pass	0	0	2	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CONVAIR 580		odel - ALLISON				/Activated	
Landing Gear - TRICYCLE-RETRACTABL		ines - 2		S	tall Warn	ing System	n - YES
Max Gross Wt - 54600		e - TURBOPRO	OP 9C				
No. of Seats - 53	Rated Powe	r - 3750 H	⊣P 				
-Environment/Operations Information	-						
Weather Data	Itinerary				Proximity		
Wx Briefing - COMPANY	Last Depart			ON AIR	PORT		
Method - IN PERSON	DENVER, CO						
Completeness - FULL	Destination	_		Airport D			
Basic Weather - IMC	DURANGO, C	U			TA COUNTY		
Wind Dir/Speed- CALM Visibility - 5.0 SM	ATC/Airspace			•	Ident	- 02 - 9200/	150
Lowest Sky/Clouds - N/A		ght Plan - IFR				- SPHALT	
	OBSCURED Type of Cle					- SNOW -	
Obstructions to Vision- FOG	Type Apch/L		-COMPLETE	· · · · · · · · · · · · · · · · · · ·	514145	5.101	**
Precipitation - SNOW	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	· STR/	AIGHT-IN				
Condition of Light - NIGHT(DAR	K)						
-Personnel Information							
Pilot-In-Command	Age - 41	Media	cal Certifica	te - VALID	MEDICAL-	WAIVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R	eview		yht Time (H			
ATP	Current		Γotal -				2
SE LAND, ME LAND	Months Since	- 4 N	Make/Model-		Last	30 Days-	98
	Aircraft Type	- CV-580	Instrument- Multi-Eng -		Last	90 Days-	221
Instrument Rating(s) - AIRPLAN	E						
-Narrative	4DE 4 00 4DOUND DECAUG	D. TND	-D DV THE DE		T		
ER MAKING AN IFR APPROACH, THE PILOT M DING/TAXI LIGHTS AGAINST THE FALLING S						DILOT	
DING/TAXI LIGHTS AGAINST THE FALLING S D HE SENSED THE AIRCRAFT DRIFTING TO T							
ESTIGATION DISCLOSED NO EVIDENCE OF AI							
WING THE RUNWAY FUR FFAR UF IT FREEZIN							
WING THE RUNWAY FOR FEAR OF IT FREEZIN - INCH LAYER OF SLUSH. FURTHER INVEST	IGATION REVEALED THAT	THE RUNWAY LIGH	HTS WERE OF V	AKTOO2 INI	ENSTITES		
WING THE RUNWAY FUR FEAR OF IT FREEZIN - INCH LAYER OF SLUSH. FURTHER INVEST AUSE SOME UNAPPROVED LIGHT BULBS OF DI						LINE	

File No. - 196 2/02/88 DURANGO,CO A/C Reg. No. N5808 Time (Lc1) - 2032 MST

Occurrence #1

ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

- 1. AIRPORT FACILITIES, RUNWAY MARKING FOREIGN SUBSTANCE COVERED
- 2. AIRPORT SNOW REMOVAL INADEQUATE AIRPORT PERSONNEL
- 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SNOW COVERED
- 4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION SLUSH COVERED
- 5. PROPER ALIGNMENT NOT MAINTAINED PILOT IN COMMAND
- 6. TERRAIN CONDITION SNOWBANK
- 7. AIRPORT FACILITIES, CENTERLINE LIGHTS UNAVAILABLE
- 8. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS UNAPPROVED
- 9. LIGHT CONDITION DARK NIGHT

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,7,8,9

File No: - 124 2/03/88 BRIGH	TON,CO A/C	Reg. No. N1153A	Т	ime (LC1) -	1750 MST	
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	L AVIATION) Aircra DESTRI Fire NONE	ft Damage DYED Crew Pass		Injur Serious O O	ies Minor O O	None O O
Accident Occurred During -MANEUVERING						
Aircraft Information Make/Model - PIPER PA-18-125 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 2	Eng Make/Model - L' Number Engines - Engine Type - RI Rated Power -		S ETOR	Installed/A tall Warnin		
Environment/Operations Information Weather Data	Itinerary		Airport	Proximity	,	
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Last Departure Point SAME AS ACC/INC Destination LOCAL	t	OFF AI	RPORT/STRIP ata		
Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg		Runway Runway	Lth/Wid - Surface -		
Condition of Light - DUSK	Age - 18	Medical Certifica		MEDICAL-NO		
Certificate(s)/Rating(s) STUDENT	Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A		ht Time (H 18 18		Hrs - Days- UNK	4 :/NR
Instrument Rating(s) - NONE						-
Narrative THE STUDENT PILOT WAS OBSERVED BY WITNESSES TO N1153A FLEW OVER HOUSES AND BUILDINGS AT A VEN ALTITUDE, DO A "WING OVER" OR "HAMMERHEAD" MAN ACFT REMAINED IN THAT ATTITUDE UNTIL GROUND IN THE ACFT PRIOR TO THE IMPACT. THE STUDENT HAD FOR FLYING." THE PILOT HAD A TOTAL FLIGHT TIM	RY LOW ALTITUDE. THE ACFT NUEVER, THEN DESCEND IN A 1 MPACT. THERE WAS NO EVIDENG WRITTEN A LTR TO A GIRLFR	WAS THEN OBSERVED T NEAR VERTICAL, NOSE DE OF A MECH MALFUN	O CLIMB TO DOWN ALTI CTION OR F	A HIGH TUDE. THE AILURE OF		

Time (Lcl) - 1750 MST 2/03/88 A/C Reg. No. N1153A File No. - 124 BRIGHTON, CO Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. AEROBATICS - PERFORMED - PILOT IN COMMAND 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 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) 1,2

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

Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information	PAL AVIATION)	Aircraft Da SUBSTANTIA Fire		Fatal	Inju	ries	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING			L	E 0 + 0 1	~ .		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire					None
Accident Occurred During -LANDING			Crew	_	-	0	1
		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 172N	Eng Make/Mod	del - LYCOMI	NG 0-320-H2AD	ELT	Installed/	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engir	nes - 1		S	stall Warnir	ng System	- YES
Max Gross Wt - 2150	Engine Type		OCATING-CARBUR			3 -,	
No. of Seats - 4	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		ce Point			RPORT/STRI	•	
Method - N/A	SAME AS ACC			011 A1	.K. OK., 51K1		
Completeness - N/A	Destination	S) TINC		Airport D	12+2		
				ATTPORT	ala		
Basic Weather - VMC	LOCAL			D. 101.	/ Ident ·	- N/A	
Wind Dir/Speed- 300/006 KTS	ATO /A :				/ Ident · / Lth/Wid ·		
Visibility - 50.0 SM	ATC/Airspace	- 4 D3 NO	NE		•	•	
Lowest Sky/Clouds - 25000 FT SCA	TIERED Type of Fingr	nt Plan - Nu	NE		Surface		
Lowest Ceiling - NONE	Type of Clear	rance - NUI	NE	Runway	Status -	WEI	
Obstructions to Vision- NONE	Type Apch/Lnd	ag - FU	RCED LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	•						
Pilot-In-Command	Age - 22	Med	ical Certifica) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev Current	∕iew	Flig	ht Time (F	lours)		
PRIVATE	Current -	- YES	Total -		Last 24		1
SE LAND	Months Since	- 6	Make/Model-	180	Last 30	Days- UN	K/NR
	Months Since - Aircraft Type -	- UNK/NR	Instrument-	36	Last 90	Days-	5
Instrument Rating(s) - AIRPLANE							
Narrative PRIVATE PLT WAS PRACTICING LANDINGS AT C	ENTENNIAL AIRPORT, DE	ENVER, COLOR	ADO. RNWY 17L,	AN ASPHAL	T RNWY 8,50	, o	
LONG AND 101 FEET WIDE, WAS IN USE. THE						1,	
THROTTLE CABLE WOULD NOT MOVE. SEVERAL A							
INED AT 1700 RPM AND THE AIRCRAFT UNDERS							
RUNWAY IN A FIELD. A POST ACCIDENT INSPE				NG ON THE	IHROTTLE		
E HAD DISINTEGRATED. PIECES OF THE COATI	NG WERE FOUND IN THE	OUTER HOUSI	NG.				

File No	61 2/12/88 	ENGLEWOOD, CO	A/C Reg.	No. N4914D	Time (Lc1) - 1610 MS	ST
	APPROACH - VFR F LEVER,CABLE - MOVE LEVER,CABLE - DETE	RIORATED				
Occurrence #2 Phase of Operation		NCY				
Occurrence #3 Phase of Operation	UNDERSHOOT LANDING - FLARE/	TOUCHDOWN				
Occurrence #4 Phase of Operation	_					
Finding(s) 4. TERRAIN CONDITI						
Probable Cause						
The National Transpo		ard determines that the	Probable Cause	s) of this accid	ent	

is/are finding(s) 1,2

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File No. - 149
                            2/13/88
                                      AURORA, CO
                                                                A/C Reg. No. N9419C
                                                                                            Time (Lcl) - 1830 MST
----Basic Information----
     Type Operating Certificate-NONE (GENERAL AVIATION)
                                                              Aircraft Damage
                                                                                                      Injuries
                                                               SUBSTANTIAL
                                                                                                  Serious
                                                                                                            Minor
                                                                                         Fatal
                                                                                                                      None
                              -PERSONAL
     Type of Operation
                                                              Fire
                                                                                  Crew
                                                                                          0
                                                                                                      0
                                                                                                               0
                                                                                                                        1
     Flight Conducted Under
                              -14 CFR 91
                                                               NONE
                                                                                  Pass
                                                                                                               0
                                                                                                                        3
     Accident Occurred During -LANDING
 ---Aircraft Information----
     Make/Model - PIPER PA-28-161
                                                   Eng Make/Model - LYCOMING 0-320-D3G
                                                                                            ELT Installed/Activated - YES/YES
     Landing Gear - TRICYCLE-FIXED
                                                  Number Engines - 1
                                                                                               Stall Warning System - YES
     Max Gross Wt - 2325
                                                   Engine Type - RECIPROCATING-CARBURETOR
     No. of Seats -
                                                   Rated Power
                                                                 - 160 HP
   -Environment/Operations Information----
   Weather Data
                                                                                        Airport Proximity
                                                Itinerary
     Wx Briefing
                     - FSS
                                                 Last Departure Point
                                                                                          ON AIRPORT
       Method
                     - TELEPHONE
                                                   ALBUQUERQUE.NM
       Completeness - FULL
                                                 Destination
                                                                                       Airport Data
     Basic Weather - VMC
                                                   AURORA,CO
                                                                                          AURORA
       Wind Dir/Speed- 320/015 KTS
                                                                                          Runway Ident - 32
       Visibility - 7.0 SM
                                                ATC/Airspace
                                                                                          Runway Lth/Wid - 5000/ 40
                                                                                          Runway Surface - ASPHALT
       Lowest Sky/Clouds -
                              UNK/NR SCATTERED Type of Flight Plan - VFR
       Lowest Ceiling
                                                 Type of Clearance - NONE
                                                                                          Runway Status - DRY
                              NONE
       Obstructions to Vision- NONE
                                                 Type Apch/Lndg
                                                                     - TRAFFIC PATTERN
       Precipitation - NONE
                                                                       FULL STOP
       Condition of Light - NIGHT(DARK)
----Personnel Information----
                                                                      Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
    Pilot-In-Command
                                                     29
                                            Age -
      Certificate(s)/Rating(s)
                                            Biennial Flight Review
                                                                                  Flight Time (Hours)
         PRIVATE
                                                                                        136
                                                                                                    Last 24 Hrs -
                                               Current - YES
                                                                          Total
         SE LAND
                                                Months Since - 2
                                                                          Make/Model-
                                                                                         10
                                                                                                    Last 30 Days- UNK/NR
                                                Aircraft Type - C-152
                                                                         Instrument-
                                                                                         1
                                                                                                    Last 90 Days-
                                                                          Multi-Eng -
                                                                                         37
         Instrument Rating(s) - NONE
----Narrative----
THE PRIVATE PLT WAS FLYING HIS FAMILY TO DENVER, CO. FROM VICTORVILLE, CA. THE PILOT STATED THAT HIS APPROACH
WAS RUSHED AND THE AIRCRAFT ARRIVED ON FINAL TOO HIGH. FULL FLAPS WERE USED AND AT THE FLARE, THE AIRCRAFT
BALLOONED AND WAS NOT ALIGNED PROPERLY. AN ATTEMPTED GO-AROUND WAS NOT SUCCESSFUL. THE FLAPS WERE NOT RETRACTED
AND THE AIRCRAFT SETTLED TO THE RUNWAY WITH THE LEFT MAIN ON THE RUNWAY AND THE RIGHT MAIN IN SNOW BESIDE THE
RUNWAY. THE NOSE GEAR COLLAPSED AND THE AIRCRAFT NOSED DOWN.
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2/13/88 AURORA, CO A/C Reg. No. N9419C Time (Lc1) - 1830 MST File No. - 149 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FLARE - MISJUDGED - PILOT IN COMMAND 2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 5. LIGHT CONDITION - DARK NIGHT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. TERRAIN CONDITION - SNOWBANK Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 7. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

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

asic Information Type Operating Certificate-NONE (GENE		ft Damage		Injur		
Time of Openstian DEDCOMAL		ANTIAL	Fatal			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE		-	0	0 1	1
Accident Occurred During -LANDING	NONE	۲۵۵	Ŭ	v	'	J
ircraft Information						
Make/Model - CESSNA TU-206		ONTINENTAL TSIO-520				
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3600	Number Engines - Engine Type - RI		5	tall Warnin	g System	- YES
No. of Seats - 6	Rated Power -					
nvironment/Operations Information						
eather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - IN PERSON	Last Departure Poin	t	OFF AI	RPORT/STRIP		
Method - IN PERSON Completeness - PARTIAL, LMTD BY PIL			Airport D	ata		
Basic Weather - VMC	TELLURIDE, CO		A II por C D	ata		
Wind Dir/Speed- CALM			Runway	Ident -	N/A	
Visibility - 75.0 SM			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 22000 FT SC				Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	SNOW - WI	ΕT
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command	Age - 40 Biennial Flight Review	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	nt Time (H	ours)		. /ND
PRIVATE SE LAND	Months Since - 12	Make/Medel-	189	Last 24	Hrs - UN	10
SE LAND	Current - YES Months Since - 12 Aircraft Type - C-206	Instrument-	0	Last 90	Days Days-	31
	Arrelate type 0 200	This trainerre	· ·	Lust 50	bays	01
<pre>Instrument Rating(s) - NONE</pre>						
ON A CROSS COUNTRY FLIGHT THE PLT RAN	SHORT OF FUEL AND ALTERED CO	NIDSE TO ANOTHED AT	PORT THE	PTIOT SATO		
CFT ENGINE FAILED SHORT OF THE NEW DES					TNO	

File No	62 2/20/88 DURANGO,CO	A/C Reg. No. N9848M	Time (Lc1) - 1242 MST
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER(TOTAL) - NON-MECHANIC DESCENT - NORMAL :	AL	
Finding(s) 1. IN-FLIGHT PLANN 2. FLUID,FUEL - EX	ING/DECISION - IMPROPER - PILOT IN COMMAND HAUSTION	·	
	FORCED LANDING DESCENT - EMERGENCY	·	
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE/TOUCHDOWN		
Finding(s) 3. TERRAIN CONDITI 4. TERRAIN CONDITI	ON - NONE SUITABLE		
Probable Cause			

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

File No 104 2/21/88 LOVEL	_AND,CO A/C R	eg. No. N756EY	1	ime (Lc1) -	1700 MST	
Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Injuri		
	SUBSTA		Fatal	• • • • • • • •	Minor	None
Type of Operation -PARACHUTING			<i>i</i> . O	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	5
Accident Occurred During -CRUISE						
Aircraft Information						
Make/Model - CESSNA 206G	Eng Make/Model - CO			Installed/Ac		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		\$	Stall Warning	g System	- YES
Max Gross Wt - 3600	Engine Type - RE					
No. of Seats - 6	Rated Power -	310 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	G Last Departure Point		OFF A	RPORT/STRIP		
Method - N/A	LOVELAND, CO					
Completeness - N/A	Destination		Airport [Data		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- 330/004 KTS			Runway	/ Ident -	N/A	
Visibility - 40.0 SM	ATC/Airspace			/ Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		/ Surface -		
Lowest Ceiling - NONE	Type of Clearance			/ Status -		
Obstructions to Vision- NONE		- NONE			,	
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT		the second				
Personnel Information						
Pilot-In-Command	Age - 33	Medical Certifica	ate - VALIG	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (
COMMERCIAL	Current - YES				Hrs -	4
SE LAND, ME LAND	Months Since - 7	Make/Model-				K/NR
HELICOPTER	Months Since - 7 Aircraft Type - C-206	Instrument-	1300	Last 30 Last 90	Days-	49
HELICOPTER	Afficiant Type C 200	Multi-Eng -			aft -	
		Martifelig	333	KO COI CI E	21.0	1330
Instrument Rating(s) - AIRPLANE, HE	ELICOPTER					
Narrative						
COMMERCIAL PLT WAS FLYING A GROUP OF PARACH	WITTETS END A SEVENTIVING OF HE	THE ATDODAET ENG	COUNTEDED 1	TUDBUI ENCE		
RING A CLIMB TO 4,500 FEET AGL. AS THE SEC						
RUCK THE HORIZONTAL STABILIZER. THE OUTER F						
ROCK THE HORIZONTAL STABILIZER. THE OUTER F ROM THE FUSELAGE. THE PLT MADE A NORMAL LAND					TION	
RUM THE FUSELAGE. THE PLT MADE A NORMAL LANG HE PARACHUTIST WAS NOT INJURED.	DING AND AN INSPECTION REVEA	LLD SOME BULKHEAD	DAMAGE IN	THE TATE SEC	JI TON.	
E PARACHUITSI WAS NUT INDUKED.						

File No 10	04 2/21/88 LOVELAND,CO	A/C Reg. No. N756EY	Time (Lc1) - 1700 MST
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER WITH WEATHER CRUISE		
Finding(s) 1. WEATHER CONDITION	DN - TURBULENCE,CLEAR AIR		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT CRUISE		
•	PERSON ELEVATOR SURFACE - BENT ANDING - PERFORMED - PILOT IN COMMAND		
Probable Cause			
The National Transports is/are finding(s) 1	tation Safety Board determines that the P	robable Cause(s) of this accident	

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

File No 64 2/21/88 AUROF	RA,CO A/C R	eg. No. N2904C	. Т	ime (Lcl)	1030 MS	Т
Basic Information Type Operating Certificate-NONE (GENERA		t Damage		Injur	ies	
	SUBSTA		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Cre		Q	O	1
Flight Conducted Under -14 CFR 91	NONE	Pas	s 0	0	2	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - PIPER PA-28RT-201T	Eng Make/Model - CO	NTINENTAL TSIO-36	O-FB ELT	Installed/	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 2400 \	Engine Type - RE	CIP-FUEL INJECTED				
No. of Seats - 4	Rated Power -	200 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIR			
Method - N/A	GLENWOOD SPRG.CO		ON AIN			
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		AURORA			
Wind Dir/Speed- 270/010 KTS					- 32	
Visibility - 25.0 SM	ATC/Airspace			Lth/Wid -	5000/	40
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP	_			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 39	Medical Certifica	ate - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H			,
COMMERCIAL, CFI	Current - YES	Total -	•	Last 24	Hrs -	2
SE LAND, ME LAND, SE SEA	Months Since - 7	Make/Mode1-	16	Last 30	Days- U	NK/NR
	Aircraft Type - PA-23	Instrument-	110	Last 90	Days-	11
		Multi-Eng -	116			
Instrument Rating(s) - AIRPLANE						
Narrative	DEDCOMAL ELICUT ODOCC OCU	NTDV AT TOUGUEOU	I ON DIBILIAY	20 THE		
HE CFI PLT REPORTED THAT HE WAS PERFORMING A IGHT MAIN GEAR COLLAPSED. WINDS WERE REPORTE						
UNWAY AND THE RIGHT WING STRUCK SEVERAL RUNW						
ANK. A POST ACCIDENT INSPECTION REVEALED EVI					A SINOM	
MINN. A FUST MOUTDENT INSPECTION REVEALED EVI		P PHIADING. MO CAIL	PLINOL WAS F	COMP 10		
NDICATE ANY PRE ACCIDENT FAILURE OR DEFICIEN	ICV					

File No. - 64 2/21/88 AURORA, CO A/C Reg. No. N2904C Time (Lcl) - 1030 MST Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - MISJUDGED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. LANDING GEAR, MAIN GEAR - OVERLOAD Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. LANDING GEAR, NOSE GEAR - COLLAPSED 4. TERRAIN CONDITION - SNOWBANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

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

	FORT COLLINS, CO	A/C Reg. N	o. N47567	Т	ime (Lcl)	- 1925 N	AST
-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Dam SUBSTANTIAL	_	Fatal		uries Minor	• None
Type of Operation -INSTRU Flight Conducted Under -14 CFR Accident Occurred During -LANDIN	91	Fire NONE	Crew Pass	0	0	0 0	
-Aircraft Information							
Make/Model - CESSNA 152		Model - LYCOMIN	G D-235-L2C				ed - YES/YE
Landing Gear - TRICYCLE-FIXED	•	gines - 1	04TTN0 04DDUDE		tall Warn	ing Syste	em - YES
Max Gross Wt - 1670 No. of Seats - 2	Engine Typ Rated Powe		CATING-CARBURE HP	IUK			
-Environment/Operations Information-							
Weather Data	Itinerary		•	Airport	Proximity		
Wx Briefing - NO RECORD OF BR	•			OFF AI	RPORT/STR	IP	
Method - N/A Completeness - N/A	GREELEY,(Destination			Airport D	2+2		
Basic Weather - VMC	LOCAL			A I POPIC D	ala		
Wind Dir/Speed- UNK/NR	EOOAL			Runway	Ident	- N/A	
Visibility - 30.0 SM	ATC/Airspace			•	Lth/Wid		
Lowest Sky/Clouds - CLEAR		ight Plan - NON	Ξ		Surface		
Lowest Ceiling - NONE		earance - NON			Status		
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(D	• • • •	_ndg - FOR	CED LANDING				
Pilot-In-Command	Age - 33	Medi	cal Certificat	e - VALID	MEDICAL-	WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight F			t Time (H	lours)		
PRIVATE	Current	- YES	Γotal -	143		24 Hrs -	. 1
SE LAND	Months Since	- 4 = - C-152	Make/Mode1-	110	Last	30 Days-	UNK/NR
	Aircraft Type	e - C-152	Instrument-	0	Last	90 Days-	71

File No. - 144 3/08/88 FORT COLLINS, CO A/C Reg. No. N47567 LOSS OF ENGINE POWER Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. UNDETERMINED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 2. LIGHT CONDITION - DARK NIGHT Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - ROUGH/UNEVEN 4. 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) 1 Factor(s) relating to this accident is/are finding(s) 3,4

File No 148 3/21/88 GREEL	EY,CO A/C R	eg. No. N8929 	Time (Lc1) - 1715 MST				
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91	SUBSTA	Crew	Fatal O O	Injur Serious O O		None 1 1	
Accident Occurred During -LANDING							
Aircraft Information Make/Mode1 - BELLANCA 7GCAA Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 3			9	Installed/A Stall Warnin			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport [GREELE Runway Runway Runway	Data EY-WELD CO.	ASPHALT	75	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 46 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - PA-23	Medical Certificat Fligh Total - Make/Model- Instrument- UN Multi-Eng - UN	t Time (F 914 14 IK/NR	lours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	9 K/NR 193	
Instrument Rating(s) - AIRPLANE							
Narrative HE CFI RATED PLT AND HIS CFI RATED PASSENGER ERE LIGHT AND VARIABLE. THE PLT REPORTED THA WERVED TO THE LEFT. THE PLT ADDED SOME RIGHT WERVED TO THE RIGHT AND CONTROL WAS LOST. TH ND COLLAPSING THE TAIL WHEEL.	T THE TAIL WHEEL CHATTERED RUDDER WHICH DID NOT HELP.	DURING THE LAST TOU THE PLT ADDED RIGH	ICHDOWN, A IT BRAKE.	ND THE AIRC	RAFT T		

A/C Reg. No. N8929 File No. - 148 3/21/88 GREELEY, CO Time (Lcl) - 1715 MST LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 TAIL GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. LANDING GEAR, TAILWHEEL - 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

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Basic Information Type Operating Certificate-NONE (SENERAL AVIATION) Air	craft Damage		Iniu	ries	
Type operating out threate none (BSTANTIAL	Fatal			None
Type of Operation -PERSONA			Crew 0	0	0	1
Flight Conducted Under -14 CFR		NE	Pass 0	Ö	Ö	0
Accident Occurred During -LANDING	3					
Aircraft Information						
Make/Model - CESSNA 150M		- CONTINENTAL O-2		T Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines			Stall Warni	ng System	n - YES
Max Gross Wt - 1600		- RECIPROCATING-C	ARBURETOR			
No. of Seats - 2	Rated Power	- 100 HP				
Environment/Operations Information-						
Weather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF BRI		oint	OFF	AIRPORT/STRI	P	
Method - N/A	LAMAR, CO					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	MONTROSE, CO					
Wind Dir/Speed- 160/010 KTS					- N/A	
Visibility - 30.0 SM	ATC/Airspace			ay Lth/Wid		
Lowest Sky/Clouds - N/A	Type of Flight P	lan - NONE		ay Surface		
	OVERCAST Type of Clearanc			ay Status	- SNOW -	DRY
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LAND	ING			
Precipitation - NONE	_					
Condition of Light - DAYLIGH	 					
Personnel Information Pilot-In-Command	45.	Madical Cont	isiaata Wal	ID MEDICAL N	O WATVEDO	-/: ТМТТ
Certificate(s)/Rating(s)	Age - 45 Biennial Flight Review	medical cert	ificate - VAL Flight Time		U WAIVERS	2\ mii
COMMERCIAL, CFI	Current - UN	K/ND Toto?			4 Uno	7
SE LAND.ME LAND	Months Since - UN	K/NR TOLAT K/NR Make/Mod	- 6100	Last 2	4 nrs -	30
- •	Aircraft Type - UN	K/NR Instrume	el- 400	Last 3	O Days-	50 50
HELICOPTER	ATTCTATE Type - UN	N/NK INStrume	- 6100 el- 400 nt- 696 g - 450	Last 3	Days-	2500
		MUILITER	g - 450	ROTOPC	rait -	2500
Instrument Rating(s) - AIRPLA	ANE, HELICOPTER					
Narrative						
PLT WAS FERRYING HIS ACFT FROM BURL:	INGTON' NC TO KELSO. WA. AFTE	R REFUELING HIS A	CFT TO CAPACI	TY (26 GAL.)	. HE	
ED OVERNIGHT IN LAMAR, CO. HE DEPAR						
INED A WX BRIEFING FROM THE COLORADO						
RCH PASS. THE PLT SAID HE REALIZED						
UNABLE TO TURN AROUND. THE PLT ELECT						
	SW OF GARFIELD, CO. ON TOUCHD					
SUMMII OF MONARCH PASS. ABOUT 2 MI S						
SUMMIT OF MONARCH PASS, ABOUT 2 MT S GIGHT LINE DISTANCE FROM LAMAR, CO TO						

File No. - 194 4/14/88 GARFIELD, CO A/C Reg. No. N714BK Time (Lc1) - 0945 MDT Occurrence #1 FORCED LANDING Phase of Operation CLIMB Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE 3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - OPEN FIELD 6. TERRAIN CONDITION - SNOW COVERED ----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) 2,4,6

Basic Information Type Operating Certificate-NONE (GENERAL A Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN Fire					
Flight Conducted Under -14 CFR 91	Fire	HIAI	Fa4a1	Injuri		Name
Flight Conducted Under -14 CFR 91			Fatal		Minor 1	None
		Crew	0	0		0
	NONE	Pass		0	0	0
Aircraft Information						
Make/Model - CESSNA T210N	Eng Make/Model - CON	TINENTAL TSIO-520R	ELT I	nstalled/Ac	tivated	- YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			all Warning	System	- YES
Max Gross Wt - 4000	Engine Type - REC	IP-FUEL INJECTED				-
No. of Seats - 6		285 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIRP	•		
Method - N/A	JOES, CO					
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	FT. COLLINS,CO		•	LINS/LOVELA	ND	
Wind Dir/Speed- 310/016 KTS	, , , , , , , , , , , , , , , , , , , ,				33	
Visibility - 40.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - N/A	Type of Flight Plan -	NONE		Surface -		
	Type of Clearance -		Runway		DRY	
Obstructions to Vision- NONE		TRAFFIC PATTERN				
Precipitation - NONE		STRAIGHT-IN				
Condition of Light - DAYLIGHT		FORCED LANDING				
Personnel Information						
Pilot-In-Command Ag	ge - 54	Medical Certificat	e - VALID	MEDICAL-WAI	VERS/LIM	IIT
Certificate(s)/Rating(s)	iennial Flight Review	Fligh	t Time (Ho	urs)		
PRIVATE	Current - YES		3670	Last 24	Hrs -	4
SE LAND, ME LAND	Months Since - 13	Make/Model-	9	Last 30	Days-	27
·	Aircraft Type - B-36	Instrument-	350	Last 90	Days-	80
	,,	Multi-Eng -	393		•	
Instrument Rating(s) - AIRPLANE	•				·	

File No. - 199 6/01/88 FT. COLLINS, CO A/C Reg. No. N6638N Time (Lc1) - 1710 MDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. REFUELING - NOT PERFORMED - PILOT IN COMMAND 4. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - SOFT 6. LANDING GEAR, NOSE GEAR - OVERLOAD 7. LANDING GEAR, NOSE GEAR - SEPARATION ----Probable Cause----

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

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

File No 135 5/26/88 MIDDL	ETOWN,DE A/C R	eg. No. N9209		Гime (Lc1) -	2115 EDT	
Basic Information						
Type Operating Certificate-NONE (GENERA		t Damage		Injur	ies	
	SUBSTA	NTIAL	Fata1	Serious	Minor	None
Type of Operation -INSTRUCTIONA	L Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	. 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - ENSTROM F-28A	Eng Make/Model - LY	COMING HIO-360-C1A	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warnin		
Max Gross Wt - 1950		CIP-FUEL INJECTED			3 -,	
No. of Seats - 3	Rated Power -	205 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AIF	•		
Method - N/A	SAME AS ACC/INC	•	2 71			
Completeness - N/A	Destination		Airport [)a+a		
Basic Weather - VMC	WILMINGTON, DE		•	T AIRPARK		
Wind Dir/Speed- 240/004 KTS	WIEMING! ON, DE				11	
Visibility - 15.0 SM	ATC/Airspace			/ Lth/Wid -		100
		NONE				
• •	Type of Flight Plan			/ Surface -		KF
Lowest Ceiling - NONE	Type of Clearance		Runway	/ Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - NIGHT(BRIGHT)) 					
Personnel Information		•				
Pilot-In-Command	Age - 44	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (F	Hours)		
COMMERCIAL, CFI	Current - YES	Total -	2348	Last 24	Hrs -	2
SE LAND.ME LAND	Months Since - 6	Make/Model-	225	Last 30	Days- UN	K/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	208	Last 90		70
,, <u> </u>		Multi-Eng -	513	Rotorcr	•	1835
		Marti Liig	0.0	11010101		
Instrument Rating(s) - AIRPLANE, HE	LICOPTER					
-Narrative						
DRTLY AFTER TAKEOFF, AT AN ALT OF APRX 400						
VERE VIBRATION. THE CFI TOOK CONTROL OF TH						
ALL TREE BRANCHES AND LANDED HARD IN A FIEL						
D SEPARATED FROM THE CONNECTING ROD. THE F		THE BOLT HOLE IN	THE YOKE S	SECTION OF T	HE ROD.	
VERE GALLING WAS VISIBLE ON THE FAILED CONN	ECTING ROD CAP AND YOKE.					

File No 1	5/26/88	MIDDLETOWN, DE	A/C Reg. No.	N9209	Time (Lc1) - 2115 EDT
Occurrence #1 Phase of Operation 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY	TAKEOFF - INITI - CONNECTING ROD,	FAILURE, TOTAL FATIGUE			
Occurrence #2 Phase of Operation		ENCY			
Finding(s) 3. AUTOROTATION -	NITIATED - PILOT	IN COMMAND(CFI)			
Occurrence #3 Phase of Operation		SION WITH OBJECT			
Finding(s) 4. OBJECT - TREE(S) 5. LIGHT CONDITION	- NIGHT				
Occurrence #4 Phase of Operation	LANDING - FLARE	/TOUCHDOWN			
Probable Cause					
The National Transports/are finding(s) 1,2		ard determines that the	Probable Cause(s)	of this acci	dent
Factor(s) relating to	this accident i	s/are finding(s) 4.5			

File No 177 1/02	/88 MERRITT ISLA	ND,FL A/C R	eg. No. N8429H	Τi	me (Lcl) - 1	435 EST	
Basic Information							
Type Operating Certificate-	NONE (GENERAL AVIAT	ION) Aircraf	t Damage		Injurie	s	
·		SUBSTAI	NTIAL	Fatal	Serious	Minor	None
	PERSONAL	Fire	Crev	0	0	1	0
Flight Conducted Under -		NONE	Pass	. 0	0	0	0
Accident Occurred During - [DESCENT						
Aircraft Information							
Make/Model - BELLANCA 14	- 13	Eng Make/Model - FR	ANKLIN 6A5-165-B3	ELT I	nstalled/Act	ivated -	YES/NO
Landing Gear - TRICYCLE-RE		Number Engines - 1			all Warning		
Max Gross Wt - 2600		Engine Type - REG	CIPROCATING-CARBUR	RETOR		-,	
No. of Seats - 4			140 HP				
Environment/Operations Informa	 ation						
Weather Data		inerary		Airport P	roximity		
Wx Briefing - NO RECORD		Last Departure Point			PORT/STRIP		
Method - N/A	O. 22. 2	MERRITT ISLAND, FL	•				
Completeness - N/A	D	estination		Airport Da	ta		
Basic Weather - VMC	_	MELBORUNE, FL					
Wind Dir/Speed- 050/006 K	rs	,		Runway	Ident - N	1/Δ	
Visibility - 10.0		C/Airspace			Lth/Wid - N		
		Type of Flight Plan	- NONE		Surface - W		
		Type of Clearance			Status - N		
Obstructions to Vision- NO			- NONE			,	
Precipitation - NO		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DA							
Personnel Information			M	+- 1/4/ 70	WEDTON NO !		T.44.T.T
Pilot-In-Command		63	Medical Certifica			MIVERS/L	IMII
3, ,		al Flight Review		tht Time (Ho			
PRIVATE		rrent - YES		1500	Last 24 H		1 /ND
SE LAND	Mo	nths Since - 6 rcraft Type - UNK/NR	Make/Model-	800	Last 30 D Last 90 D	ays- UNK	/NK
	Aı	rcraft Type - UNK/NR	Instrument-	0	Last 90 D	ays-	25
Instrument Rating(s) -	NONE						
Narrative							
PRIVATE PILOT EXPERIENCED A PO	NED LOSS AFTED TAK	FORE HE THEN COLLID	EN WITH WATER AFTE	P HITTING A	MAST OF A B	MAT .	
D A DOCK. THE PLT STATED THAT HE							
RLIER FLT HE HAD PROBLEMS WITH (
DG GEAR. HE STATED THAT ANOTHER							
COMMENDATION FOR PREVENTION TO U				5171			
SOME TOWN TOWN PREVENTION TO	JE OARD HEAT TOR T	ANCOLL IN SIMILAR IEI	/ 51 001451110143.				
		the second secon					

File No 1	77 1/02/88	MERRITT ISLAND,FL	A/C Reg. No. N8429H	Time (Lc1) - 1435 EST
Occurrence #1 Phase of Operation		DWER(TOTAL) - NON-MECHANI CLIMB	CAL	
3. WEATHER CONDITI	AT - IMPROPER USE ON - CARBURETOR IC			
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation				
Finding(s) 4. OBJECT - POLE				
Occurrence #4 Phase of Operation	DESCENT - UNCONTR	ON WITH TERRAIN/WATER		
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the Pr	obable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/	are finding(s) 3,4		

asic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Inju	ries	
		DESTROYED		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	1	. 0	0	0
		ON GROUND	Pass	0	0	0	0
Accident Occurred During -DESCENT							<i></i> -
ircraft Information							
Make/Model - PIPER PA-32R-300	•	Model - LYCOMING I	0-540-KIG5D		•	Activated ·	
Landing Gear - TRICYCLE-RETRACTABLE		gines - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 3400		pe - RECIP-FUEL	INJECTED				
No. of Seats - 6	Rated Pow	er - 300 HP					
nvironment/Operations Information							
eather Data	Itinerary	_			Proximity		
Wx Briefing - FSS	Last Depar			OFF AI	RPORT/STRI	P	
Method - TELEPHONE					- • -		
Completeness - PARTIAL, LMTD BY PILO		1		Airport D	ata		
Basic Weather - IMC Wind Dir/Speed- 360/007 KTS	UNKNOWN			Dunua	Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - PART OBS	Type of F1	ight Plan - NONE			Surface		
Lowest Ceiling - 600 FT BRO						- DRY	
Obstructions to Vision- FOG		Lndg - NONE			o tu tub		
Precipitation - RAIN		3					
Condition of Light - DUSK							
ersonnel Information							
Pilot-In-Command	Age - 68	Medical	Certificat			AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	Biennial Flight	Review		nt Time (H			_
PRIVATE	Current	- YES Tot	al -	1945	Last 2	4 Hrs -	1
SE LAND, ME LAND	Months Since	- 11 Mak e - PA-24 Ins	e/Model- trument-	100	Last 3	O Days- UNI	C/NR
• *	Aircraft Typ		trument- ti-Eng -		Last 9	O Days-	4
		MUI	ti-Eng -	145			
Instrument Rating(s) - NONE							
arrative							
ON-INSTRUMENT RATED PRIVATE PILOT OBTAI	NED A WEATHER BRIE		D THE WEATH ED AND PENE				

File No. - 176 1/05/88 PEMBROKE PARK,FL A/C Reg. No. N5327F Time (Lc1) - 1649 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation CRUISE - NORMAL

Finding(s)

- 1. OBJECT GUY WIRE
- 2. WEATHER FORECAST DISREGARDED PILOT IN COMMAND
- 3. VFR FLIGHT INTO IMC INITIATED PILOT IN COMMAND
- 4. WEATHER CONDITION LOW CEILING
- 5. BECAME LOST/DISORIENTED INADVERTENT PILOT IN COMMAND
- 6. LIGHT CONDITION DUSK

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

----Probable Cause----

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

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

File No 179 1/16/88 TA	AMPA, FL	A/C Reg. N	o. N5244N	. т	ime (Lcl) -	- 1322 EST	
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Dam	age		Injur	ries	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew		-	1	0
Flight Conducted Under -14 CFR 9	1	NONE	Pass	·O	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 182Q	Eng Make/M	odel - CONTINE	NTAL 0-470-U	ELT	Installed/A	Activated	- YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number End	ines - 1		S	tall Warnir	na System	- YES
Max Gross Wt - 2960	Engine Typ	e - RECIPRO	CATING-CARBUR	ETOR		.9 -,	
No. of Seats - 4		r - 230					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE		ure Point		ON AIR			
Method - N/A	SAME AS A			OIT AIN	i OKT		
Completeness - N/A	Destination	CC/ INC		Airport D	ata		
Basic Weather - VMC	LOCAL			VAN DE			
Wind Dir/Speed- 080/013 KTS	LOCAL					- 36	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		65
Lowest Sky/Clouds - 15000 FT		abt Dlan - NON	E		Surface -		0.5
Lowest Ceiling - NONE	Type of Clo	ananco - NON	E		Status -		
Obstructions to Vision- NONE	Type of Cle Type Apch/L	arance NON	L STOD	Kullway	Status	DKI	
Precipitation - NONE	Type Apcil/ L	nug TOL	L STOP				
Condition of Light - DAYLIGHT							
Condition of Eight - DATEIGH							
Personnel Information							
Pilot-In-Command	Age - 51	Medi	cal Certifica	te - VALID	MEDICAL-WA	AIVERS/LIM:	ŢΤ
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R	eview	Flig	ht Time (H	lours)		
COMMERCIAL, ATP	Current	- YES	Total -	1999	Last 24	1 Hrs -	1
SE LAND, ME LAND	Months Since	- 18	Make/Model-	396	Last 30	Days- UN	K/NR
	Biennial Flight R Current Months Since Aircraft Type	- UNK/NR	Instrument-	322	Last 90	Days-	25
Instrument Rating(s) - AIRPLAN	· •						
Narrative							
DURING THE LANDING ROLL THE ACFT VEERED OF	FF THE RWY, TRAVELLED	THROUGH A RETE	NTION POND, N	OSED OVER	& CAME TO F	REST.	
ACCORDING TO A PLT WHO LANDED SHORTLY AFTI	R THE ACCIDENT, HE HA	D HIS HANDS FU	LL LANDING ON	THE SAME	RWY DUE TO	A	
"STIFF CROSSWIND". THE PILOT OF N5244N SA							
TAKEN AT AN ARPT APRX 10 NMI NORTHEAST OF							
BE FROM OBO DEGREES AT 13 KNTS WITH GUSTS							
SCENE, THE PLT SMELLED OF ALCOHOL & HAD D							
SCENE IMMEDIATELY & WAS NOT LOCATED IN TI						_	
		·- · - · - · - · - · - · - · - · -	·				

File No. - 179 1/16/88 TAMPA,FL A/C Reg. No. N5244N Time (Lc1) - 1322 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. WEATHER CONDITION - CROSSWIND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - WATER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 3

Basic Information Type Operating Certificate-NONE (G	ENEDAL AVIATION)	Aircraft Dam	200		Injur	iac	
Type operating certificate NONE (ENERAL AVIATION)	DESTROYED	age	Fatal		Minor	None
Type of Operation -PERSONA		Fire	Crew	_	1	0	0
Flight Conducted Under -14 CFR		NONE	Pass	Ο.	. 1	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CHRISTEN A-1		e/Model - LYCOMIN	G 0-360-C1G		Installed/Ad		
Landing Gear - TAILWHEEL-ALL FIXE		Engines - 1	04TTN0 04DDUD		tall Warning	g Syster	n - YES
Max Gross Wt - 1800 No. of Seats - 2		Type - RECIPRO		ETUR			
NO. OT SeatS - 2	Kated P	ower - 180	HP				
Environment/Operations Information					_		
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI Method - N/A		parture Point		ON AIR	PORT		
Method - N/A Completeness - N/A	Destinati	S ACC/INC		Airport D	2+2		
Basic Weather - VMC	LOCAL	OH			ata O BEACH AIRF	DADK	
Wind Dir/Speed- 140/008 KTS	LOCAL				_	14	
Visibility - 11.0 SM	ATC/Airspa	ice			Lth/Wid -		150
Lowest Sky/Clouds - 4000 FT				Runway	Surface -	ASPHAL	Γ
Lowest Ceiling - 20000 FT			ΙE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apo	:h/Lndg - NON	ΙE				
Precipitation - NONE		•					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 38		cal Certifica			WAIVERS	S/LIMIT
Certificate(s)/Rating(s) COMMERCIAL.CFI	Biennial Fligh		Flight Total -	ht Time (H	ours) Last 24	Una - I	INIZ /NID
SÉ LAND, ME LAND, SE SEA			Make/Model-				
SE EAND, ME EAND, SE SEA	Aircraft T	ype - BE-90	Instrument-	850	Last 90	Days C	30
	A 11 01 41 t 1	,pc	Multi-Eng -	2500	2451 50	Dayo	30
	•		3				
Instrument Rating(s) - AIRPLA	NE .						
Narrative							
PLT STATED THAT AS HE PUSHED THE CON	TROL STICK FORWARD T	N AN ATTEMPT TO R	AISE THE TATE	. THE ACET	VIOLENTLY		
HED UP, STALLED AND BROKE RIGHT, THE							
RTED. POST CRASH EXAMINATION OF THE							
STALLED BACKWARDS PRIOR TO THE ACCID							

File No. - 181 1/17/88 POMPANO BEACH, FL A/C Reg. No. N29076 Time (Lc1) - 1340 EST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLT CONTROL SYST, ELEVATOR CONTROL - MOVEMENT RESTRICTED 2. FLT CONTROL SYST, YOKE/CONTROL STICK - INCORRECT 3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 4. MAINTENANCE, INSTALLATION - IMPROPER -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) 1,2,3,4

Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dam			Injur		
Type of Operation -BUSINESS		SUBSTANTIAL Fire		Fatal O	Serious	Minor O	None 0
Flight Conducted Under -14 CFR 91		NONE		0	1 0	0	0
Accident Occurred During -LANDING		NONE	F 433		U	O	U
-Aircraft Information							
Make/Model - AIR TRACTOR AT-301		lode1 - P&W R-1			Installed/Ad		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 5000		jines - 1 De - RECIPRO			tall Warning	g System -	YES
No. of Seats - 1	Rated Powe						
-Environment/Operations Information							
Weather Data Wx Briefing - FSS	Itinerary	5-:			Proximity		
Weather Data Wx Briefing - FSS Method - TELEPHONE	Last Depart BAY MINET	ure Point		OFF AI	RPORT/STRIP		
Completeness - WEATHER NOT PERTINEN	T Destination	IE,AL		Airport D	ata		
Basic Weather - VMC	PORT SAIN	IT JOE.FL	ĺ	po. c b			
Wind Dir/Speed- CALM				Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - N/A	Type of Fli	ght Plan - NON	E		Surface -		
Lowest Ceiling - 15000 FT BRO	KEN Type of Cle	arance - NON	E		Status -	SOFT	
Obstructions to Vision- NONE	Type Apch/L	.ndg - PRE	CAUTIONARY LAND	DING			
Precipitation - NONE Condition of Light - DUSK			,				
Personnel Information							
Pilot-In-Command	Age - 45	Medi	cal Certificate	- VALID	MEDICAL-WAS	IVERS/LIMI	т
<pre>Certificate(s)/Rating(s)</pre>	Age - 45 Biennial Flight R	eview	Flight	: Time (H	ours)		
COMMERCIAL, CFI	Current	- UNK/NR	Total -	1200	Last 24	Hrs - UNK	:/NR
SE LAND, ME LAND	Months Since	- UNK/NR I	Make/Model- UNF	(/NR	Last 30	Days- UNK	/NR
HELICOPTER	Aircraft Type	· - UNK/NR	Total - Make/Model- UN Instrument- UN Multi-Eng - UN	(/NR	Last 90	Days- UNK	/NR
		1	Multi-Eng - UN	K/NR	Rotorcra	att - UNK	/NR
Instrument Rating(s) - AIRPLANE,H	ELICOPTER						
-Narrative							
E ON A BUSINESS FLT, UNABLE TO LOCATE TH	E LANDING SITE WITH	DARKNESS APPRI	DACHING & LOW 9	SUPPLY OF	FUEL. THE		
PERFORMED A PRECAUTIONARY LANDING ON A S						n	

1/20/88 PORT SAINT JOE,FL A/C Reg. No. N36534 Time (Lc1) - 1800 EST File No. - 178

Occurrence #1 Phase of Operation LANDING - ROLL

NOSE OVER

Finding(s)

- 1. PREFLIGHT PLANNING/PREPARATION POOR PILOT IN COMMAND
- 2. BECAME LOST/DISORIENTED INADVERTENT PILOT IN COMMAND
- 3. FLUID, FUEL LOW LEVEL
- 4. PRECAUTIONARY LANDING PERFORMED PILOT IN COMMAND
- 5. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 6. TERRAIN CONDITION SOFT
- 7. LIGHT CONDITION DUSK

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENER				Injur		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	DESTROYED Fire ON GROUND	Crew	Fatal 1 0	Serious O O	Minor O O	None 0 0
Aircraft Information Make/Model - CESSNA 411 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6500 No. of Seats - 8		NENTAL GTSIO-520- FUEL INJECTED HP		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- 020/009 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	VENICE,FL Destination WEST PALM BEACH,FL ATC/Airspace Type of Flight Plan - NC Type of Clearance - NC Type Apch/Lndg - NC	A ONE ONE	OFF AIS irport Da Runway Runway Runway Runway	Ident - Lth/Wid - Surface - Status -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND.ME LAND Instrument Rating(s) - AIRPLANE	·	dical Certificate Flight Total - 1 Make/Model- UNK	- VALID Time (Ho 500 /NR /NR	MEDICAL-NO burs) Last 24 Last 30 Last 90	Hrs - UN Days- UN	IK/NR IK/NR IK/NR

撃さん こ

File No. - 182 1/27/88 VENICE, FL A/C Reg. No. N235UV Time (Lc1) - 0947 EST Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. 1 ENGINE - FAILURE, PARTIAL 2. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB Phase of Operation Finding(s) 4. AIRSPEED(VMC) - 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) 1,3,4 Factor(s) relating to this accident is/are finding(s) 2

File No 185 2/05/88 FERNA	ANDINA BCH,FL A/C	Reg. No. N7987M	Ti	me (Lc1) -	1530 ES	Γ
Basic Information						
Type Operating Certificate-NONE (GENERA	NL AVIATION) Aircra	aft Damage		Injur	ies	
	SUBS1	ANTIAL	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 - BEECH V-35	Eng Make/Model - 0	CONTINENTAL IO-520-B	A2 ELT I	nstalled/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			all Warnin	g System	- YES
Max Gross Wt - 3400	Engine Type - R	RECIP-FUEL INJECTED				
No. of Seats - 6	Rated Power -	285 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - FSS	Last Departure Poir	nt	ON AIRP	•		
Method - TELEPHONE	GREENVILLE, SC					
Completeness - WEATHER NOT PERTINENT	Destination		Airport Da	ta		
Basic Weather - IMC	SAME AS ACC/INC		•	INA BEACH	MUNI.	
Wind Dir/Speed- 010/010 KTS					04	
Visibility - 4.000 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - 500 FT SCAT		ı - IFR		Surface -		
Lowest Ceiling - 700 FT OVER				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			•		
Precipitation - RAIN	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Condition of Light - DAYLIGHT	:					
Pilot-In-Command	Age - 49	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (Ho			
PRIVATE	Current - YES	Total -			Hrs - Uf	NK/NR
SE LAND	Months Since - 1	Make/Model-				
JE ENID	Months Since - 1 Aircraft Type - V-35	Instrument-		Last 90	Days -	33
	Andraic type v do	2710 C. Gillotte	.00	2451 50	Dayo	
Instrument Rating(s) - AIRPLANE						
Narrative ILE ON A PERSÖNAL FLT, THE ACFT LANDED GEAF						
AR WARNING HORN WAS INOPERATIVE. OPERATIONA					N	
PROPERLY ADJUSTED WARNING HORN & AUTOMATIC						
ON 400 MOU & THE THROTTLE TO DEDUCED DELON	1 18-20" MANIFOLD PRESSURE.				N	
		IN LIE CATH THAT THE	I AND THE CE	AP MOTOD		
HAD THAT THE GEAR WAS NOT DOWN WAS SEEING	THE TIP OF THE PROP CURL L	IP. HE SAID THAT THE	LANDING GE	AN MOTOR		
	THE TIP OF THE PROP CURL L	IP. HE SAID THAT THE	LANDING GE	AR MOTOR		

File No. - 185 2/05/88 FERNANDINA BCH,FL A/C Reg. No. N7987M Time (Lc1) - 1530 EST

Occurrence #1

GEAR NOT EXTENDED

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. LANDING GEAR, GEAR WARNING SYSTEM INOPERATIVE
- 2. CHECKLIST NOT FOLLOWED PILOT IN COMMAND
- 3. SAFETY SYSTEM(OTHER) INOPERATIVE
- 4. ELECTRICAL SYSTEM, CIRCUIT BREAKER POPPED/TRIPPED
- 5. GEAR EXTENSION NOT PERFORMED PILOT IN COMMAND
- 6. WHEELS UP LANDING INADVERTENT PILOT IN COMMAND

----Probable Cause----

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

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

asic Information Type Operating Certificate-ON-	DEMAND ATR TAXT	Aircraft Damage			Injuri	es	
				Fatal	Serious		None
Name of Carrier -REM Type of Operation -NON	SCHED, DOMESTIC, PASSENGER	Fire	Crew		0		1
Flight Conducted Under -14		NONE	Pass	0	0	0	2
Accident Occurred During -TAX							
ircraft Information					-1-11-14		V50 /
Make/Model - PIPER PA-34-20		Model - CONTINENTAL	1210-360-FF		nstalled/Ad all Warning		
Landing Gear - TRICYCLE-RETRA Max Gross Wt - 4570		gines - 2 pe - RECIP-FUEL	TALIECTED	51	all warning	g System	- 152
No. of Seats - 6		er - 200 HP	INOLUTED				
nvironment/Operations Informati	 on						
losthon Dota	Itinonony	-		irport P	roximity		
Wx Briefing - FSS				ON AIRP	ORT		
Method - UNK/NR	BURLINGT						
Completeness - UNK/NR	Destination		Ai	rport Da			
Basic Weather - IMC	OLATHE,K	S		BURLING		20	
Wind Dir/Speed- 030/010 KTS Visibility - 1.000 SM	ATC/Airspace				Ident - Lth/Wid -		150
Lowest Sky/Clouds - UNK/		ight Plan - IFR			Surface -		
Lowest Ceiling - 80					Status -		
Obstructions to Vision- FOG		Lndg - NONE			•		
Precipitation - SNOW		-					
Condition of Light - NIGH	T(DARK)	;					
ersonnel Information						/	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 29 Biennial Flight	Medical Poviovi	Certificate	~ VALID Time (Ho		WAIVERS/	LIMII
COMMERCIAL, ATP, CFI	Current	- YES Tota	1 - 65			Hrs - UN	k/NR
SE LAND, ME LAND	Months Since	- 2 Make	/Model- 4	30 .	Last 30	Davs- UN	K/NR
	Aircraft Typ	e - UNK/NR Inst	/Model- 4 rument- 3	85	Last 90	Days-	164
		Mult	i-Eng - 20	63			
Instrument Rating(s) - AI	RPLANE						
arrative TAXIING OUT ON A SNOW COVERED	TAXIWAY DUDING AN AID TAX	T ODERATION THE AT	DODAFT STOLL	K AN UAM	IARKED		
	E, WITH THE LEFT LANDING G						

File No. - 80 2/10/88 BURLINGTON,IA A/C Reg. No. N2230D Time (Lc1) - 0635 CST

Occurrence #1
Phase of Operation

ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LIGHT CONDITION - DARK NIGHT

- 2. AIRPORT SNOW REMOVAL NOT PERFORMED AIRPORT PERSONNEL
- 3. AIRPORT FACILITIES, TAXIWAY MARKING INADEQUATE
- 4. AIRPORT FACILITIES, TAXIWAY CONDITION HIDDEN OBSTRUCTION(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

File No 79 3/	15/88 CHERO	KEE,IA A/O	Reg. No. N8136R	Time (Lc1) - 0715 CST
Basic Information Type Operating Certificato	e-NONE (GENERA		aft Damage	Fatal Ser	Injuries
Type of Operation Flight Conducted Under Accident Occurred During		Fire NONE	Çrew	0	0 0 1 0 0 1
Aircraft Information Make/Model - BEECH A36 Landing Gear - TRICYCLE-F Max Gross Wt - 3650 No. of Seats - 6		Number Engines -	LYCOMING TIO-540-J2B 1 RECIP-FUEL INJECTED 350 HP	D ELT Insta Stall	lled/Activated - YES/NO Warning System - YES
Lowest Ceiling - Obstructions to Vision-	KTS SM CLEAR NONE NONE NONE	Itinerary Last Departure Poi CHEROKEE,IA Destination BEDFORD,IA ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	n - NONE - NONE	Airport Proxi OFF AIRPORT Airport Data Runway Iden Runway Lth/ Runway Surf Runway Stat	/STŔIP t - N/A Wid - N/A ace - DIRT
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		Age - 35 Biennial Flight Review Current - YES Months Since - 22 Aircraft Type - UNK/	Flig Total - Make/Model-	ht Time (Hours) 605 L 87 L	CAL-NO WAIVERS/LIMIT ast 24 Hrs - UNK/NR ast 30 Days- UNK/NR ast 90 Days- 30
Instrument Rating(s)	- AIRPLANE				
Narrative HE PLT STATED, THAT SHORTLY AFT OCKPIT. THE PIC REVERSED HIS CO IELD MADE, HE ATTEMPTED TO LOWE EAR USING THE EMERGENCY CRANK OF HORT OF THE INTENDED LDG FIELD XHAUST GAS TO MELT AN ALTERNATO NSTALLATION.	DURSE WITH THE ER THE LDG GEAP DOWN PROCEDURES . POSTFLIGHT IN	INTENT TO LAND ON THE DE R. THE RED GEAR UNSAFE LI S. HE FAILED TO GET FULL NSPECTION REVEALED A BROK	PARTURE ARPT. WHEN H GHT ILLUMINATED, SO GEAR EXTENSION BEFOR EN EXHAUST PIPE FLAN	E FELT HE HAD T HE ATTEMPTED TO E STRIKING THE GE ON #5 CYLIND	HE LDG LWR THE TERRAIN ER, ALLOWING

File No. - 79 A/C Reg. No. N8136R 3/15/88 CHEROKEE, IA Time (Lc1) - 0715 CST Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. EXHAUST SYSTEM - FAILURE, PARTIAL 2. EXHAUST SYSTEM, TURBOCHARGER - OUTPUT LOW 3. ELECTRICAL SYSTEM, ELECTRIC WIRING - BURNED 4. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. GEAR EXTENSION - NOT ATTAINED -Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN 7. TERRAIN CONDITION - SNOW COVERED ----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) 2,4,5

Basic Information Type Operating Certificate-	NONE (GENERAL A	VIATION) Aircraft	t Damage		Inju	nias	
· ype operating certificate	NONE (GENERAL A	SUBSTAI		Fatal			None
Type of Operation -	PERSONAL	Fire			0		1
Flight Conducted Under -	14 CFR 91	NONE	Pas	ss , 0	0	1	0
Accident Occurred During -	LANDING						
Aircraft Information							
Make/Model - CESSNA 172M		Eng Make/Model - LY			Installed/		
Landing Gear - TRICYCLE-FI	XED	Number Engines - 1			tall Warni	ng System	- YES
Max Gross Wt - 2300		Engine Type - RE		JRETOR			
No. of Seats - 4		Rated Power -	160 HP				
Environment/Operations Inform	ation						
Meather Data		Itinerary			Proximity		
Wx Briefing - FSS		Last Departure Point		ON AIR	PORT		
Method - UNK/NR		IDAHO FALLS, ID					
Completeness - UNK/NR	,	Destination		Airport D			
Basic Weather - VMC	TC	ST. ANTHONY,ID			RD FIELD		
Wind Dir/Speed- 060/006 K		ATO /A !				- 22	
Visibility - 6.0 Lowest Sky/Clouds -)M 0000 FT COATTED	ATC/Airspace	NONE		Lth/Wid		
Lowest Sky/Crouds -	9000 FI SCALLER	Type of Flight Plan	NONE	Runway	Surface Status	- ASPHALI - SNOW - (
Lowest Ceiling - N Obstructions to Vision- S	MUNE	Type of Crearance	TOAFETA DATTEDA	Kuriway	Status	- 2140W - (COMPACIE
Precipitation - N	ONE	Type Apchy Endg	FULL STOP	4			
Condition of Light - D			FOLL STOP				
Personnel Information							
Pilot-In-Command	Aa	e - 30	Medical Certific	ate - VALID	MEDICAL-W	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Bi	ennial Flight Review	Fli	ight Time (H		,	
PRIVATE		Current - UNK/NR	Total -			4 Hrs -	1
SE LAND		Months Since - UNK/NR	Make/Model-	3	Last 3	0 Days- U	NK/NR
		Months Since - UNK/NR Aircraft Type - UNK/NR	Instrument-	2	Last 9	Days-	4
Instrument Rating(s) -	NONE						
Narrative							
		D RUNWAY, DIRECTIONAL CO					

File No. - 67 1/27/88 ST. ANTHONY, ID A/C Reg. No. N2320E Time (Lcl) - 1000 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - SNOW COVERED 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - BERM 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) 2

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

te-NONE (GENE -PERSONAL -14 CFR 91 -LANDING -32-300 -FIXED	Eng Make/Mod Number Engin	es - 1 - RECIP- - 260	Crew Pass NG 0-540-E4B5 FUEL INJECTED	ELT S	O O Installed/ tall Warni	Minor 0 0 Activated	1 1
-14 CFR 91 -LANDING 	Eng Make/Mod Number Engin Engine Type Rated Power Itinerary Last Departur WELLS,NV	Fire NONE el - LYCOMI es - 1 - RECIP- - 260	Crew Pass NG 0-540-E4B5 FUEL INJECTED	0 0 0ELT S	O O Installed/ tall Warni	0 0 Activated	1 1
-14 CFR 91 -LANDING 	Eng Make/Mod Number Engin Engine Type Rated Power Itinerary Last Departur WELLS,NV	NONE e1 - LYCOMI es - 1 - RECIP 260	Pass NG 0-540-E4B5 FUEL INJECTED	ELT S Airport	O Installed/ tall Warni Proximity	0 Activated	 d - YES/N
-LANDING 	Number Engin Engine Type Rated Power Itinerary Last Departur WELLS,NV	el - LYCOMI es - 1 - RECIP- - 260	NG 0-540-E4B5	ELT S Airport	Installed/tall Warni	Activated	 d - YES/N
-FIXED	Number Engin Engine Type Rated Power Itinerary Last Departur WELLS,NV	es - 1 - RECIP- - 260	FUEL INJECTED	S	tall Warni		
-FIXED	Number Engin Engine Type Rated Power Itinerary Last Departur WELLS,NV	es - 1 - RECIP- - 260	FUEL INJECTED	S	tall Warni		
 ormation	Engine Type Rated Power Itinerary Last Departur	- RECIP- - 260		Airport	 Proximity	ng System	n - YES
ormation	Rated Power Itinerary Last Departur WELLS,NV	- 260 		Airport	 Proximity		
	Itinerary Last Departur WELLS,NV		HP 				
	Last Departur WELLS,NV	e Point					
	Last Departur WELLS,NV	e Point					
	WELLS, NV	e Point		ON AIR	PORT		
	_ ·						
	Destination						
				Airport D			
	TWIN FALLS,	ID					
							Γ
				Runway	Status	- DRY	
	Type Apch/Lnd	g - NO	NE				
- NONE							
- DAYLIGHT							
						AIVERS/LI	IMIT
)		iew	F 11g	int lime (H			
							4
	Months Since -	7	Make/Model-	349			
	Aircraft Type -	UNK/NR	Instrument-	3	Last 9	O Days-	30
NONE							
- NUNE							
G IN FLIGHT. ND DISTANCE R	THE PILOT MADE A SPIRA EMAINING TO THE RUNWAY	LLING DESCE	NT AND THEN SH	IUT DOWN TH	E ENGINE.	THE	
	SM 3000 FT SC 5000 FT OV NONE NONE DAYLIGHT NONE NONE	TWIN FALLS, SM ATC/Airspace 3000 FT SCATTERED Type of Fligh 5000 FT OVERCAST Type of Clear. NONE Type Apch/Lnd. NONE DAYLIGHT Age - 48 Biennial Flight Rev Current - Months Since - Aircraft Type - NONE OUCE POWER TO DESCEND TO LAND HE WAR	TWIN FALLS, ID SM ATC/Airspace 3000 FT SCATTERED Type of Flight Plan - NO 5000 FT OVERCAST Type of Clearance - NO - NONE Type Apch/Lndg - NO - NONE - DAYLIGHT Age - 48 Med Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/NR - NONE OUCE POWER TO DESCEND TO LAND HE WAS UNABLE TO G IN FLIGHT. THE PILOT MADE A SPIRALLING DESCEND DISTANCE REMAINING TO THE RUNWAY AND LANDED	TWIN FALLS, ID SM ATC/Airspace 3000 FT SCATTERED Type of Flight Plan - NONE 5000 FT OVERCAST Type of Clearance - NONE - NONE Type Apch/Lndg - NONE - NONE - DAYLIGHT Age - 48 Medical Certifica Biennial Flight Review Flig Current - YES Total Months Since - 7 Make/Model- Aircraft Type - UNK/NR Instrument- - NONE DUCE POWER TO DESCEND TO LAND HE WAS UNABLE TO OBTAIN A POWE GIN FLIGHT. THE PILOT MADE A SPIRALLING DESCENT AND THEN SHOD DISTANCE REMAINING TO THE RUNWAY AND LANDED 600 FEET SHOR	TWIN FALLS, ID TWIN FALLS, ID Runway SM ATC/Airspace 3000 FT SCATTERED Type of Flight Plan - NONE FRUNWAY SOOD FT OVERCAST Type of Clearance - NONE NONE NONE NONE DAYLIGHT Age - 48 Medical Certificate - VALID Biennial Flight Review Current - YES Months Since - 7 Make/Model - 349 Aircraft Type - UNK/NR Instrument - 3 - NONE OUCE POWER TO DESCEND TO LAND HE WAS UNABLE TO OBTAIN A POWER REDUCTIO G IN FLIGHT. THE PILOT MADE A SPIRALLING DESCENT AND THEN SHUT DOWN THEND DISTANCE REMAINING TO THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF THE REDUCTION THE RUNWAY AND LANDED 600 FEET SHORT OF	TWIN FALLS, ID TWIN FALLS Runway Ident Runway Ident Runway Surface SOOO FT SCATTERED Type of Flight Plan - NONE SOOO FT OVERCAST Type of Clearance - NONE NONE NONE NONE NONE DAYLIGHT Age - 48 Medical Certificate - VALID MEDICAL-W Biennial Flight Review Flight Time (Hours) Current - YES Total - 581 Last 2 Months Since - 7 Make/Model - 349 Last 3 Aircraft Type - UNK/NR Instrument - 3 Last 9 NONE OUCE POWER TO DESCEND TO LAND HE WAS UNABLE TO OBTAIN A POWER REDUCTION DUE TO GIN FLIGHT. THE PILOT MADE A SPIRALLING DESCENT AND THEN SHUT DOWN THE ENGINE. ND DISTANCE REMAINING TO THE RUNWAY AND LANDED 600 FEET SHORT OF THE RUNWAY	TWIN FALLS,ID TWIN FALLS Runway Ident - 25 SM ATC/Airspace Runway Lth/Wid - 8703/ 3000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALI 5000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY NONE Type Apch/Lndg - NONE DAYLIGHT Age - 48 Medical Certificate - VALID MEDICAL-WAIVERS/LI Biennial Flight Review Flight Time (Hours) Current - YES Total - 581 Last 24 Hrs - Months Since - 7 Make/Model- 349 Last 30 Days- U Aircraft Type - UNK/NR Instrument- 3 Last 90 Days- NONE DUCE POWER TO DESCEND TO LAND HE WAS UNABLE TO OBTAIN A POWER REDUCTION DUE TO G IN FLIGHT. THE PILOT MADE A SPIRALLING DESCENT AND THEN SHUT DOWN THE ENGINE. THE ND DISTANCE REMAINING TO THE RUNWAY AND LANDED 600 FEET SHORT OF THE RUNWAY

File No. - 170 1/29/88 TWIN FALLS, ID A/C Reg. No. N4290R Time (Lc1) - 1223 MST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE Finding(s) 1. THROTTLE/POWER LEVER, BELLCRANK - SEPARATION Occurrence #2 UNDERSHOOT Phase of Operation LANDING - ROLL Finding(s) 2. EMERGENCY PROCEDURE - PERFORMED -3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - APPROACH LIGHT/NAVAID ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

File No 72 3/18/88 BL	ACKFOOT, ID A	/C Reg. No. N36352		Time (Lc1) - 1730 MST		
Basic Information Type Operating Certificate-NONE (GEN		craft Damage			juries	
Type of Operation -PERSONAL	SL Fir	BSTANTIAL	Fata Crew 0		Minor O	None 1
Flight Conducted Under -14 CFR 91		=	Pass .0	-	0	-0
Accident Occurred During -LANDING	NO	TVL	. 0	, ,		Ū
Aircraft Information						
Make/Model - BELLANCA 8KCAB		- LYCOMING ID-320-	E1A E	LT Installed		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2300	Number Engines Engine Type	- 1 - RECIP-FUEL INJEC	TED	Stall War	ning System	- NO
No. of Seats - 2	Rated Power	- 150 HP	ובט			
Environment/Operations Information Weather Data	Itinerary		Airno	rt Proximity	,	
Wx Briefing - NO RECORD OF BRIEF		oint		AIRPORT	•	
Method - N/A	BLACKFOOT, ID		0.1			
Completeness - N/A	Destination		Airpor	t Data		
Basic Weather - VMC	LOCAL		MCC	ARLEY FIELD		
Wind Dir/Speed- 010 KTS			Run	way Ident	- 18	
Visibility - 17.0 SM	ATC/Airspace			way Lth/Wid		50
Lowest Sky/Clouds - CLEAR	Type of Flight P			way Surface		
Lowest Ceiling - NONE	Type of Clearance		Run	way Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE	i .					
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 40	Medical Certi	ficate - VA	I ID MEDICAL	.WATVEDS/ITM	AT T
Certificate(s)/Rating(s)	Riennial Flight Review		Flight Time		WAIVENS/ CI	
PRIVATE	Current - UN	K/NR Total	- 184		24 Hrs -	2
SE LAND	Months Since - UN	K/NR Make/Mode			30 Days- UN	IK/NR
	Aircraft Type - UN	K/NR Instrumen	t- 9	Last	90 Days-	17
Instrument Rating(s) - NONE						
Narrative						
PILOT LOST DIRECTIONAL CONTROL OF THE ACTIONAL CONTROL OF THE CHART INE OF THE CHART INE IN THIS AIRCRAFT.)F	
III IIME IN IMIS AIRCRALL.						

3/18/88 A/C Reg. No. N36352 File No. - 72 BLACKFOOT, ID Time (Lcl) - 1730 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 LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

Aircraft NC. SUBSTANT ,PASSENGER Fire NONE		In Fatal Seriou O O		None 1 3
NC. SUBSTANT	IAL Crew	Fatal Seriou O O	s Minor O	1
NC. SUBSTANT ,PASSENGER Fire NONE	Crew	0 0	0	1
,PASSENGER Fire NONE		-		
NONE	Pass		0	3
Eng Make/Model - CONT	INENTAL TSIO-520-B			
Number Engines - 2		Stall War	ning System -	YES
· ,.	P-FUEL INJECTED			
Rated Power - 2	85 HP			
ti ne rary		Airport Proximit	У	
Last Departure Point		ON AIRPORT		
SEYMOUR, IN				
Destination	Α	irport Data		
SPRINGFIELD, IL		FRA SCA FIELD		
		Runway Ident	- 28	
ΓC/Airspace		Runway Lth/Wid	- 2550/	29
Type of Flight Plan -	IFR	Runway Surface	- ASPHALT	
Type of Clearance -	IFR	Runway Status	- DRY	
Type Apch/Lndg -	STRAIGHT-IN	-		
	FULL STOP			
	_	IN .		
34 M	edical Certificate	- VALID MEDICAL	-NO WAIVERS/L	.IMIT
ial Flight Review		Time (Hours)		
urrent - UNK/NR	Total - 1	752 Last	24 Hrs -	2
onths Since - UNK/NR		95 Last	30 Days- UNK	:/NR
ircraft Type - UNK/NR			90 Days-	119
	Multi-Eng - 1	471		
	Engine Type - RECI Rated Power - 2 tinerary Last Departure Point SEYMOUR, IN Destination SPRINGFIELD, IL TC/Airspace Type of Flight Plan - Type of Clearance - Type Apch/Lndg - 34 M ial Flight Review urrent - UNK/NR onths Since - UNK/NR	Engine Type - RECIP-FUEL INJECTED Rated Power - 285 HP tinerary Last Departure Point SEYMOUR,IN Destination A SPRINGFIELD,IL TC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - STRAIGHT-IN FULL STOP PRECAUTIONARY LAND 34 Medical Certificate ial Flight Review urrent - UNK/NR Total - 1 onths Since - UNK/NR Make/Model- ircraft Type - UNK/NR Instrument-	Engine Type - RECIP-FUEL INJECTED Rated Power - 285 HP tinerary	Engine Type - RECIP-FUEL INJECTED Rated Power - 285 HP tinerary

File No. - 27 1/26/88 URBANA,IL A/C Reg. No. N5120J Time (Lc1) - 1306 CST

Occurrence #1
Phase of Operation

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - FAILURE, TOTAL

2. ELECTRICAL SYSTEM, BATTERY - EXHAUSTION

Occurrence #2

COMPLETE GEAR COLLAPSED

Phase of Operation LANG

LANDING - ROLL

Finding(s)

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

5. GEAR DOWN AND LOCKED - 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) 4,5

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

Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft	Damage			Ini	uries	
Type operating certificate None	(delicine aviation)	SUBSTAN			Fatal			None
Type of Operation -INSTR Flight Conducted Under -14 CF	UCTIONAL	Fire		Crew	0	0	-	1
Flight Conducted Under -14 CF Accident Occurred During -LANDI	R 91 NG	NONE		Pass	0	0	0	0
Aircraft Information								
Make/Model - CESSNA 150L		ce/Model - CON	TINENTAL 0-2	OOA	ELT :	nstalled	I/Activated	d - YES-UN
Landing Gear - TRICYCLE-FIXED		Engines - 1				tall Warn	ing Syster	n - YES
Max Gross Wt - 1600	Engine		IPROCATING-C	ARBURET	DR			
No. of Seats - 2	Rated F	Power -	100 HP					
Environment/Operations Information							_	
Weather Data Wx Briefing - NO RECORD OF B	Itinerary	parture Point		•	Airport I ON AIR	Proximity	•	
Method - N/A		AS ACC/INC			ON AIR	OKI		
Completeness - N/A	Destinat	•		Α	irport Da	ata		
Basic Weather - VMC	LOCAL				CAPITAI			
Wind Dir/Speed- 200/012 KTS						Ident		
Visibility - 15.0 SM	ATC/Airspa						- 7999/	
Lowest Sky/Clouds - N/A		Flight Plan -					- CONCRET	ΓE
Lowest Ceiling - 6000 Obstructions to Vision- NONE		Clearance - ch/Lndg -	TRAFFIC PAT	TEDN	Runway	Status	- DRY	
Precipitation - NONE	Туре Арс	Sny Lriag -	TRAFFIC PAT	IERN				
Condition of Light - DAYLIG	нт							
Personnel Information								
Pilot-In-Command	Age - 46		Medical Cert				WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Fligh	nt Review		Flight	Time (Ho	ours)	0.4 11	
STUDENT		- N/A nce - N/A	lotal	-1-	41	Last	24 Hrs -	INIK /ND
		Type - N/A	Total Make/Mod Instrume	eı- nt-	41	Last	90 Days-	10
	Allolait	1720 11/2	Tris tr dille		•	2031	JU Day J	10
Instrument Rating(s) - NONE								
Narrative	C EOLLOWED BY COLLABOR	E OF THE NOOF	CEAD THE ST	LIDENT D	TIOT CTA	TEN TUAT	LIE.	
AIRCRAFT EXPERIENCED A HARD LANDIN CED ON HIS FIRST ATTEMPT TO LAND A								
NOSE GEAR.	AD THE SECOND TOUCHDON	MIN MAD NOOF LI	KOI WIITOII KE	JOLILD	TIA TITE CO	JEEMF JE C	··	

2/21/88 A/C Reg. No. N18225 Time (Lc1) - 1151 CST File No. - 15 SPRINGFIELD, IL Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2 Factor(s) relating to this accident is/are finding(s) 3

File No 75 3/	10/88 CAHOK	IA,IL A/C R	eg. No. N13Q		ime (Lc1) -	1045 CST	
Type Operation Type of Operation Flight Conducted Under Accident Occurred During	-BUSINESS -14 CFR 91	R TAXI Aircraf SUBSTAI Fire NONE	Crew	-	Injur Serious O O	ies Minor O O	None 2 0
Aircraft Information Make/Model - BELL 206B Landing Gear - HIGH SKID Max Gross Wt - 3200 No. of Seats - 4		Eng Make/Model - ALI Number Engines - 1 Engine Type - TUI Rated Power -			Installed/Actall Warning		
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 009/014 Visibility - 15.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision-	KTS SM CLEAR NONE NONE NONE	SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	ON AIR Airport D ST. LO Runway Runway Runway	ata UIS DOWNTOWN Ident - Lth/Wid - Surface -	UNK/NR UNK/NR	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND HELICOPTER		Age - 40 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - BH-206	Medical Certifica Flig Total - Make/Model- B Instrument- U Multi-Eng - U	ht Time (H 21500	lours) Last 24	Hrs - UNI	K/NR
Instrument Rating(s)Narrative HE INSTRUCTOR WAS GIVING A PILO REMATURELY ADDED FULL POWER CAU DSITIONED ON A TRAILER. DURING DTOR. THE HELICOPTER CAME TO RE ELICOPTER. THE TORQUE GAUGE IN	OT AN EMPLOYMEN USING THE HELIC THE UNCONTROLI ST A FEW FEET	NT EVALUATION IN THE HELICOR COPTER TO ROTATE RAPIDLY TO LED ROTATION IT STRUCK A TRA FROM THE TRAILER AFTER THE	THE RIGHT. THE HE ACTOR, ATTACHED TO MAIN ROTOR ASSEMB	LICOPTER H	AD BEEN ER, WITH THE		

File No	75 3/10/88	CAHOKIA,IL	A/C Reg. No. N13Q	Time (Lc1) - 1045 CST
Occurrence #1 Phase of Operation	LOSS OF CONTROL -	IN FLIGHT		
2. LIFT-OFF - INAD 3. DIRECTIONAL CON	- IMPROPER USE OF VERTENT - TROL - NOT MAINTAIN NADEQUATE - PILOT I	IED - DUAL STUDENT		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI TAKEOFF	ON WITH OBJECT		
Finding(s) 5. OBJECT - VEHICL	E			
Occurrence #3 Phase of Operation		ON WITH TERRAIN/WATER OLLED		
Probable Cause				
The National Transpois/are finding(s) 1,		d determines that the P	robable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is/	are finding(s) 5	•	

File No 109 3/26/88 MENDOTA,	IL A/C Re	g. No. N35407	Time (Lcl) - 0930 CST			
Basic Information Type Operating Certificate-NONE (GENERAL A				Injur	ries	
	SUBSTAN	TIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information			•			
Make/Model - CESSNA 172	Eng Make/Model - LYC	DMING 0-320-E2D		Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng Syst em	- YES
Max Gross Wt - 2300	Engine Type - REC		ETOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	DIXON, IL					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC		GRANDP	A'S FARM		
Wind Dir/Speed- 280/020 KTS					36	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		200
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan -			Surface -	-	RF
Lowest Ceiling - 2200 FT BROKEN	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -					
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
		Medical Certifica [.]			IVERS/LIM	IT
	ennial Flight Review		nt Time (H			
PRIVATE	Current - YES Months Since - 8	Total -			Hrs -	
SE LAND	Months Since - 8	Make/Model-	101		Days- UN	
	Aircraft Type - UNK/NR	Instrument-	4	Last 90	Days- UN	K/NR
			•			
Instrument Rating(s) - NONE						
Narrative						
Narrative NG THE LANDING ROLL, IN GUSTY, CROSSWIND CON	DITIONS THE HOUTHD WING O	E THE ATDODACT 'T'	TED AND T	UE ATDODACT	•	
.NG THE LANDING RULL, IN GUSTY, CRUSSWIND CON RIENCED A NOSEOVER.	DILLONS THE OPMIND MING O	T THE AIRCKAFT LIT	- IED AND I	HE AIRCKAFI		

File No. - 109 3/26/88 MENDOTA, IL A/C Reg. No. N35407 Time (Lc1) - 0930 CST

Occurrence #1 Phase of Operation LANDING - ROLL

NOSE OVER

Finding(s)

- 1. WEATHER CONDITION CROSSWIND
- 2. PREFLIGHT BRIEFING SERVICE NOT OBTAINED PILOT IN COMMAND
- 3. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft D	amage		Iniu	ries	
,, ,	,	NONE	3 -	Fatal	•		None
Type of Operation -PERSONAL		Fire	Crew	_	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	1	0	1
Accident Occurred During -STANDING							
Aircraft Information		•.					
Make/Model - CESSNA 172K			ING 0-320-E2D			Activated -	
Landing Gear - TRICYCLE-FIXED		ingines - 1			tall Warni	ng System ·	YES
Max Gross Wt - 2500 '			ROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Po	ower - 18	O HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING		arture Point		ON AIR	PORT		
Method - N/A Completeness - N/A	CONVERS	•		Ainmont D	- 4 -		
Basic Weather - VMC	Destinatio LOCAL	חכ		Airport D			
Wind Dir/Speed- 220/008 KTS	LUCAL				-	- UNK/NR	
Visibility - 9.0 SM	ATC/Airspac	~~			Lth/Wid		
Lowest Sky/Clouds - CLEAR		- Flight Plan - N	IONE		Surface		
Lowest Ceiling - NONE		Clearance - N				- UNK/NR	
Obstructions to Vision- NONE	Type Apch			Kanway	Jiaias	ONK/ NK	
Precipitation - NONE	Type Apol	;	10112				
Condition of Light - DAYLIGHT							
 Personnel Information							
Pilot-In-Command	Age - 26	Me	dical Certifica	te - VALID	MEDICAL-N	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight		Flig	ht Time (H	ours)		
PRIVATE	Current	- UNK/NR	Total -	113	Last 2	4 Hrs -	1
SE LAND		ce - UNK/NR				Days- UN	(/NR
	Aircraft Ty	/pe - UNK/NR	Instrument-	2	Last 9	Days-	3
Instrument Rating(s) - NONE							
Narrative							
PLT HAD FLOWN ONE CLOSED CIRCUIT PATTERN	OF THE LOCAL ARE	T AND LANDED T	O PICK UP TWO A	DDITIONAL	PASSENGERS	-	
OSE OF THE LOCAL FLIGHT WAS FOR SIGHTSEEI	NG. THE ACFT WAS	S PARKED WITH E	NGINE AT IDLE.	ONE BOARDI	NG		
ENGER APPROACHED THE ACFT FROM THE LEFT R	EAR. SAW THE OTH	HER PAX BOARDIN	G ON THE RIGHT	SIDE, AND	WAS PROCEE	DING	

File No. - 99 1/10/88 CONVERSE, IN A/C Reg. No. N46701 Time (Lc1) - 1500 EST Occurrence #1 PROPELLER/ROTOR CONTACT TO PERSON

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

- 1. SUPERVISION INADEQUATE PILOT IN COMMAND
- 2. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 3. CLEARANCE NOT MAINTAINED PASSENGER

----Probable Cause----

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

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

Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -PER	SONAL	Fire	Crew O	3er 10us 0	1	0
Flight Conducted Under -14 (Pass 0	ŏ	ö	ŏ
Accident Occurred During -LAN	DING					
-Aircraft Information						
Make/Model - MOONEY M2OA		el - LYCOMING 0-360-4	A1A EL	Installed/A		
Landing Gear - TRICYCLE-RETRAGE Max Gross Wt - 2450	CTABLE Number Engin Engine Type		DRUDETOD	Stall Warnir	ng System	- 162
No. of Seats - 4	Rated Power		REDUKETOR			
-Environment/Operations Information	on					
Weather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF	•		OFF .	AIRPORT/STRIF	•	
Method - N/A Completeness - N/A	KALAMAZOO,M Destination	1	Airport	Doto		
Basic Weather - VMC	CHICAGO, IL		ATPOPL	Data		
Wind Dir/Speed- 240/014 KTS	CHICAGO, IE		Runw	ay Ident -	N/A	
Visibility - 6.0 SM	ATC/Airspace			ay Lth/Wid -		
	OFT SCATTERED Type of Fligh			ay Surface -		RF
	O FT BROKEN Type of Clear		Runw	ay Status -	- SNOW - DI	RY
Obstructions to Vision- SMOK	, , , , , , , , , , , , , , , , , , , ,	g ~ NONE				
Precipitation - SNOW Condition of Light - DUSK						
-Personnel Information Pilot-In-Command	Age - 56	Madiaal Cant	. C VAI	ID MEDICAL M	TVEDC /L TM	
Certificate(s)/Rating(s)	Age - 56 Biennial Flight Rev	Medical Cert	Flight Time		IIVEKS/LIM	11
COMMERCIAL			- 3505	• •	Hrs -	1
	Months Since -		1- 65		Days- UN	
SE LAND, ME LAND, SE SEA	Aircraft Type -	UNK/NR Instrumer	nt- 283	Last 90	Days-	27
SE LAND, ME LAND, SE SEA			000			
SE LAND, ME LAND, SE SEA		Multi-Eng	y - 366			

File No	36 1/27/88 LA	PORTE, IN	A/C Reg. No. N6072X	Time (Lc1) - 1700 CST
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER CRUISE - NORMAL			
	FALLATION - IMPROPER - CYLINDER - FAILURE,TOT	OTHER MAINTENANCE PSNL		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY			
Occurrence #3 Phase of Operation	ON GROUND COLLISION W	TITH OBJECT		
Finding(s) 3. OBJECT - FENCE 4. OBJECT - TREE(S)			
Probable Cause				
The National Transpor	rtation Safety Board de	termines that the Proba	able Cause(s) of this accident	

is/are finding(s) 2

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

Basic InformationType Operating Certificat	e-NONE (GENE	RAL AVIATION)	Aircraft l	Damage		Inju	ries	
			SUBSTANT		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL		Fire	Crev	-		0	1
Flight Conducted Under			NONE	Pass	s . O	0	1	1
Accident Occurred During	-1AVI							
Aircraft Information								
Make/Model - PIPER PA-			ake/Model - LYCO				Activated	
Landing Gear - TRICYCLE-	FIXED				•	tall Warni	ng Syst em	- YES
Max Gross Wt - 1950			e Type - RECII		RETOR			
No. of Seats - 4		Rated	Power - 1!					
Environment/Operations Info	rmation	•						
Weather Data		Itinerar			Airport F	Proximity		
Wx Briefing - NO RECO	RD OF BRIEFI		eparture Point		ON AIR	PORT		
Method - N/A		SAME	AS ACC/INC					
Completeness - N/A		Destina			Airport Da	ata		
Basic Weather - VMC		DECA	TUR,IL		REESE		_	
Wind Dir/Speed- 290/014							- UNK/NR	
Visibility - 10.0						Lth/Wid		
Lowest Sky/Clouds -						Surface		
Lowest Ceiling -					Runway	Status	- UNK/NR	
Obstructions to Vision-		Type A	pch/Lndg - I	NONE				
Precipitation -								
Condition of Light -	DAYLIGHT							
Personnel Information								
Pilot-In-Command				edical Certifica			AIVERS/LIM	IT
Certificate(s)/Rating(s)		Biennial Fli	ght Review	Flig	ght Time (Ho	ours)		
PRIVATE		Current	- YES ince - 6	Total -	347	Last 2	4 Hrs - UN	K/NR
SE LAND		Months S	ince - 6	Make/Model-				
		Aircraft	Type - UNK/NR	Instrument-	8	Last 9	O Days-	7
Instrument Rating(s)	- NONE							
Narrative						UTEE 4		
THE PILOT FOUND THAT THE B							T.T.	,
PILOT PASSENGER, WAS IN THE							11	
THE AIRCRAFT BEGAN TO MOVE GAR AND SPUN AROUND BEFORE C			LE IU KEENIER IHI	E MOVING AIRCRAI	- I AND II S	RUCK A		

File No. - 108 3/27/88 MUNCIE,IN A/C Reg. No. N7725D Time (Lc1) - 0900 EST

Occurrence #1
Phase of Operation

AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - OUTPUT LOW

Occurrence #2 ON GROUND COLLISION WITH OBJECT TAXI

Finding(s)

2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

3. THROTTLE/POWER CONTROL - IMPROPER USE OF - UNQUALIFIED PERSON

4. TIE DOWN - NOT USED - PILOT IN COMMAND

5. OBJECT - BUILDING(NONRESIDENTIAL)

----Probable Cause----

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

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

Basic Information	OFNEDAL AVIATION)	Airenest Democ			Indi	ınica	
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damag SUBSTANTIAL	е	Fatal		uries Minor	None
Type of Operation -BUSINE	ss	Fine	Crew	0	0	0	1
Type of Operation -BUSINE Flight Conducted Under -14 CFR		NONE	Pass	, O	0	0	0
Accident Occurred During -LANDIN	G						
ircraft Information							
Make/Model - CESSNA 206	Eng Make/	Model - CONTINENT		ELI]	nstalled,	Activated	- YES/N
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3300	Number En	gines - 1 pe - RECIP-FUE		51	all warn	ing Syst em	- YES
No. of Seats - 6	Rated Pow						
invironment/Operations Information-							
				Airport F	roximity		
/eather Data Wx Briefing - FSS Method - TELEPHONE	Last Dépar	ture Point		ON AIRF			
Method - TELEPHONE	MANHATTA	N,KS					
Completeness - UNK/NR	Destination			Airport Da	ita		
Basic Weather - VMC	WICHITA,	KS		JABARA			
Wind Dir/Speed- 350/027 KTS	ATO /A :				Ident	- 36 - 5000/	400
Visibility - 7.0 SM Lowest Sky/Clouds - UNK/NR	ATC/Airspace	ight Plan - IFR				- CONCRET	
Lowest Sky/Clouds - UNK/NK Lowest Ceiling - 1500 F	T OVERCAST Type of Cl				Status		
Obstructions to Vision- NONE	Type Apch/	Lndg - FULL	STOP	Kanway	514145	#	
Precipitation - SNOW	. ype npen,	9	0.0.				
Condition of Light - NIGHT(D	ARK)						
Personnel Information							
Pilot-In-Command	Age - 34 Biennial Flight	Medica	1 Certifica			WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight	Review - YES To	Fligi			04 Una -	2
PRIVATE SE LAND	Months Since	- 12 Ma	ke/Model-	227	Last :	24 Hrs - 30 Days- U	NK/NR
SE EARD	Aircraft Typ	- 12 Ma e - C-206 In	strument-	81	Last	90 Days- U	NK/NR
	5. 5. 6. 7.						
Instrument Rating(s) - AIRPL	ANE						
larrative							
iarrative IG A NIGHT LDG WITH STRONG GUSTY X-	WINDS THE DIC LOST CON	TOOL DUDING THE D	OLL OLL AND	CARENED	NEE THE		
Y SUBSTANTIALY DAMAGING THE ACFT.							
. July		J LLD WAS I ANIIA					

File No. - 83 1/19/88 Time (Lc1) - 2250 CST WICHITA, KS A/C Reg. No. N4978C Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - GUSTS 2. WEATHER CONDITION - HIGH WIND 3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - ICE 4. WEATHER CONDITION - ICING CONDITIONS 5. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 6. LIGHT CONDITION - DARK NIGHT 7. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL ----Probable Cause----

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

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

-Basic Information Type Operating Certificate-AGRICUI Type of Operation -AERIAL Flight Conducted Under -14 CFR Accident Occurred During -APPROAG		Aircraft D	amage				
Flight Conducted Under -14 CFR	APPLICATION	CUDCTANTI	umage		Injur	ies	
Flight Conducted Under -14 CFR	APPLICATION	SUBSTANTI	AL	Fata1	Serious	Minor	None
		Fire	Crei	v 0	0	0	1
Accident Occurred During -APPROAG		NONE	Pass	s 0	0	0	0
	CH						
-Aircraft Information							
Make/Model - PEZETEL PZL-M-18		ake/Model - PZL A			Installed/A		
Landing Gear - TAILWHEEL-ALL FIX		r Engines - 1		5	tall Warnir	g System	- UNK/NR
Max Gross Wt - 9300			ROCATING-CARBU	RETOR			
No. of Seats - 1	Rated	Power - 100	O HP				
-Environment/Operations Information-							
Weather Data	Itinerar	У		Airport	Proximity		
Wx Briefing - NO RECORD OF BR	IEFING Last D	eparture Point		ON AIR	PORT		
Method - N/A	SAME	AS ACC/INC					
Completeness - N/A	Destina	tion		Airport D	ata		
Basic Weather - VMC	LOCA	L		CHENEY	VILLE		
Wind Dir/Speed- 235/007 KTS				Runway	Ident -	36	
Visibility - 10.0 SM	ATC/Airs	pace		Runway	Lth/Wid -	3500/	65
Lowest Sky/Clouds - CLEAR	Type o	pace f Flight Plan - N f Clearance - N	ONE	Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE	Type o	f Clearance - N	ONE	Runway	Status -	DRY	
Obstructions to Vision- NONE			RECAUTIONARY LA	ANDING			
Precipitation - NONE	2.	, 3					
Condition of Light - DAYLIGH	Т						
-Personnel Information							
Pilot-In-Command	Age - 45	Me ght Review - UNK/NR	dical Certifica			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Fli	ght Review		ght Time (H			
COMMERCIAL			Total -	7965	Last 24	Hrs - U	NK/NR
SE LAND, ME LAND		ince - UNK/NR	•				
	Aircraft	Type - UNK/NR	Instrument-		Last 90	Days- U	NK/NR
			Multi-Eng -	15			
Instrument Rating(s) - NONE							
-Narrative					=	T	
PILOT SAID THAT AFTER TAKEOFF THE A							
D FORWARD STICK. HE SAID THE AIRCRAF							
PILOT RETURNED TO THE AIRPORT, ATTER	MPTING TO LAND DOWN	WIND ON THE TAKEO	FF RUNWAY. HE	REDUCED POW	ER AT 100 F	EET AGL	
THE RIGHT WING HIT THE GROUND. THE	AIRCRAFT HAD PREVIO	USLY HAD RUDDER F	AILURE PROBLEMS	IN FLIGHT	BUT WERE B	ELIEVED	
HAVE BEEN FIXED. AFTER THE ACCIDENT,	IT WAS FOUND THAT	THE UPPER 1/3 OF	THE RUDDER WAS	BENT 45 DE	GREES TO TH	IE LEFT.	

A/C Reg. No. N4226V File No. - 186 4/25/88 CHENEYVILLE, LA Time (Lc1) - 1000 CDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLIGHT CONTROL, RUDDER - FAILURE, PARTIAL 2. FLT CONTROL SYST, ELEVATOR CONTROL - INADEQUATE 3. PRECAUTIONARY LANDING - ATTEMPTED -Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

File No 174 5/28/88 NEW F	ROADS,LA A/C F	Reg. No. N3799Y	T	ime (Lc1) -	1900 CDT	
Type Operating Certificate-NONE (GENERAL	DESTRO		Fatal O	Injur Serious O	Minor	None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	-	0	0	0
-Aircraft Information Make/Model - CESSNA 210D Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 6	Eng Make/Model - CC Number Engines - 1 Engine Type - RE Rated Power -			Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance	- NONE	OFF AI Airport D FALSE Runway Runway Runway	RIVER AIR P Ident -	ARK 36 5000 ASPHALT	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 39 Biennial Flight Review Current - YES Months Since - 14 Aircraft Type - C-175	Total -	ht Time (H 283		Hrs - Days- UNK	3
Instrument Rating(s) - NONE						
Instrument Rating(s) - NONENarrative E AIRPLANE HAD NOT HAD AN ANNUAL INSPECTION CONTAMINATION DURING THE DRAINING OF THE F D EVENTUALLY STOPPED. DURING THE FORCED LAN E INVERTED POSITION. INSPECTION INDICATED O	FUEL SUMPS. SHORTLY AFTER TANDING, THE AIRPLANE HIT AN I	KEOFF, THE ENGINE	STARTED SP	UTTERING		

File No 1	74 5/28/88	NEW ROADS,LA	A/C Reg. No. N3799Y	Time (Lcl) - 1900 CDT
Occurrence #1 Phase of Operation				
	NNING/PREPARATION	- INADEQUATE - PILOT IN NOT PERFORMED - PILOT I		
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation		ION WITH TERRAIN/WATER		
Finding(s) 4. TERRAIN CONDITI	ON - DITCH			
Occurrence #4 Phase of Operation	LANDING - DOLL			
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the P	robable Cause(s) of this acc	ident
Factor(s) relating t	o this accident is	/are finding(s) 4		

File No 33 3/02/88 MIT	CHELLVILLE, MD	A/C Reg. No.	N6202T	T	ime (Lc1)	- 1300 ES	Γ
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damag SUBSTANTIAL	e	Fatal	. Inj Serious	uries : Minor	None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	DNAL	Fire NONE	Crew Pass	_	0	0	1 0
Aircraft Information							
Make/Model - CESSNA 150E	•	Model - CONTINENT	AL 0-200-A			/Activated	
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1	TT110 04001101		tall warn	ing Syst em	- YES
Max Gross Wt - 1600 No. of Seats - 2	Engine Typ Rated Powe			EIUK			
Weather Data	Itinerary			Airport	Proximity	,	
Wx Briefing - FSS	Last Depar	ture Point			RPORT/STR		
Method - TELEPHONE	SAME AS			011 A1	KI OKI/ JIK	.11	
Completeness - UNK/NR	Destination	•		Airport D	ata		
Basic Weather - VMC	LOCAL			FREEWA			
Wind Dir/Speed- 240/008 KTS					Ident	- 36	
Visibility - 7.0 SM	ATC/Airspace					- 2150/	30
Lowest Sky/Clouds - CLEAR		ight Plan - NONE				- ASPHALT	
Lowest Ceiling - NONE	Type of Cle	earance - NONE			Status		
Obstructions to Vision- NONE	Type Apch/I		IC PATTERN	-			
Precipitation - NONE	•	GO AR	OUND				
Condition of Light - DAYLIGHT		:					
Personnel Information							
Pilot-In-Command	Age - 27		1 Certifica			WAIVERS/LIM	MIT
Certificate(s)/Rating(s)	Biennial Flight F		•	nt Time (F	-		
STUDENT	Current	· · · · · · · · · · · · · · · · · · ·	tal -			24 Hrs -	1
	Months Since		ke/Model-	96		30 Days-	9
	Aircraft Type	e - N/A In	strument-	3	Last	90 Days-	12
Instrument Rating(s) - NONE							
Narrative							
E STUDENT PLT ELECTED TO INITIATE THE FLT							
TER TAKEOFF THE PLT WAS UNABLE TO KEEP TH							
E MORNING OF THE FLT AND FELT WORSE AS TH							
IOR TO TAKEOFF HE HAD DECIDED HE WOULD LA							
D SHIFTED TO THE SOUTH/SOUTHWEST DURING T							
WAS ILL THAT HE FAILED TO ADJUST HIS A/S							
E PLT INITIATED THE ABORTED LANDING. THE							
SPRING WAS FOUND ON THE FLAP HANDLE BTWN			TWIFKATEMED	DENTED KV	OWLEDGE U	IF WHERE	
E SPRING CAME FROM. THE FLAPS OPERATED PR	OPEKLT DUKING PUST A	ACCIDENT TESTING.					

3/02/88 File No. - 33 MITCHELLVILLE, MD A/C Reg. No. N6202T Time (Lc1) - 1300 EST IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation GO-AROUND (VFR) Finding(s) 1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND 2. FLT CONTROL SYST, WING FLAP CONTROL - FAILURE, PARTIAL 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 4. WEATHER CONDITION - TAILWIND 5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 6. ABORTED LANDING - DELAYED - PILOT IN COMMAND ANXIETY/APPREHENSION - PILOT IN COMMAND 8. OBJECT - TREE(S) 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) 3,6

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

R - FLAG/DOMESTIC Aircr IRLINES NONE DOMESTIC,PAX/CARGO Fire NONE	Cr	Fatal ew O	Injuries Serious Min	
IRLINES NONE DOMESTIC,PAX/CARGO Fire	Cr		Serious Min	
		~·· ^		or None
NONE			0	0 6
	Pa Pa	ss 0	1	0 75
		S	tall Warning Sys	item - YES
Rated Power -	14500 HP			
•	int	OFF AI	RPORT/STRIP	
		Airport D	ata	
BUFFALO, NY		_	-	
		•	•	
		Runway	Status - N/A	
Type Apch/Lnag	- NUNE			
Age - 52	Medical Certifi	cate - UNK/N	R	
	Total -	11000	Last 24 Hrs	- 1
	Make/Model-	800	Last 30 Days	- UNK/NR
	Instrument-	UNK/NR	Last 90 Days	- UNK/NR
	Multi-Eng -	UNK/NR	Rotorcraft	- UNK/NR
	Number Engines - Engine Type - Rated Power - Itinerary Last Departure Po- CHICAGO, IL NT Destination BUFFALO, NY ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg Age - 52 Biennial Flight Review Current - YES Months Since - 4	Number Engines - 2 Engine Type - TURBOFAN Rated Power - 14500 HP Itinerary Last Departure Point CHICAGO,IL NT Destination BUFFALO,NY ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - NONE Age - 52 Biennial Flight Review Current - YFS Total	Number Engines - 2 Engine Type - TURBOFAN Rated Power - 14500 HP Itinerary	Number Engines - 2 Engine Type - TURBOFAN Rated Power - 14500 HP Itinerary Last Departure Point CHICAGO, IL NT Destination BUFFALO,NY ATC/Airspace Type of Flight Plan - IFR Type of Clearance - IFR Type Apch/Lndg - NONE Age - 52 Biennial Flight Review Current - YES Months Since - 4 Make/Model - 800 Kairport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Ident - N/A Runway Surface - N/A Runway Status - N/A Runway Statu

File No 1	1/27/88	DECATUR, MI	A/C Reg. No. N262AA	Time (Lc1) - 2220 EST
Occurrence #1 Phase of Operation	MISCELLANEOUS/OTH CRUISE - NORMAL	IER		
Finding(s) 1 PROCEDURES/DIRE	CTIVES - NOT FOLLOW	ED - FLIGHT ATTENDANT		
Probable Cause				

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

Basic Information Type Operating Certificate-N	IONE (CENEDAL A	VIATION) Ainonaf	t Damage		Injur	ios	
Type operating certificate-N	IONE (GENERAL A	SUBSTAI		Fatal	Serious	Minor	None
Type of Operation -P	ERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -1		NONE	Pass	0	0	0	1
Accident Occurred During -L	ANDING						
Aircraft Information		/			/.		
Make/Model - BEECH A36 Landing Gear - TRICYCLE-RET	DACTABLE	Eng Make/Model - CO Number Engines - 1			Installed/A tall Warnir		
Max Gross Wt - 3600	RACIABLE	Engine Type - REG		3	tali warnir	ig system	- YES
No. of Seats - 6		Rated Power -					
Environment/Operations Informa	tion						
Weather Data		Itinerary			Proximity		
Wx Briefing - FSS		Last Departure Point		ON AIR	PORT		
Method - UNK/NR		BUFFALO, NY					
Completeness - UNK/NR Basic Weather - IMC		Destination		Airport Da			
Wind Dir/Speed- 040/008 KT	·c	PONTIAC, MI			-	. 09R	
Visibility750 S		ATC/Airspace			Lth/Wid -	-	150
Lowest Sky/Clouds - PA		Type of Flight Plan	- IFR		Surface -		
Lowest Ceiling -	300 FT OVERCAS	T Type of Clearance	- IFR	Runway	Status -	SNOW - W	ET
Obstructions to Vision- FO	G	Type Apch/Lndg	- ILS-COMPLETE				
Precipitation - SN							
Condition of Light - NI	GHT(DARK)						
Personnel Information Pilot-In-Command		. 52	Medical Certifica	+o - VALID	MEDICAL -WA	TVEDS /I TM	TT
Certificate(s)/Rating(s)	Ay Ri	e - 53 ennial Flight Review	Flia	ht Time (H		IVERS/ LIM	11
PRIVATE	<u> </u>	Current - YES	Total -		Last 24	Hrs -	2
SE LAND		Months Since - 17 Aircraft Type - UNK/NR	Make/Model- Instrument-	98	Last 30	Days- UN	K/NR
		Aircraft Type - UNK/NR	Instrument-	226	Last 90	Days-	14
_Instrument Rating(s) -	AIRPLANE						
Narrative		CHOUSENED COOK ET TIME		DT-D DOCC :	77.44.7110		
T WAS ATTEMPTING TO LAND ON TH ON. AIRCRAFT TOUCHED DOWN 150							
IN. AIRCRAFT TOUCHED DOWN 150 FANTIAL DAMAGE TO ENGINE MOUNT		THE KUNWAY THRESHULD, CUI	LLAPSING NUSEGEAR	WIND CHOSTIN	a .		

File No. - 28 2/03/88 PONTIAC,MI A/C Reg. No. N383SP Time (Lc1) - 1855 CST

Occurrence #1 UNDERSHOOT

Phase of Operation LANDING - FLARE/TOUCHDOWN

- 1. PROPER GLIDEPATH NOT MAINTAINED PILOT IN COMMAND
- 2. PROPER TOUCHDOWN POINT MISJUDGED PILOT IN COMMAND
- 3. DIVERTED ATTENTION PILOT IN COMMAND
- 4. WEATHER CONDITION SNOW
- 5. LIGHT CONDITION DARK NIGHT

Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL

Finding(s)

- 6. TERRAIN CONDITION ICY
- 7. TERRAIN CONDITION SNOW COVERED
- 8. TERRAIN CONDITION ROUGH/UNEVEN
- 9. LANDING GEAR, NOSE GEAR OVERLOAD

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dam	age		Injur	ries	
Type operating our triviate none (denema	L AVIATION,	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONA	L	Fire	Crew		0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	. 0	0	0	0
Accident Occurred During -TAXI							
Aircraft Information							
Make/Model - CESSNA 152		Model - LYCOMIN	G 0-235-L2C		installed/A		
Landing Gear - TRICYCLE-FIXED		gines - 1			all Warnir	ng System	- YES
Max Gross Wt - 1670		e - RECIPRO		ETOR			
No. of Seats - 2	Rated Powe	er - 110	HP 				
Environment/Operations Information							
Weather Data	Itinerary			Airport F	•		
Wx Briefing - NO RECORD OF BRIEFING				ON AIRF	PORT		
Method - N/A Completeness - N/A	SAME AS A Destination	•		Ainmont D			
Basic Weather - VMC	LOCAL			Airport Da CAPITAL			
Wind Dir/Speed- 290/014 KTS	LOCAL					UNK/NR	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -	•	
Lowest Sky/Clouds - CLEAR		ight Plan - NON	E		Surface -		
Lowest Ceiling - NONE		earance - NON			Status -		
Obstructions to Vision- NONE		ndg - NON		•			
Precipitation - NONE		-					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 21		cal Certifica) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight F			ht Time (Ho			
COMMERCIAL,CFI SE LAND,ME LAND	Current		Total - Make/Model-		Last 24		1 (ND
SE LAND, ME LAND			Make/Model- Instrument-		Last 30		
	All Clait Type		Multi-Eng -		Last st	Days	121
Instrument Rating(s) - AIRPLANE							
Narrative							
E TAXIING FOR TAKEOFF THE AIRCRAFT EXPERI ED THAT SHE ALLOWED THE STUDENT PILOT TO							

File No. - 111 2/13/88 LANSING,MI A/C Reg. No. N49540 Time (Lc1) - 1019 EST

Occurrence #1
Phase of Operation

ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TAXISPEED - EXCESSIVE - DUAL STUDENT

2. TERRAIN CONDITION - SNOWBANK

3. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT

4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 NOSE OVER

Phase of Operation TAXI - TO TAKEOFF

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERA		ft Damage	Fata1	Injur		Mana
Type of Operation -PERSONAL	Fire	ANTIAL Cre	Fatal ew O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91		Pas		ŏ	ŏ	i
Accident Occurred During -LANDING			· 			
Aircraft Information						
Make/Model - CESSNA 177	Eng Make/Mode1 - L			Installed/A		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2500	Number Engines - Engine Type - R			tall Warnin	g System	- YES
No. of Seats - 4	O 7.	180 HP	JRETUR			
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	ON AIR	PORT		
Method - N/A	ST. CHARLES, MO					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC Wind Dir/Speed- 140/012 KTS	LOCAL			FIELD	40	
Visibility - 10.0 SM	ATC/Airspace			Ident - Lth/Wid -	18 3800 /	75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		75
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- TOUCH AND GO	•			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 54	Medical Certific	rate - VALID	MEDICAL-WA	TVFDS/LTN	ITT
Certificate(s)/Rating(s)	Biennial Flight Review	· F1	iaht Time (F	ours)	•	
PRIVATE	Current - YES	Total -	222	Last 24	Hrs -	1
SE LAND	Current - YES Months Since - 12 Aircraft Type - C-177	Make/Mode1-	121	Last 30	Days- UN	IK/NR
	Aircraft Type - C-177	Instrument-	2	Last 90	Days-	28
Instrument Rating(s) - NONE						
Narrative						
E PRACTICING TOUCH AND GO LDGS, PIC NOTED	A SIGNIFICANT INCREASE IN	SINK RATE ADDITE	INNAL POWED	FATIED TO		
ST THE DESCENT, AND THE ACFT STRUCK THE T						

File No. - 25 1/10/88 ST. CHARLES, MO A/C Reg. No. N35284 Time (Lcl) - 1415 CST Occurrence #1 UNDERSHOOT Phase of Operation LANDING Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD ----Probable Cause----

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da	mage		Inju	ries	
		SUBSTANTIA		Fatal			None
Type of Operation -PERSONAL		Fire	Cre	w O	0		1
Flight Conducted Under -14 CFR 91		NONE	Pas	s , 0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 195	Eng Make/M	odel - JACOBS	R-755	ELT	Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng	ines - 1		9	itall Warni	ng Syst em	- YES
Max Gross Wt - 3350			OCATING-CARBU	RETOR			
No. of Seats - 4	Rated Powe	r - 245	HP				
Environment/Operations Information							
Weather Data	Itinerary		,	Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depart	ure Point		OFF A	RPORT/STRI	Р	
Method - N/A	ROLLA, MO						
Completeness - N/A	Destination			Airport [ata		
Basic Weather - VMC	LOCAL			ROLLA			
Wind Dir/Speed- 180/005 KTS	•					- 27	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Fli Type of Cle	ght Plan - NO	NE		Surface		URF
Lowest Ceiling - NONE	Type of Cle	arance - NU	NE	Runway	/ Status		05747701
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/L	nag - Fu	RCED LANDING			HIGH VE	GETATION
Condition of Light - DAYLIGHT							
Personnel Information	Amo - 70	Mod	lical Contific	0+0 = UNIK /N	ID		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 70 Biennial Flight R	meu oviou	ical centification	ate - UNK/P	ik loune)		
COMMERCIAL.CFI	Current	- INK/ND	Total -	5004	last 2	4 Hrs - III	NK/NR
SE LAND	Months Since	- UNK/NR	Make/Model-	204	last 3	O Davs- U	NK/NR
:	Aircraft Type	- UNK/NR	Instrument-	40	Last 9	O Days-	4
				_		•	
Instrument Rating(s) - NONE							
Narrative							
TTLY AFTER TAKEOFF, DURING A PERSONAL FLIG	HT. THE ENGINE PRO	GRESSIVELY LO	ST POWER. THE	PIC ATTEM	TED AN		
GENCY LDG IN A PASTURE. DURING THE LDG RO							
RIGHT WING. POST ACCIDENT AIRCRAFT INSPEC							
STILL IDLING DURING LNDG. HE ALSO SAID TH							

File No. - 81 1/28/88 ROLLA,MO A/C Reg. No. N1071D Time (Lc1) - 1600 CST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE

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

	ft Damage ANTIAL Crew Pass	Fatal O O	Injuri Serious O O		None 1 1
Fire	Crew	0	0	0	1
· · · · ·		-	-	-	-
NONE	Pass	O	0	0	- 1
					'
Eng Make/Model - LY	COMING IO-360-A2B6	ELT I	nstalled/Ad	ctivated -	YES/NO
		0		, 0,010	0
9 7.					
Itinonany		Ainport P	novimity		
	•				
•	·	UN AIRP	JK I		
		Ainmont Da	t a		
		•	la		
FULTON, MU			[dan+	OF	
ATC /A i nomena					E0
	NONE				50
		•		•	(F
		Runway :	status -	DRY	
Type Apch/Lndg	- FULL STOP				
	•				
Age - 46				WAIVERS/L	.IMIT
Biennial Flight Review	Fligh	it Time (Ho	urs)		
		77	Last 24	Hrs -	1
Months Since - 1	Make/Model-	31	Last 30	Days- UNK	/NR
Aircraft Type - BE-23	Instrument-				23
	Number Engines - Engine Type - RI Rated Power - Itinerary Last Departure Point COLUMBIA,MO Destination FULTON,MO ATC/Airspace BKN Type of Flight Plan Type of Clearance Type Apch/Lndg Age - 46 Biennial Flight Review Current - YES	Rated Power - 200 HP Itinerary Last Departure Point COLUMBIA,MO Destination FULTON,MO ATC/Airspace BKN Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP Age - 46 Medical Certificat Biennial Flight Review Current - YES Total - Months Since - 1 Make/Model-	Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 200 HP Itinerary	Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 200 HP Itinerary Last Departure Point COLUMBIA, MO Destination FULTON, MO ATC/Airspace BKN Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP Age - 46 Biennial Flight Review Current - YES Medical Certificate - VALID MEDICAL-NO Flight Time (Hours) Current - YES Total - 77 Last 24	Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 200 HP Itinerary Last Departure Point COLUMBIA,MO Destination FULTON,MO ATC/Airspace BKN Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP Age - 46 Biennial Flight Review Current - YES Medical Certificate - VALID MEDICAL-NO WAIVERS/L Fight Time (Hours) Current - YES Total - 77 Last 24 Hrs -

File No	77 3/20/88	FULTON, MO	A/C Reg. No. N4704J	Time (Lcl) - 0830 CST
Occurrence #1 Phase of Operation	HARD LANDING LANDING			
		- INADEQUATE - PILOT	DMMAND	
Occurrence #2 Phase of Operation	MAIN GEAR COLLAF	PSED		
Finding(s) 3. LANDING GEAR, MA	AIN GEAR - SEPARATI	ON .	·	
Occurrence #3 Phase of Operation	AIRFRAME/COMPONE LANDING - ABORTE	ENT/SYSTEM FAILURE/MAL	FUNCTION	
Finding(s) 4. FLIGHT CONTROL	STABILATOR - DISTO	DRTED		
Occurrence #4 Phase of Operation	DESCENT - EMERGE			
Probable Cause				
The National Transpo	ortation Safety Boa	ard determines that th	ne Probable Cause(s) of this acci	dent
Factor(s) relating t	to this accident is	s/are finding(s) 1,4		

Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft	Damage		Inju		
		DESTROY	— -	Fatal	Serious		None
Type of Operation -AERIAL Flight Conducted Under -14 CFR		Fire		ew 0	0	0	. 0
Accident Occurred During -TAKEOFF		NONE	Ра	iss 0	O	O	. 0
Aircraft Information							
Make/Model - CESSNA A188B		Make/Model - CON	TINENTAL IO-520		Installed/		
Landing Gear - TAILWHEEL-ALL FIXE Max Gross Wt - 3300		er Engines - 1 ne Type - REC	IP-FUEL INJECTE		Stall Warni	ng System	1 - YES
No. of Seats - 1			300 HP				
Environment/Operations Information							
Weather Data	Itinera				Proximity		
Wx Briefing - NO RECORD OF BRI Method - N/A		Departure Point E AS ACC/INC		ON AI	RPORT		
Completeness - N/A	Destin			Airport	Data		
Basic Weather - VMC	LOC			•	MUNICIPAL		
Wind Dir/Speed- 310/004 KTS				Runwa	y Ident	- 27	
Visibility ~ 7.0 SM	ATC/Air				y Lth/Wid		
Lowest Sky/Clouds - 1000 FT Lowest Ceiling - 25000 FT					y Surface	_	
Lowest Ceiling - 25000 FT Obstructions to Vision- NONE		of Clearance - Apch/Lndg -		Kunwa	y Status	- DRY	
Precipitation - NONE	1,700	Apony Endg	110112				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 4	E	Medical Certifi	ooto - VALT	D MEDICAL -N	O WATVEDS	·/: TMTT
Certificate(s)/Rating(s)		ight Review		ight Time (O WAIVERS	,
COMMERCIAL	Current			•	Last 2	4 Hrs -	2
SE LAND		Since - 1	Make/Model-	8000	Last 3	O Days- L	INK/NR
•	Aircraf	t Type - UNK/NR	Instrument-	52	Last 3 Last 9	O Days- L	INK/NR
•			Multi-Eng -	50			
Instrument Rating(s) - AIRPLA	NE						•
PLT STATED THAT DURING THE TAKEOFF R	OLL. THE LEFT IND	G GEAR FAILED CA	USING THE ACET	TO SWERVE O	FF THE RWY	&	
			USING THE ACFT ARKS ON THE RWY				

File No. - 198 2/20/88 MACON, MS A/C Reg. No. N4489Q Time (Lc1) - 0930 CST

Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN

LOSS OF CONTROL - ON GROUND

Finding(s)

1. TERRAIN CONDITION - DITCH

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

Make/Model - CESSNA 172M Eng Mak Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2300 Engine No. of Seats - 4 Rated P -Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Dep Method - TELEPHONE BILLIN Completeness - FULL Destination	Airport Proximity
Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE -Aircraft Information Make/Model - CESSNA 172M Eng Mak Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2300 Engine No. of Seats - 4 Rated P -Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Dep Method - TELEPHONE BILLIN Completeness - FULL Destination	Fire Crew 1 0 0 0 0 NONE Pass 2 0 0 0 0 e/Model - LYCOMING 0-320-E2D ELT Installed/Activated - YES/PEngines - 1 Stall Warning System - YES Type - RECIPROCATING-CARBURETOR ower - 150 HP Airport Proximity
Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE -Aircraft Information Make/Model - CESSNA 172M Eng Mak Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2300 Engine No. of Seats - 4 Rated P -Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Dep Method - TELEPHONE BILLIN Completeness - FULL Destinati	NONE Pass 2 0 0 0 e/Model - LYCOMING 0-320-E2D ELT Installed/Activated - YES/PEngines - 1 Stall Warning System - YES Type - RECIPROCATING-CARBURETOR ower - 150 HP Airport Proximity
Accident Occurred During -CRUISE -Aircraft Information Make/Model - CESSNA 172M Eng Mak Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2300 Engine No. of Seats - 4 Rated P -Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Dep Method - TELEPHONE BILLIN Completeness - FULL Destination	e/Model - LYCOMING 0-320-E2D ELT Installed/Activated - YES/NET Stall Warning System - YES Type - RECIPROCATING-CARBURETOR ower - 150 HP Airport Proximity
Make/Model - CESSNA 172M Eng Mak Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2300 Engine No. of Seats - 4 Rated P -Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Dep Method - TELEPHONE BILLIN Completeness - FULL Destination	Engines - 1 Stall Warning System - YES Type - RECIPROCATING-CARBURETOR ower - 150 HP
Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 2300 Engine No. of Seats - 4 Rated P -Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Dep Method - TELEPHONE BILLIN Completeness - FULL Destination	Engines - 1 Stall Warning System - YES Type - RECIPROCATING-CARBURETOR ower - 150 HP
Max Gross Wt - 2300 Engine No. of Seats - 4 Rated P -Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Dep Method - TELEPHONE BILLIN Completeness - FULL Destination	Type - RECIPROCATING-CARBURETOR ower - 150 HP
No. of Seats - 4 Rated P	ower - 150 HP Airport Proximity
-Environment/Operations Information Weather Data Itinerary Wx Briefing - FSS Last Dep Method - TELEPHONE BILLIN Completeness - FULL Destination	Airport Proximity
Wx Briefing - FSS Last Dep Method - TELEPHONE BILLIN Completeness - FULL Destinati	
Wx Briefing - FSS Last Dep Method - TELEPHONE BILLIN Completeness - FULL Destinati	
Method - TELEPHONE BILLIN Completeness - FULL Destinati	antuno Boint OFF AIDPORT/STRIP
Completeness - FULL Destinati	ditule foliit
Completeness - FULL Destinati	GS,MT
	on Airport Data
Basic Weather - IMC TWIN F	ALLS, ID
Wind Dir/Speed- 250/015 KTS	Runway Ident - N/A
Visibility - 5.0 SM ATC/Airspa	ce Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR Type of	Flight Plan - NONE Runway Surface - N/A
Lowest Ceiling - 2500 FT BROKEN Type of	
Obstructions to Vision- NONE Type Apc	h/Lndg - NONE
Precipitation - SNOW	
Condition of Light - DAYLIGHT	
-Personnel Information	•
Pilot-In-Command Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s) Biennial Fligh	t Review Flight Time (Hours)
PRIVATE Current	- YES Total - 152 Last 24 Hrs - UNK/NR
SE LAND Months Sin	- YES Total - 152 Last 24 Hrs - UNK/NR ce - 9 Make/Model - 87 Last 30 Days - UNK/NR ype - C-172 Instrument - 0 Last 90 Days - UNK/NR
Aircraft T	ype - C-172 Instrument- O Last 90 Days- UNK/NR
Instrument Rating(s) - NONE	

File No. - 163 2/07/88 RED LODGE, MT A/C Reg. No. N20484 Time (Lc1) - 1624 MST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND 3. WEATHER CONDITION - LOW CEILING 4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND 5. WEATHER CONDITION - SNOW 6. WEATHER CONDITION - TURBULENCE Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation CRUISE - NORMAL

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

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

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

Basic Information						
Type Operating Certificate-NONE (GENER		ft Damage		Injur		
Type of Operation -PERSONAL	Fire	ANTIAL Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	. ŏ	ŏ	ő	ò
Accident Occurred During -LANDING				· ·	J	·
Aircraft Information						
Make/Model ~ CESSNA 180		ONTINENTAL 0-470K		nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			all Warning	g System	- YES
Max Gross Wt - 2550	J ,,	ECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P			
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A		t ,	ON AIRP	UKI		
Method - N/A Completeness - N/A	HARLOWTON,MT Destination	•	Airport Da	+-		
Basic Weather - VMC	SAME AS ACC/INC		ROUNDUP			
Wind Dir/Speed- 050/005 KTS	SAME AS ACC/INC				15	
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -		100
	TTERED Type of Flight Plan	- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				SNOW - D	
Obstructions to Vision- NONE	Type Apch/Lndg		······································	o ca cab	5.10.	
Precipitation - NONE	Type Apeny Enag	TRAIT 10 TATTERN				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 32	Medical Certifica	+e - VALTD	MEDICAL -NO	WATVEDS/	ITMTT
	Biennial Flight Review		nt Time (Ho		WAIVERS	LIMII
PRIVATE	Current - YES	Total -	-	Last 24	Hrs -	5
SE LAND	Months Since - 23	Make/Model-		Last 30		_
02 2.111B	Aircraft Type - C-172		6	Last 90		50
					,-	- •
Instrument Rating(s) - NONE						

File No. - 76 2/10/88 A/C Reg. No. N7661A Time (Lcl) - 1500 MST ROUNDUP, MT

Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. TERRAIN CONDITION SNOW COVERED
- 2. AIRPORT SNOW REMOVAL NOT PERFORMED AIRPORT PERSONNEL
- 3. IN-FLIGHT PLANNING/DECISION INADEQUATE PILOT IN COMMAND
- 4. UNSUITABLE TERRAIN SELECTED PILOT IN COMMAND
- 5. NOTAMS DELAYED AIRPORT PERSONNEL

Occurrence #2 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircr	aft Damage			Ini	uries	
Type operating continuous name (aimine)		STANTIAL		Fatal	-		None
Type of Operation -HUNTING	Fire		Crew	0	0	_	1
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER J3C-65	Eng Make/Model -		65-B			l/Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -				tall Warr	ning System	- UNK/NF
Max Gross Wt - 1220 No. of Seats - 2	Engine Type - Rated Power -	65 HP	CARROKE	UR			
NO. Of SeatS - 2	Rated Power -	93 NP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
₩x Briefing - NO RECORD OF BRIEFING		nt		OFF AI	RPORT/STR	!IP	
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination			innent D	-+-		
Basic Weather - VMC	LOCAL		A	irport D	аса		
Wind Dir/Speed- 310/005 KTS	LOCAL			Runwav	Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla					~ GRASS/T	
Lowest Ceiling - NONE	Type of Clearance			Runway	Status	- SNOW -	DRY
Obstructions to Vision- NONE	Type Apch/Lndg		N				
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP					
Personnel Information		M =1: -1 0		108114 /83	-		
Pilot-In-Command Certificate(s)/Rating(s)	Age - 29 Biennial Flight Review	Medical Cer					
PRIVATE			- 1	037		24 Hrs -	3
SE LAND	Months Since - 20	Total Make/Mod			Last	30 Days- U	
	Aircraft Type - PA-1	8 Instrume	ent-	0	Last	90 Days-	54
Instrument Rating(s) - NONE							
Narrative							
AND PASSENGER WERE HUNTING COYOTES FROM THE	HE AIR. UPON LANDING TO F	ICK UP A COYOTI	THEY H	AD SHOT,	THE ACFT	•	
UNTERED DEEP SNOW AND NOSED OVER.							

File No. - 115 2/14/88 CIRCLE, MT A/C Reg. No. N55PA Time (Lc1) - 1530 MST

Occurrence #1 Phase of Operation LANDING - ROLL

NOSE OVER

Finding(s)

- 1. TERRAIN CONDITION SNOW COVERED
- 2. 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) 2

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

File No 63 2/21/88 N	ILES CITY,MT	A/C Reg. No. N669	93R	Time (Lc1)	- 1200 MS	г .
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage	Fata	Inju Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9		Fire NONE	Crew O	0	1 0	0
Accident Occurred During -APPROACH		140142		<u>.</u>		
Aircraft Information	, ,					
Make/Model - MOONEY M20E Landing Gear - TRICYCLE-RETRACTABL		del - LYCOMING IO-30	60-A1A E	LT Installed/. Stall Warni		
Max Gross Wt - 2575		- RECIP-FUEL IN	JECTED	Jtail Walli	ng system	123
No. of Seats - 4	Rated Power				•	
Environment/Operations Information	-					
Weather Data	Itinerary			rt Proximity		
Wx Briefing - FSS	Last Departu		ON	AIRPORT		
Method - IN PERSON)				
Completeness - WEATHER NOT PERTI		/ 1110	Airpor		n	
Basic Weather - VMC Wind Dir/Speed- 250/030 KTS	SAME AS ACC	C/ INC		NK WILEY FIEL wav Ident		
Visibility - 20.0 SM	ATC/Airspace			way luent way Lth/Wid		100
Lowest Sky/Clouds - 10000 FT		nt Plan - NONE		way Surface		100
Lowest Ceiling - NONE	Type of Clear	ance - NONE		way Status		
Obstructions to Vision- NONE	Type Apch/Lnd	da - FULL STOP		,		
Precipitation ~ NONE	31 4 - 3 - 3					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 39		rtificate - VA		AIVERS/LII	MIT
Certificate(s)/Rating(s)	Biennial Flight Rev		Flight Time		4 11 -	_
COMMERCIAL,CFI SE LAND	Current Months Since		- 1072 odel- 104	Last 2 Last 3		5 NIZ /NID
SE LAND	Aircraft Type	- O make/mo - M20E Instru	ment- 131	Last 3	O Days- U	NK/NK 15
	All clair Type	M20E INSCIA	merre 101	Last	o bays	13
Instrument Rating(s) - AIRPLAN	IE					
Nonnotivo						
Narrative HE PLT AND PAX HAD DEPARTED FROM BISMARC ITY, MONTANA. THE PLT STATED THAT HE HAD INDS WERE 240 TO 260 DEGREES AT 30 KTS,	RECEIVED THE CURRENT W	CONDITIONS FOR MI	LES CITY AND W	AS TOLD THAT	THE THAT	
HE APPROACH WAS STABLE BUT JUST BEFORE T XECUTED A GO AROUND AND WAS UNABLE TO RE ANK ATTITUDE.	OUCHDOWN A WIND GUST ROI	LED THE ACFT APPRO	XIMATELY 90 DE	GREES. THE PL	Т	
	• ,					

File No. - 63 2/21/88 MILES CITY,MT A/C Reg. No. N6693R Time (Lc1) - 1200 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - HIGH WIND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation GO-AROUND (VFR)

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

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

File No 4 1/12/88 CAROL	INA BEACH,NC A/C Reg	. No. N50738	Time (Lc1)	- 1215 EST	
Basic Information					
Type Operating Certificate-NONE (GENERA				ıries	
The second secon	SUBSTANT		atal Serious		None
Type of Operation -INSTRUCTION		Crew	0 0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE	Pass	0 0	0	0
Aircraft Information					
Make/Model - CESSNA 150	Eng Make/Model - CONT	INENTAL 0-200	ELT Installed/	'Activated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		Stall Warni	ing System	- YES
Max Gross Wt - 1600	Engine Type - RECI	PROCATING-CARBURETOR		•	
No. of Seats - 2	Rated Power - 1	00 HP			
Environment/Operations Information					
Weather Data	Itinerary	Ai	rport Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STŔI	P	
Method - N/A	SAME AS ACC/INC				
Completeness - N/A	Destination	Air	port Data		
Basic Weather - VMC	LOCAL	•			
Wind Dir/Speed- 005/045 KTS			Runway Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -		Runway Surface		
Lowest Ceiling - NONE	Type of Clearance -		-	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -				
Precipitation - NONE), , , , , , , , , , , , , , , , , , ,				
Condition of Light - DAYLIGHT					
Personnel Information					
Pilot-In-Command	Age - 58 N	edical Certificate -	VALID MEDICAL-W	AIVERS/LIM	Τ
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flight T	ime (Hours)	•	
COMMERCIAL	Current - YES	Total - 1082:		.4 Hrs -	4
SE LAND, ME LAND	Months Since - 5	Make/Model- 251	D Last 3	0 Davs- UN	C/NR
,	Aircraft Type - UNK/NR	Instrument- UNK/N			120
		Multi-Eng - 500	O Rotoro	raft - UN	K/NR
Instrument Rating(s) - AIRPLANE					
Narrative					
THE AIRCRAFT SUSTAINED SUBSTANTIAL AIRFRAME D					
T/O. THE INSTRUCTOR REPORTED THAT THE STUDENT					
ATTEMPTED TO RECOVER, BUT THE ENGINE DID NOT					
HWY. THE A/C EXAMINATION FAILED TO DISCLOSE A				ELY,	
INDICATING THAT CARBURETOR ICING WAS LIKELY I	IF OPERATIONS WERE SUSTAINED W	ITHOUT THE USE OF CAL	RBURETOR HEAT.		

File No	4	1/12/88	CAROLINA	BEACH,NC	A/C Reg.	No. N50738	Time (Lcl) - 1215 EST
Occurrence #1			OWER(TOTAL) - NON-MECHANI	CAL		
Phase of Operation			THE COURT	T 0 N G			
 WEATHER CONDIT THROTTLE/POWE 				_			
3. THROTTLE/POWER			_		τ)		
Occurrence #2	FORCE	DLANDING					
Phase of Operation	LANDI	NG - FLARE/	TOUCHDOWN				
Occurrence #3				ERRAIN/WATER			
Phase of Operation	TAKEO	FF - ABORTE	D				
Probable Cause							
The National Transpo	rtation	Safety Boa	rd determi	nes that the Pr	obable Cause	(s) of this acci	ident
is/are finding(s) 2		• • • • • • • • • • • • • • • • • • • •				(-, -, -, -, -, -, -, -, -, -, -, -, -, -	

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

Basic Information Type Operating Certificate-AIR CARRIER	- ALL CARGO	Aircraft Dama	ae.		Injur	ies .	
Type operating berin roate air bakkitk	ALL GANGS	SUBSTANTIAL	ge	Fatal	•	Minor	None
Type of Operation -FERRY		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -APPROACH							
Aircraft Information							
Make/Model - DEHAVILLAND DHC-6-200		del - P&W PT6A	-20		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engi		_	5	itall Warnin	g System	- YES
Max Gross Wt - 11000		- TURBOPRO					
No. of Seats - 8	Rated Power	- 500 H	P 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	Last Departu	re Point		OFF AI	RPORT/STRIP		
Method - UNK/NR	ERIE, PA	*		A			
Completeness - UNK/NR Basic Weather - IMC	Destination SAME AS ACC	C/TNC		Airport D	ata TTE/DOUGLAS		
Wind Dir/Speed- 070/008 KTS	SAME AS ACT	C/ TNC				36L	
Visibility380 SM	ATC/Airspace			,	Lth/Wid -		150
Lowest Sky/Clouds - UNK/NR	Type of Fligh	nt Plan - IFR			Surface -		
Lowest Ceiling - OBSCURED	Type of Clear	ance - IFR		Runway	Status -	WET	
Obstructions to Vision- FOG	Type Apch/Lnd	dg - ILS-	COMPLETE				
Precipitation - RAIN							
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 37		al Certifica			WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			ht Time (F			_
COMMERCIAL			otal -		Last 24	–	7 NK /ND
SE LAND, ME LAND	Months Since Aircraft Type	- 2 M - DUC-E T	ake/Model- nstrument-		Last 30 Łast 90		NK/NK 95
	All Chart Type		ulti-Eng -		Last 90	Days-	95
Instrument Rating(s) - AIRPLANE							
Narrative							
NATTATIVE NG THE FINAL APPROACH ON THE INSTRUMENT	ANDTHE SYSTEM THE	TI OT DECCENDE	D REIOW THE	CI TOEDATU	THE		

File No. - 125 1/19/88 CHARLOTTE,NC A/C Reg. No. N996SA Time (Lc1) - 1913 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

- 1. OBJECT TREE(S)
- 2. IFR PROCEDURE NOT FOLLOWED PILOT IN COMMAND
- 3. WEATHER CONDITION BELOW APPROACH MINIMUMS

----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

Basic Information Type Operating Certificate	NONE (GENERA	AVTATION)	Aircraft Da	mage	,	Inju	nies	
Type operating certificati	S'NONE (GENERA	L AVIATION)	SUBSTANTIA		Fatal			None
Type of Operation	-PERSONAL	·	Fire	Crew		0		0
Flight Conducted Under	-14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During	-MANEUVERING							
Aircraft Information					•			
Make/Model - TAYLORCRAI				IENTAL 0-65				
Landing Gear - TAILWHEEL	-ALL FIXED					itall Warni	ng Systei	m - NO
Max Gross Wt - 1100				OCATING-CARBURE	ETOR			
No. of Seats - 2		Rated Po	wer - 65	i HP 				
Environment/Operations Info	rmation							
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR		Last Depa			OFF AI	RPORT/STRI	P	
Method - UNK/NR	NOT DESTINENT	DENVER,			A			
Completeness - WEATHER Basic Weather - VMC	NUI PERIINENI	Destination LOCAL	1 ,		Airport D	ata		
Wind Dir/Speed- 280/010	VTC	LUCAL			Bunuas	Ident	- N/A	
Visibility - 50.0		ATC/Airspac				Lth/Wid		
Lowest Sky/Clouds -		7.0/7.10000		NF		Surface		
Lowest Ceiling -	NONE	Type of C	learance - NO			Status	•	
Obstructions to Vision-			/Lndg - NO			0	,	
Precipitation -								
Condition of Light -	DAYLIGHT							
Personnel Information								
Pilot-In-Command		Age - 36	Med	lical Certificat			D WAIVERS	S/LIMIT
Certificate(s)/Rating(s)		Biennial Flight			nt Time (F	lours)		_
STUDENT		Current		Total -	529	Last 24 Last 30	4 Hrs - l	JNK/NR
		Months Since		Make/Model-	218	Last 3	Days-	10
		Aircraft Ty	pe - N/A	Instrument-		Last 9	Days-	230
				Multi-Eng -	48			
Instrument Rating(s)	- NONE							
Narrative		: · · ·	· · · · · · · · · · · · · · · · · · ·					
AIRCRAFT HAD BEEN FLYING A S	SERIES OF LOW I	EVEL MANEUVERS	OVER THE CITY	THE PILOT WAS A	TTEMPTING	TO RECOVE	R FROM	
NTENTIONAL SPIN CLOSE TO THE								

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH TERRAIN/WATER

of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - RESIDENTIAL AREA

- 2. AEROBATICS PERFORMED PILOT IN COMMAND
- 3. ALTITUDE INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

File No 55 2/01/88 REYNO	_DS,ND A/	C Reg. No. N11312	T	ime (Lc1)	- 1645 CST	•
Type Operating Certificate-NONE (GENERA Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUB	raft Damage STANTIAL Crew E Pass	_		ries Minor O O	None 1 0
Aircraft Information Make/Model - CESSNA 150L Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engines -	CONTINENTAL 0-200-A 1 RECIPROCATING-CARBUR 100 HP	S	Installed/		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - ACFT RADIO Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 280/009 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Po GRAND FORKS,ND Destination LOCAL ATC/Airspace Type of Flight Pl Type of Clearance Type Apch/Lndg	an - NONE - NONE - FORCED LANDING	OFF AI Airport D JENSON Runway Runway Runway	1	- 35 - 2500/ - GRASS/TU - SNOW - C	IRF COMPACTED
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 29 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Flig Total - Make/Model-	te - VALID ht Time (F 65	MEDICAL-W lours) Last 2	AIVERS/LIM 4 Hrs - UN	IIT IK/NR
Instrument Rating(s) - NONE						
THE PILOT MADE A LOW PASS OVER A NEIGHBOR'S FAIRPLANE TO 70 KIAS, USING 20 DEGREES OF FLAP DEGREES AND THE DEW POINT WAS -20 DEGREES. THE SAID HE CLOSED THE CARBURETOR HEAT AND ABRUPT PILOT THEN RETARDED THE THROTTLE AND APPLIED FORCED TO MAKE A LANDING IN AN OPEN, SNOW-COVWHEEL OFF THE GROUND BY HOLDING BACK PRESSURE SNAPPED OFF IN THE 1-FOOT DEEP SNOW AND THE A	S AND 1400 RPM. THE REP E PILOT THEN MADE A SLIG LY PUSHED THE THROTTLE F CARBURETOR HEAT AGAIN. T ERED FIELD. THE AIRPLANE ON THE CONTROL YOKE. WH	ORTED OUTSIDE AIR TEM HT RIGHT TURN AND INI ORWARD. THE ENGINE BE HE ENGINE DID NOT RES TOUCHED DOWN AND THE	PERATURE W TIATED A C GAN RUNNIN POND. THE PILOT KEF	MAS -10 CLIMB. HE IG ROUGH. T PILOT WAS PT THE NOSE	•	

File No. - 55 2/01/88 REYNOLDS.ND A/C Reg. No. N11312 Time (Lc1) - 1645 CST Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL Phase of Operation CLIMB Finding(s) 1. WEATHER CONDITION - TEMPERATURE EXTREMES 2. LOW PASS - PERFORMED - PILOT IN COMMAND 3. CLIMB - INITIATED - PILOT IN COMMAND 4. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND 5. THROTTLE/POWER CONTROL - ABRUPT - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN 6. TERRAIN CONDITION - SNOW COVERED 7. LANDING GEAR, NOSE GEAR - SEPARATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4.5.6

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

File No 40 1/20/88 OMA	HA,NE A/C Reg	. No. N26TM	Т	ime (Lc1) -	1710 CST	
Basic Information Type Operating Certificate-ON-DEMAND				Injur		
	DESTROYE		Fatal		Minor	None
Type of Operation -POSITIONIN		Crew	0	0	2	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -HOVER	ON GROUN	D Pass	0	0	0	0
-Aircraft Information	/					
Make/Model - AEROSPATIALE AS-350B	Eng Make/Model - TURB	DMECA ARRIEL 1B		Installed/Ad		
Landing Gear - SKID	Number Engines - 1 Engine Type - TURB	OCUACT	>	tall Warning	g System	- NU
Max Gross Wt - 4300 No. of Seats - 3	3	BO HP				
No. 01 Seats - 5	rated rower - o					
Environment/Operations Information Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI	•			RPORT/STRIP		
Method - N/A	SAME AS ACC/INC		011 A1	KI OKI/ SIKII		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 350/016 KTS			Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 2000 FT SC	ATTERED Type of Flight Plan -	NONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE	•		•			
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command		edical Certificat Fligh			IVERS/LIM	11
Certificate(s)/Rating(s)	Biennial Flight Review	_	nt Time (H	ours)	lla-	
COMMERCIAL	Current - YES	Total -	2455	Last 24 Last 30	Para UN	1 2/ND
HELICOPTER	Months Since - 1 Aircraft Type - AS-350B	Make/Model- Instrument- UN		Last 90		31
HELICOPTER	Afficiant Type - A3-330b	Multi-Eng - UN		Rotorcra		2455
		Marti Liig On	IN THIN	NO COL CLE		2400
Instrument Rating(s) - HELICOPTE	R 					
Narrative E PILOT PICKED THE AIRCRAFT UP TO A HOVER RCRAFT BEGAN TO RISE. THE PILOT STATED LA SCEND AND THE TAIL ROTOR STRUCK A SECURIT	TER THAT HE COULD NOT CONTROL T	HE AIRCRAFT. THE	AIRCRAFT	BEGAN TO		
REE, LIGHT POLE, AND CONCRETE BENCH DURI LETIN (SB) #67-05 HAD BEEN PARTIALLY COM						
TALLATION OF PROTECTIVE COVERS. THE PROT						
NOT THE SERVO WHICH CONTROLLED FORE AND						
THE SERVO WHICH CONTROLLED FORE AND SHIT BEFORE THE ACCIDENT, THE TEMPERATURE H	AN NOT DISEN AROVE EDEFTING DUD	ING THE DAY AND	FREEZING	DEECID MVC :	FORECAST	
IS WAS THE FIRST FLIGHT OF THE DAY FOR TH		TING THE DAT, AND	LVEETING	INFOIL MAD I	UNLUAST.	
The first frame of the DAT TON THE						
•						

File No 4	0 1/20/88	OMAHA, NE	A/C Reg. No.	N26TM	Time (Lc1) - 1710 CST
Occurrence #1 Phase of Operation		NT/SYSTEM FAILURE	/MALFUNCTION		
Finding(s) 1. WEATHER CONDITIO 2. ROTORCRAFT FLIGH 3. MAINTENANCE,SE 4. AIRCRAFT PREFLIG	T CONTROL SYSTEM, RVICE BULLETINS -	PRIMARY SERVO - 1 NOT FOLLOWED - 0	COMPANY/OPERATOR MGMT		
Occurrence #2 Phase of Operation		- IN FLIGHT			
Finding(s) 5. CYCLIC - RESTRIC 6. AIRCRAFT CONTROL	- NOT POSSIBLE -				
Occurrence #3 Phase of Operation		and the second of the second o			
Finding(s) 7. OBJECT - FENCE 8. OBJECT - POLE 9. OBJECT - TREE(S)					
Probable Cause					
7. OBJECT - FENCE 8. OBJECT - POLE 9. OBJECT - TREE(\$)Probable Cause	-		it the Probable Cause(s)	•	

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

File No 1 1/09/88 RIO R	ANCHO, NM A	/C Reg. No. N2797L	T	Time (Lc1) - 0900 MST					
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Air	craft Damage	 	Injur	ies				
		BSTANTIAL	Fatal	Serious	Minor	None			
Type of Operation -PERSONAL	Fir	e Cr	ew O	0	0	1			
Flight Conducted Under -14 CFR 91	NO	NE Pa:	ss 0	0	0	1			
Accident Occurred During -LANDING									
-Aircraft Information									
Make/Model - RAVEN RX-7	Eng Make/Model	- N/A	ELT	Installed/A	ctivated	- NO -N			
Landing Gear - N/A	Number Engines	- N/A	S	tall Warnin	g System	- NO			
Max Gross Wt - 1480	Engine Type	- N/A							
No. of Seats - UNK/NR	Rated Power	- N/A							
-Environment/Operations Information									
Weather Data	Itinerary			Proximity					
Wx Briefing - NO RECORD OF BRIEFING	Last Departure P	oint	OFF AI	RPORT/STRIP					
Method - N/A	RIO RANCHO,NM								
Completeness - N/A	Destination		Airport D	ata	-				
Basic Weather - VMC	LOCAL								
Wind Dir/Speed- 130/003 KTS	•				N/A				
Visibility - 60.0 SM	ATC/Airspace			Lth/Wid -					
Lowest Sky/Clouds - CLEAR	Type of Flight P			Surface -	DIRT				
Lowest Ceiling - NONE	Type of Clearanc		Runway	Status -	DRY				
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN							
Precipitation - NONE									
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 51	Medical Certific							
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H						
PRIVATE	Current - YE			Last 24		1			
	Months Since - 2			Last 30		4			
FREE BALLOON	Aircraft Type - RX			Last 90		6			
		Multi-Eng -	UNK/NR	Rotorcr	aft - UN	IK/NR			
Instrument Rating(s) - NONE									
	TET WUTCH ODIETED THE D	ALLOON INTO DWD LINE	PEEODE THE	L ANDTNO					
ING THE CANDING THE PLT REPORTED A WIND SHILD BE ACCOMPLISHED. THE PLT REPORTED SHE CIBILITY AND THE PAX POINTED THE LINES OUT	OULD NOT SEE THE PWR LI								

File No. - 1 1/09/88 RIO RANCHO,NM A/C Reg. No. N2797L Time (Lc1) - 0900 MST

Occurrence #1
Phase of Operation

IN FLIGHT COLLISION WITH OBJECT

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND

2. OBJECT - WIRE, TRANSMISSION

3. PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND

4. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND

----Probable Cause----

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

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

				· ->	_
File No 44 1/11/88 CLOV	/IS,NM A/C Re	eg. No. N5063J	Time	(Lc1) - 1730 MS1	「
-Basic Information Type Operating Certificate-NONE (GENER Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBSTAN Fire NONE	t Damage NTIAL Crew Pass	0	1 0 1 0	0
-Aircraft Information Make/Model - BELLANCA 8GCBC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2150 No. of Seats - 2	Eng Make/Model - LYG	COMING 0-360-C1E CIPROCATING-CARBUR	ELT Ins Stal ETOR	talled/Activated I Warning System	- YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 250/007 KTS Visibility - 12.0 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 10000 FT BRO Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	CLOVIS,NM Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan	- NONE NONE	Runway Lti Runway Su	RT/STŘIP	150
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 47 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certifica Flig Total - Make/Model- Instrument- Multi-Eng -	1200 2 81	DICAL-WAIVERS/LIM s) Last 24 Hrs - Last 30 Days- UN Last 90 Days-	
Instrument Rating(s) - AIRPLANE					
Narrative IT AND ACFT OWNER HAD FLOWN TO TEXAS ON BUS SO A PILOT. DURING A LANDING ATTEMPT ON RV RING THE SECOND LANDING, THE ACFT BEGAN TO DLOOPED, WENT OFF THE RWY, HIT A DITCH AND IRRIGATION STANDPIPE. THE PLT HAD 2 HRS O	/Y 22, THE ACFT BEGAN TO PORPO) PORPOISE AGAIN. THE PLT APP) BECAME AIRBORNE. THE PLT ATT	DISE AND THE PLT EXPLIED FULL PWR TO (FEMPTED TO FLY THE	XECUTED A GO-/ GO-AROUND BUT	AROUND. THE ACFT	

File No. - 44 1/11/88 CLOVIS, NM A/C Reg. No. N5063J Time (Lc1) - 1730 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. SUPERVISION - INADEQUATE - PILOT PASSENGER 2. FLARE - IMPROPER - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 4. PORPOISE - INADVERTENT - PILOT IN COMMAND 5. GO-AROUND - INITIATED - PILOT IN COMMAND 6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT LANDING - ABORTED Phase of Operation 7. OBJECT - POLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

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

File No 41 1/18/88 AL	BUQUERQUE, NM	A/C Reg. No. N	N2614U	Time (Lc1) - 0645 MS	Т
Basic Information Type Operating Certificate-ON-DEMAND Name of Carrier Type of Operation Flight Conducted Under Accident Occurred During	O SERVICES	Aircraft Damage SUBSTANTIAL Fire NONE		In Fatal Seriou O O	juries s Minor 1 1	None 0 0
Aircraft Information Make/Model - CESSNA 402 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6850 No. of Seats - 2		e - RECIP-FUEL		ELT Installe Stall War	d/Activated ning System	
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 260/005 KTS Visibility - 40.0 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 4500 FT 0 Obstructions to Vision- NONE Precipitation - SNOW Condition of Light - DAYLIGHT	Itinerary Last Depart SAME AS A Destination LAS CRUCE ATC/Airspace	cc/INC S,NM ght Plan - VFR/IFF earance - NONE	Air	irport Proximit ON AIRPORT rport Data ALBUQUERQUE Runway Ident Runway Lth/Wid Runway Surface Runway Status	- 12 - 5395/ - ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND,ME LAND,SE SEA	Age - 37 Biennial Flight R Current Months Since Aircraft Type	eview - YES Tota - 6 Make - C-402C Ins	Flight ⁻	05 Last NR Last	24 Hrs - U	NK/NR NK/NR 98
Instrument Rating(s) - AIRPLANENarrative THE ATP RATED PLT AND A COMMERCIAL RATED P CRUCES, NEW MEXICO. THE RUNWAY WAS COVERED SNOWING LIGHTLY AT THE TIME OF THE ACCIDEN PRIOR TO TAXI. THE PLT ELECTED TO DEPART V AIRCRAFT ACCELERATED TO VR, BUT WOULD NOT PIC ABORTED THE TAKEOFF AFTER USING OVER 7 RUNWAY, CROSSED THE OVERRUN AND CAME TO RE AT IMPACT WITH LOWER TERRAIN BEYOND THE RU	ASSENGER WERE TAKING WITH SNOW, ICE AND W IT. THE PLT AND GROUND FR RATHER THAN WAIT F LIFT OFF. BOTH PLTS D 5% OF THE RUNWAY. BRA ST 100 YARDS INTO A B	ATER FROM A SNOW : CREW CLEANED MOSTOR HIS PREVIOUSLY DESCRIBED FEELING A KING DID NOT STOP	STORM THE PREV FOR THE SNOW FILED IFR FLI A SHUDDER "LIN THE AIRCRAFT	VIOUS NIGHT. IT OFF THE AIRCRA IGHT PLAN. THE KE A STALL". TH BEFORE IT LEFT	WAS FT E THE	

File No. - 41 1/18/88 ALBUQUERQUE, NM A/C Reg. No. N2614U Time (Lc1) - 0645 MST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - SLUSH COVERED 2. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND SELF-INDUCED PRESSURE - PILOT IN COMMAND 4. WEATHER CONDITION - ICING CONDITIONS 5. WEATHER CONDITION - SNOW Occurrence #2 OVERRUN Phase of Operation TAKEOFF - ABORTED Finding(s) 6. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 7. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND 8. TERRAIN CONDITION - ROUGH/UNEVEN Occurrence #3 **GEAR COLLAPSED** Phase of Operation TAKEOFF - ABORTED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,7 Factor(s) relating to this accident is/are finding(s) 1,4,5,6,8

File No	84	2/05/88	ROSWELL,	, NM	A/C R	eg. No. N8417	F	· т	ime (Lcl)	- 1458	MST
Basic Informat Type Operati		cate-NONE	(GENERAL A	AVIATION)	Aircraf	t Damage /ED		Fatal	_	uries Mino	or None
Type of Opera Flight Condu Accident Occ	cted Under		R 91		Fire NONE		Crew Pass	1 2	0	C	_
Aircraft Infor Make/Model Landing Gear Max Gross Wt No. of Seats	- PIPER P - TRICYCL - 2550	2A-28-181 .E-FIXED		Eng Make/M Number Eng Engine Typ Rated Powe	ines - 1 e - REG	COMING O-360- CIPROCATING-C 180 HP		FOR S	Installed	ing Syst	ed - YES/NO em - YES
Environment/Op Weather Data Wx Briefing Method Completene: Basic Weathe Wind Dir/S Visibility Lowest Sky, Lowest Cei Obstruction Precipitat Condition	- FSS - TELEF SS - FULL r - IMC DEED- 100/C - UNK/N /CloudS - ling - ns to Visic	PHONE DO6 KTS IR UNK/NR 600 DD7 FOG - SNOW S	FT BROKEN HOWER	Itinerary Last Depart ALBUQUERQ Destination ROSWELL,N ATC/Airspace Type of Fli Type of Cle Type Apch/L	UE,NM M ght Plan arance		ı	Airport OFF AI Airport D Runway Runway Runway	Proximity RPORT/STR	- N/A - N/A - N/A	
Personnel Info Pilot-In-Comm Certificate PRIVATE SE LAND	and			ge - 27 iennial Flight R Current Months Since Aircraft Type	eview - YES - 18 - C-150	Medical Cert Total Make/Mod Instrume	Eliabi	t Time (U	ours) Last Last	24 Hrs -	UNK/NR 2
Instrume	nt Rating(s	s) - NONE									
Narrative LT OBTAINED 3 WX I TOP AT ALBUQUERQUI LT REQUESTED & REG T APRX 200 FT IN I OW ATTITUDE IN CRI 600 OVRCST, VIS 5 RIVATE PLT LICENSI RIVATE PILOT CHECI	E. WHILE TH CEIVED SPEC MODERATE SN JISE CONFIG MI IN SNOW E RECEIVED	HE ACFT WA CIAL VFR C HOW SHOWER BURATION. J SHOWER A ON 8/8/87	S STILL 17 LEARANCE I S & FOG. A WRECKAGE W ND FOG. RE . AT TIME	7 NM NW OF ROSWE INTO CONTROL ZON ACFT CRASHED ON WAS STREWN ON HE EVIEW OF PLT'S L OF CRASH, 2/5/8	LL ARPT, E. WITNES OPEN, SNO ADING AWA OGBOOK DI 8, PLT HAI	FWR ADVISED F SES SAW ACFT W-COVERED RAN Y FROM VORTAC SCLOSED 64.3 D LOGGED 122.	FLYING FLYING ICHLAND & ARPI TOTAL F	THE ARP IN DIREC IN RIGHT C. ROSWEL HRS & 1.8 LHRS & 3	T WAS IFR TION OF V WING-LOW L WX WAS IFR HRS .9 IFR HR	CORTAC ORTAC , NOSE 600 BKN, WHEN	

File No. - 84 2/05/88 ROSWELL,NM A/C Reg. No. N8417F Time (Lc1) - 1458 MST

Occurrence #1 IN FLIGHT ENCOUP
Phase of Operation CRUISE - NORMAL

IN FLIGHT ENCOUNTER WITH WEATHER

Finding(s)

- 1. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 2. WEATHER EVALUATION INACCURATE PILOT IN COMMAND
- 3. FLIGHT INTO KNOWN ADVERSE WEATHER INITIATED PILOT IN COMMAND
- 4. WEATHER CONDITION SNOW
- 5. WEATHER CONDITION FOG
- 6. WEATHER CONDITION WHITEOUT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

- 7. FLIGHT CONTROLS IMPROPER USE OF PILOT IN COMMAND
- 8. SPATIAL DISORIENTATION PILOT IN COMMAND
- 9. LACK OF TOTAL INSTRUMENT TIME PILOT IN COMMAND
- 10. TERRAIN CONDITION SNOW COVERED

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,8,9

File No 97 2/21/88 GIL	A,NM A/C Re	g. No. N2359E	Т	ime (Lc1) -	1218 MS	Γ ΄
Basic Information						
Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraft	Damage		Injuri	es	
	SUBSTAN	ITIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - AERONCA 7AC	Eng Make/Model - CON	ITINENTAL A-65	ELT	[nstalled/Ad	tivated	- YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1		S.	tall Warning	System	- NO
Max Gross Wt - 1220		IPROCATING-CARBUR	ETOR	•		
No. of Seats - 2	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI				RPORT/STRIP		
Method - N/A	GILA, NM			•		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- CALM	LOCAL		Dunway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace	•		Lth/Wid -		
Lowest Sky/Clouds - CLEAR		NONE		Surface -		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan			Status -		
	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE	•					
Condition of Light - DAYLIGHT						
Personnel Information		•				
Pilot-In-Command	Age - 30	Medical Certifica			VERS/LI	TIN
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (H	ours)		
COMMERCIAL	Current - YES	Total -	662	Last 24	Hrs -	1
SE LAND	Months Since - 6	Make/Model-	145	Last 30	Days- U	NK/NR
;	Months Since - 6 Aircraft Type - C-172RG	Instrument-	79 ·	Last 90	Days-	5
		Multi-Eng -	23		•	
Instrument Rating(s) - AIRPLANE						
Narrative				_		
THE PLT SAID THAT HE AND HIS FRIEND WERE ON						
ELECTRICAL POWER LINES AHEAD. HE SAID THAT						
NOT SEE THE STATIC LINE ABOVE THE WIRES. TH						
ACFT. THE ACFT SUBSEQUENTLY FLIPPED UPSIDE						
THE STATIC LINES WERE MARKED WITH ORANGE BA	LL MARKERS. THE PASSENGER ALSO	STATED THAT THE	WIRES NEED	TO BE MARKE	D.	

2/21/88 GILA, NM A/C Reg. No. N2359E Time (Lc1) - 1218 MST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. OBJECT - WIRE, STATIC 2. ALTITUDE - IMPROPER - PILOT IN COMMAND 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

File No 120 2/28/88 L	OS LUNAS,NM	A/C R	eg. No. N81DS	•	Time (Lc1) - 0840 MST			
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraf SUBSTA	t Damage NTIAL		Fatal	Inj Serious	uries Mino	r None
Type of Operation -PERSONAL		Fire		Crew	0	1	0	
Flight Conducted Under -14 CFR 9		NONE		Pass	ō	Ó	Ō	
Accident Occurred During -LANDING					_	-	_	_
-Aircraft Information								
Make/Model - RAVEN S55A	Eng Make/	'Model - N/	A		ELT	Installed	1/Activat	ed - N0 -N/
Landing Gear - UNK/NR`	Number Er	gines - N/	A		S	tall Warr	ning Syst	em - NO
Max Gross Wt - 1435	Engine Ty	/pe - N/	A					
No. of Seats - UNK/NR	Rated Pow	er - N/	A					
Environment/Operations Information	-							
Weather Data	Itinerary				Airport	Proximity	<i>,</i>	
Wx Briefing - FSS	Last Depar	ture Point			OFF AI	RPORT/STR	PIP	
Method - TELEPHONE	SAME AS	ACC/INC						
Completeness - FULL	Destination	, ·			Airport D	ata		
Basic Weather - VMC	LOCAL					-		
Wind Dir/Speed- 320/006 KTS					Runway	Ident	- N/A	
Visibility - 60.0 SM	ATC/Airspace					Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR		ight Plan	- NONE			Surface	•	/TIIDE
Lowest Ceiling - NONE	Type of Cl		- NONE			Status	- DRY	/ 10Ki
Obstructions to Vision- NONE	Type Of Ci		- FULL STOP		Kuliway	Status	DKI	
Precipitation - NONE	Type Apcily	Ling	, TOLL STOP					
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 26		Medical Certi	ficate	- NO ME	DTCAL		
Certificate(s)/Rating(s)	Biennial Flight	Peview			t Time (H			
COMMERCIAL	Current	- YES	Total	-	273		24 Hrs -	LINK /ND
COMMERCIAL	Months Since		Make/Mode		151		30 Days-	
FREE BALLOON	Aircraft Typ		Instrumer		0		90 Days-	•
TREE BALLOON	All Clart Typ	e - 350A	Tristramer	10.	U	Last	90 Days	21
Instrument Rating(s) - NONE								
-Narrative								
PLT REPORTS THAT THE WIND WAS LIGHT D	URING TAKEOFF AND WHI	LE CRUISIN	G. WHEN THE PL	T DESC	CENDED FO	R LANDING	HE	
COUNTERED STRONG, GUSTY WINDS FROM ABOU	T 50 TO 60 FT AGL DOW	N TO THE G	ROUND. ACCORDI	NG TO	THE PLT,	THESE		
RONG, LOCALIZED WINDS ARE UNPREDICTABLE	AND OCCUR ON AN INFR	EQUENT BAS	IS. WHEN THEY	ARE EN	NCOUNTERÉ	D DURING		
DING, THEY RESULT IN A RAPID DESCENT T							ASF	
PLT ADDED HEAT AS SOON AS HE ENCOUNTE								
LOON TOUCHED DOWN HARD TWICE RESULTING								
CENDED TO THE CALM WINDS ABOVE 60 FT AN					L DALLOU	IA IIIEIA		
FINDED TO THE CALM MINDS ABOVE OF LI AN	D A MOKMAE HIGH WIND	LANDING WA	3 MOCOMILET SHEE	, .	•			

File No. - 120 2/28/88 LOS LUNAS, NM A/C Reg. No. N81DS Time (Lc1) - 0840 MST

Occurrence #1

HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

- 1. WEATHER CONDITION DOWNDRAFT
- 2. WIND INFORMATION MISREAD PILOT IN COMMAND
- 3. WEATHER CONDITION UNFAVORABLE WIND
- 4. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft [uries	
Time of Organization DEDCOMAL		DESTROYED		Fatal ew 1	Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire		ew 1	0	0	0
Accident Occurred During -DESCENT		NONE	Pa	135	O	U	U
Aircraft Information							
Make/Model - SURLINE SIDEWINDER		Model - LYCOM	IING 0-320		Installed		
Landing Gear - TRICYCLE-FIXED		gines - 1		9	itall Warn	ing System	m - NO
Max Gross Wt - 1550	Engine Ty _l	pe - RECIF	ROCATING-CARE	SURETOR			
No. of Seats - 2	Rated Power	er - 15	50 HP				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			OFF A	RPORT/STR	Ib	
Method - TELEPHONE	RATON, NM						
Completeness - UNK/NR	Destination			Airport [ata		
Basic Weather - VMC	TRUTH OR	CONSEQ,NM		_			
Wind Dir/Speed- 270/020 KTS	.= /				Ident	- N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - UNK/NR		ight Plan - N			Surface		TURF
Lowest Ceiling - NONE	,	earance - N			/ Status	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lnag - I	ORCED LANDING	1			
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information	A ===	24			MEDIOAL	NO 644 TVED	C /: TMTT
Pilot-In-Command	Age - 41		edical Certifi			NO WAIVER	2/ LIMII
Certificate(s)/Rating(s)	Biennial Flight	REVIEW - YES	Total	ight Time (F 235		04 Uno - I	INIZ /NID
PRIVATE	Current		Total - Make/Model-		Last	24 Hrs - 1	•
SE LAND	Months Since Aircraft Type		Instrument-			90 Days-	16 23
	Aircraft Typ	e - C-152	This trument	. 0	Lasi	90 Days-	23
Instrument Rating(s) - NONE							
Narrative							
NAME TO THE ACFT ENG SOUND INCREASE	DDAMATICALLY AS TH	E ACET DASSEL	OVED A GEN A	VIATION ATD	ODT THE		
WAS SEEN BY ANOTHER WITNESS AT LOW ATL							
RED A SPIN AND IMPACTED THE GROUND. TH							
IT WAS LATER FOUND NEAR WHERE THE FIRST							
THE BOLTS THAT SECURE THE PROP TO THE C	RANKSHAFT WERE SHEA	RED. THE FXA	MINATION FURT	HER REVEALE	THAT THE	RE	
NO REINFORCING PLATE BETWEEN THE BOLT H							
						_	

File No. - 200 3/12/88 MORIARTY, NM A/C Reg. No. N185SA Time (Lc1) - 1215 MST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. PROPELLER SYSTEM/ACCESSORIES - SEPARATION 2. MAINTENANCE, INSTALLATION - IMPROPER - MANUFACTURER Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - EMERGENCY Finding(s) 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

File No 105 3/13/88 RUIDO	OSO,NM A/C R	eg. No. N32982	Т	ime (Lc1) -	1645 MS	Т
Basic Information Type Operating Certificate-NONE (GENER) Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	AL AVIATION) Aircraf SUBSTA Fire NONE	t Damage NTIAL Crew Pass	-	Injur Serious 1 1		None O O
Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -		S.	Installed/A tall Warnin		
Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 310/014 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point RUIDOSO,NM Destination FORT WORTH,TX ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	OFF AIR Airport Da SIERRA Runway Runway Runway	BLANCA REG	IONAL 24 8100/ ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 28 Biennial Flight Review Current - YES Months Since - 7 Aircraft Type - PA-28	Total -	nt Time (Ho 199 77 39	ours) Last 24	Hrs -	5
Instrument Rating(s) - AIRPLANE						
Narrative HE PRIVATE PLT AND TWO PAX ATTEMPTED TAKEOFF EEN LOADED IN THE RIGHT TANK AND THE PLT INE EGREE X-WIND REPORTED FROM 310 DEGREES AT 14 IFTED OFF THEN WENT NOSE HIGH. "THE ACFT WEN HE RWY AS THE NOSE WENT HIGH. WITNESSES REPO IRE OF THE ARPT FENCE AT FOUR FT AGL PRIOR TEPORATED FROM THE FUSELAGE.	DICATED THAT THE LEFT TANK W 4, GUSTING TO 32 KTS. THE TW NT OUT OF SIGHT OFF THE END ORT THAT THE ACFT NEVER CLIM	AS EMPTY. RWY 24 WA R OPERATOR SAID THA OF RWY. TWICE, THE BED ABOVE 25 FT AGI	AS IN USE A AT ON TAKEO RIGHT WING THE ACFI	WITH A 70 DFF "THE AI G DROPPED T F STRUCK TH	RCRAFT OWARD E TOP	

3/13/88 RUIDOSO, NM A/C Reg. No. N32982 File No. - 105 Time (Lc1) - 1645 MST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. WEATHER CONDITION - CROSSWIND 3. WEATHER CONDITION - GUSTS 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 5. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND 6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 7. STALL/MUSH 8. OBJECT - FENCE 9. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

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

File No 145 3/	21/88 GUBER	NADOR,NM 	A/C Reg.	No. N7863S		ime (Lc1)	- 1000 MS1	
-Basic Information	- ON DEMAND AT	D TAVE	Administra D	, 		7 m 4		
Type Operating Certificat	G-ON-DEMAND AT	K IAXI	Aircraft D SUBSTANTI		Fatal	Inju Serious		None
Type of Operation	-BUSINESS		Fire	Cre			0	1
Flight Conducted Under	-14 CFR 91		NONE		s 0	0	-	ó
Accident Occurred During			110.112	. 43		· ·	· ·	Ū
-Aircraft Information								
Make/Model - BELL 47G-	·3B1	Eng Make		IING TVO-435-B1		Installed/		
Landing Gear - SKID		Number E	ing in ico			tall Warnii	ng System	- NO
Max Gross Wt - 2950		Engine T		ROCATING-CARBU	RETOR			
No. of Seats - 3		Rated Po	wer - 27	O HP				
-Environment/Operations Info	ormation							
Weather Data		Itinerary				Proximity	_	
Method - N/A	ORD OF BRIEFING	Last Depa GOBERNA			OFF AI	RPORT/STRII	5	
Completeness - N/A		Destinatio	n , ,		Airport Da	ata		
Basic Weather - VMC		LOCAL						
Wind Dir/Speed- CALM							- N/A	
Visibility - 50.0		ATC/Airspac				Lth/Wid		
Lowest Sky/Clouds -	CLEAR		light Plan - N			Surface		
Lowest Ceiling -	NONE	Type of C	learance - N	IONE	Runway	Status	- DRY	
Obstructions to Vision-		Type Apch	/Lndg - F	ORCED LANDING				
Precipitation -								
Condition of Light -	DAYLIGHT							
-Personnel Information								
Pilot-In-Command	•	Age - 49 Biennial Flight Current	Me	dical Certific	ate - VALID	MEDICAL-W	AIVERS/LIM	ΙT
Certificate(s)/Rating(s)	1	Biennial Flight	Review	Fli	ght Time (H	ours)		
COMMERCIAL		Current	- YES	Total -	17460	Last 2	4 Hrs -	1
SE LAND	,	Months Sinc	e - 11	Make/Model- Instrument-	12147	Last 3	Days- UN	K/NR
HELICOPTER		Aircraft Ty	pe - B-47-G3	Instrument-	25			
						Rotorc	raft - 1	7048
Instrument Rating(s)	- NONE							
COMMERICAL PLT WAS HOVERING D BANG AND THE ROTOR RPM BEG MAIN ROTOR STRUCK THE TAIL KING ROLLERS IN THE FREE WHE	AN TO DECAY. T BOOM AND SEVER	HE PLT MADE A HO ED IT. A POST AC	VERING AUTOROT CIDENT TRANSMI	ATION RESULTIN	G IN A HARD N REVEALED	LANDING. THAT THE	·	

File No 14	5 3/21/88	GOBERNADOR, NM	A/C Reg. No. N7863S	Time (Lc1) - 1000 MST
Occurrence #1 Phase of Operation	<u>-</u>	NT/SYSTEM FAILURE/MALF	UNCTION	•
Finding(s) 1. ROTOR DRIVE SYST 2. ROTOR RPM - NO 3. ROTOR DRIVE SYST	T MAINTAINED - PIL) :	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGEN	NCY		
Finding(s) 4. AUTOROTATION - A				
Occurrence #3 Phase of Operation		FOUCHDOWN		
Finding(s) 5. FLIGHT CONTROLS	- IMPROPER USE OF	- PILOT IN COMMAND		
Probable Cause	_			
The National Transporis/are finding(s) 1,2		rd determines that the	Probable Cause(s) of this accid	lent
Factor(s) relating to	this accident is,	are finding(s) 5		

File No 70 2/05/88 HEND	ERSON, NV	A/C Reg. No. N2249E	1	ime (Lc1) -	1235 PS	Γ
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Ai	rcraft Damage		Injur	ies	
	\$	UBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTION	-		ew O	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	N	IONE Pa	ass O	0	0	0
Aircraft Information						
Make/Model - CESSNA 172N		- LYCOMING 0-320-H2		Installed/Ad		
Landing Gear - TRICYCLE-FIXED	Number Engines			stall Warning	g System	- YES
Max Gross Wt - 2300		- RECIPROCATING-CARE	BURETOR			
No. of Seats - 4	Rated Power	- 160 HP				
Environment/Operations Information	7.1 day 200 a 10			D		
Weather Data	Itinerary	Dada.	Airport ON AIR	Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure LAS VEGAS,NV	Point	UN AIR	RPURT		
Completeness - WEATHER NOT PERTINEN			Airport D	12+2		
Basic Weather - VMC	HENDERSON, NV		SKY HA			
Wind Dir/Speed- 050/006 KTS	TIENDER SON, NV				36	
Visibility - 75.0 SM	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONF		Surface -		•
Lowest Ceiling - NONE	Type of Clearar			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			014140		
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	TOUCH AND GO	•••			
Condition of Light - DAYLIGHT	•					
Personnel Information						
Pilot-In-Command	Age - 34	Medical Certif			[VERS/LIM	MIT
Certificate(s)/Rating(s)	Biennial Flight Revie	w Fi				
STUDENT	Current - N		- 77	Last 24	Hrs - UN	NK/NR
	Months Since - N	//A Make/Model //A Instrument	- 77 - O	Last 30	Days- UN	NK/NR
	Aircraft Type - N	/A Instrument	- 0	Last 90	Days-	8
Instrument Rating(s) - NONE						
Narrative RING GROUND LANDING ROLL ON A TOUCH AND GO					RIFT	
F THE SIDE OF THE RUNWAY AND OVERCORRECTED NDING, SHE REALIZED THE FLAPS WERE FULLY E NWAY AND NOSED OVER IN ROUGH TERRAIN.					Ē	

File No. - 70 2/05/88 HENDERSON, NV A/C Reg. No. N2249E Time (Lcl) - 1235 PST LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 2. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - ABORTED Finding(s) 3. TERRAIN CONDITION - ROUGH/UNEVEN 4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD 5. LANDING GEAR, NOSE GEAR ASSEMBLY - COLLAPSED

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

----Probable Cause----

File No 10 2/08/88 PALAM	MINO VALLEY, NV	A/C Reg. No. N	148890	Ti	me (Lc1) -	1130 PST	
Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	. 0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Airenest Tussementies							
Aircraft Information	Ena Maka/M	adal IVCOMING O	005-100		11/A		VEC /VEC
Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED		odel - LYCOMING 0-	-235-L2C			ctivated -	
	Number Eng Engine Typ				ali warnin	g System -	4E2
			ING-CARBORE	IUK			
No. of Seats - 2	Rated Powe	r - 110 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport P	roximity		
Wx Briefing - NO RECORD OF BRIEFING		ure Point		•	PORT/STRIP		
Method - N/A	RENO.NV	a. c . c		0.1 72.			
Completeness - N/A	Destination		,	Airport Da	ta		
Basic Weather - VMC	LOCAL		•	an por c bu	· ·		
Wind Dir/Speed- 030/005 KTS	LOCAL			Runway	Ident -	N/A	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -		
	N BKN Type of Fli	aht Dlan - NONE			Surface -		
Lowest Sky/Clouds 25000 11 1111		arance - NONE				DRY	
Obstructions to Vision- NONE	Type Apch/L		JT _ TNI	Kanway	Status	DKI	
Precipitation - NONE	Type Apcil/L		LANDING				
Condition of Light - DAYLIGHT		PORCED	LANDING				
Condition of Light DATEIGH							
Personnel Information							
Pilot-In-Command	Age - 22	Medical	Certificate	- VALID	MEDICAL-NO	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight R			t Time (Ho		-•	
STUDENT	Current		al -	•	Last 24	Hrs -	1
	Months Since	- N/A Make	e/Mode1-	22		Days- UNK	/NR
	Aircraft Type	- N/A Make - N/A Inst	trument-	1	Last 90		. 22
Instrument Rating(s) - NONE							
THE STUDENT PILOT WAS PRACTICING "S" TURNS ON THE ROAD RESULTED IN A HIGH FLARE AND HARD ENGINE INSPECTION AND TEST RUN REVEALED NO DITEMPERATURE WAS 60 DEGREES F AND THE DEW POINT CARBURETOR ICING WAS PROBABLE (VISIBLE ICING	D LANDING, SHEARING ISCREPANCIES. NO ME NT WAS 30 DEGREES F	THE NOSE GEAR. TH CHANICAL REASON WA	HE ACFT FLIMAS FOUND FO	PPED INVER R POWER LO	TED. SS. THE		
CARBORLION TOTAL WAS PROBABLE (VISIBLE TOTAL	, AI NAILD FOWER.						

File No	10 2/08/88 PALAMINO VALLEY,NV	A/C Reg. No. N48890	Time (Lcl) - 1130 PST
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER MANEUVERING		
	- IMPROPER USE OF - PILOT IN COMMAND ON - CARBURETOR ICING CONDITIONS RBURETOR - ICE		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	HARD LANDING LANDING		
Finding(s) 4. FLARE - PREMATU	RE - PILOT IN COMMAND		
Occurrence #4 Phase of Operation			
Finding(s) 5. LANDING GEAR,NO	SE GEAR - OVERLOAD		
Probable Cause			
The National Transpois/are finding(s) 1,	ortation Safety Board determines that the Pi $_3$	robable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is/are finding(s) 4,5		

File No 168 2/13/88 LOVE	_OCK,NV	A/C Reg. No.	N68915	Т	ime (Lcl) -	1400 PST	
Type Operating Certificate-NONE (GENER) Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	F	ircraft Damage SUBSTANTIAL ire NONE	Crew Pass	Fatal O O	Injur Serious O O	ries Minor O O	None 2 2
Aircraft Information Make/Model - PIPER AEROSTAR 602P Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6000 No. of Seats - 6	Number Engine	1 - LYCOMING IO s - 2 - RECIP-FUEL - 290 HP			Installed/A tall Warnir		- YES-UNK/N - YES
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 290/006 KTS Visibility - 90.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure SAME AS ACC/ Destination NAPA,CA ATC/Airspace Type of Flight Type of Cleara Type Apch/Lndg	INC Plan - IFR nce - NONE		ON AIRS irport Da DERBY I Runway Runway Runway	ata FIELD Ident - Lth/Wid - Surface -		150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND	Age - 44. Biennial Flight Revi Current - I Months Since - I Aircraft Type - I	ew UNK/NR Tota UNK/NR Make UNK/NR Inst	Certificate Flight al - 10 e/Model- UNK, rument- UNK, i-Eng - UNK,	Time (Ho 200 /NR /NR	ours) Last 24 Last 30 Last 90	Hrs - UN Days- UN Days- UN	IK/NR IK/NR IK/NR
Instrument Rating(s) - AIRPLANE							
Narrative HE NON-MULTIENGINE RATED PILOT (LEFT SEAT) [IGHT DRIFT. THE PILOT THEN ATTEMPTED TO UTIL ESULTING IN A LOSS OF DIRECTIONAL CONTROL FO ILOT HAD BEEN LED TO BELIEVE BY THE ACCOMPAN TEERING WAS ACCEPTABLE DURING TAKEOFF. THE A ECOMMENDED FOR TAKEOFF SINCE THERE IS A TEND	LIZE NOSE WHEEL STEERI DLLOWED BY THE AIRCRAF NYING FLIGHT INSTRUCTO AIRCRAFT OWNER'S MANUA	NG TO CORRECT A T'S DEPARTING T R (RIGHT SEAT) L STATED THAT '	IND A HARD LI THE LEFT SIDI THAT THE USI	EFT SWERY E OF THE E OF NOSI	VE ENSUED RUNWAY. TH EWHEEL		

2/13/88 A/C Reg. No. N68915 Reg. No. N68915 Time (Lc1) - 1400 PST File No. - 168 LOVELOCK, NV

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

- 1. NOSEWHEEL STEERING IMPROPER USE OF COPILOT/SECOND PILOT
- 2. INSTRUCTIONS, WRITTEN/VERBAL IMPROPER PILOT IN COMMAND
- 3. SUPERVISION POOR PILOT IN COMMAND

----Probable Cause----

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

File No 32 2/14/88 JEA	N,NV A/C	Reg. No. N5173G	Ti	me (Lc1) -	1550 PS	Т
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircra	ft Damage		Injur	ies	
	DESTR	DYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	1 .	. 0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - CESSNA 305A (L-19)	Eng Make/Model - C	ONTINENTAL 0-470-114	A ELT I	nstalled/A	ctivated	YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1	St	all Warning	g System	- YES
Max Gross Wt - 2100	Engine Type - R	CIPROCATING-CARBURE	ETOR			
No. of Seats - 2	Rated Power -	213 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing ~ NO RECORD OF BRIEFI		+	ON AIRP			
Method - N/A	SAME AS ACC/INC	•	0	J., .		
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	BARSTOW/DAGGETT, C	Δ	JEAN			
Wind Dir/Speed- 050/010 KTS	BARSTOW BAGGETT, O		Runway	Ident -	02	
Visibility - 75.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE			GRAVEL	100
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway		DRY	
Obstructions to Vision- NONE	Type Apch/Lndq	- NONE	Kullway	Jacus	DKI	
Precipitation - NONE	Type Apcil/Ling	NOINE				
Condition of Light - DAYLIGHT	:				-	
DATE GITT						
Personnel Information						
Pilot-In-Command	Age - 48	Medical Certificat	te - VALID	MEDICAL-WA	IVERS/LI	MIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Fligh	nt Time (Ho	urs)		
PRIVATE	Current - UNK/N	R Total -	2500	Last 24	Hrs - U	NK/NR
SE L'AND	Months Since - UNK/N	R Make/Model- UN	NK/NR	Last 30	Davs- U	NK/NR
	Aircraft Type - UNK/N	•		Last 90		
		Multi-Eng - UN			aft [°] - U	
Instrument Rating(s) - NONE						
Narrative WITNESSES OBSERVED ACFT ENTER 45 DEG CLIMB ACFT APPEARED TO STALL, WING DROPPED AND NO DEG VS. MAX 30 DEG SETTING SPECIFIED ON COC DAY ALSO EXECUTED WITH 60 DEG FLAPS. NO EVI OR SYSTEMS.	SE FELL THROUGH TO IMPACT 104 KPIT PLACARD. ACCOMPANYING A	O YDS LEFT OF RUNWAY CFT WITNESS STATED F	7. FLAPS FO PREVIOUS TA	UND SET AT KEOFF THAT	60	

File No. - 32 2/14/88 JEAN,NV A/C Reg. No. N5173G Time (Lcl) - 1550 PST

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

Finding(s)

- 1. LOWERING OF FLAPS EXCESSIVE PILOT IN COMMAND
- 2. DOCUMENTATION DISREGARDED PILOT IN COMMAND
- 3. CLIMB EXCESSIVE PILOT IN COMMAND
- 4. AIRSPEED(VS) NOT MAINTAINED PILOT IN COMMAND
- 5. STALL/SPIN

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

Thase of operation bescent brookingeleb

----Probable Cause----

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

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

Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -TAXI		SUBSTANTIAL					
Flight Conducted Under -14 CFR 9		Fire	Crew	Fatal O	Serious O	Minor 1	None 0
		NONE	Pass		-	ó	0
	•	HOHE	, 400				
Aircraft Information							
Make/Model - CESSNA 172		Model - LYCOMING	0-320-D2J				
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300		ingines - 1 Type - RECIPROCA	ATTNO CARRID		tall Warning	j System -	- YES
No. of Seats - 4	Rated Po						
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	•	rture Point		ON AIR	PORT		
Method - UNK/NR		D CITY, AZ		4: D			
Completeness - UNK/NR Basic Weather - VMC	Destinatio LAS VEG			Airport D	ata AN INTN'L.		
Wind Dir/Speed- 320/030 KTS	LAS VEG	AS, NV				UNK/NR	
Visibility - 5.0 SM	ATC/Airspac	·e			Lth/Wid -		
Lowest Sky/Clouds - CLEAR		light Plan - NONE			Surface -		
Lowest Ceiling - NONE		learance - 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 - 36	Medic	al Certifica	to - VALTD	MEDICAL-WA	TVEDS/LTM	· T
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H		IVENS/ EINI	
STUDENT	Current	- N/A To	otal -		Last 24	Hrs -	2
• • • • • • • • • • • • • • • • • • • •	Months Sinc		ake/Mode1-	78	Last 30	Days- UN	K/NR
	Aircraft Ty	pe - N/A Ir	nstrument-	1	Last 90	Days-	24
Instrument Rating(s) - NONE							
Narrative	A ODOSS COUNTRY S	TOUT MITTIOUT STATE	10 A EL TOUT	O. AN. OD. OD.	TATAITNO A		
STUDENT PILOT DEPARTED THE AIRPORT FO HER BRIEFING. UPON RETURNING TO THE O							
THE BRIEFING. OPON RETURNING TO THE UILING AT THAT AIRPORT. THE PILOT THEN D							

3/09/88 LAS VEGAS, NV File No. - 92 A/C Reg. No. N98525 Time (Lcl) - 1720 PST

Occurrence #1

NOSE OVER

Phase of Operation TAXI - FROM LANDING

Finding(s)

- 1. PREFLIGHT BRIEFING SERVICE NOT OBTAINED PILOT IN COMMAND
- 2. WEATHER CONDITION HIGH WIND
- SUPERVISION INADEQUATE FLIGHT INSTRUCTOR(ON GROUND)
- 4. FLIGHT TO ALTERNATE DESTINATION PERFORMED -
- 5. WEATHER CONDITION GUSTS
- 6. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND

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

File No 69 3/10/88	LAS VEGAS,NV	A/C Reg.	No. N6380H	Т	ime (Lc1) -	1545 PS	r
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft [Injur		
		SUBSTANTI		Fatal	Serious	Minor	None
Type of Operation -TEST F		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0.	. 0	0	2
Accident Occurred During -LANDIN	G 						
Aircraft Information							
Make/Model - CESSNA 207A	Eng Make	/Model - CONTI	NENTAL 10-520-F	ELT :	[nstalled/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED		naines - 1			tall Warnin		
Max Gross Wt - 3800	Engine T		-FUEL INJECTED	_		5 - 7 · · ·	
No. of Seats - 7	Rated Po		OO HP				
~							
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR	•	rture Point		OFF AI	RPORT/STRIP		
Method - UNK/NR	LAS VEG	· · · · · · · · · · · · · · · · · · ·					
Completeness - UNK/NR	Destinatio	n		Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 330/019 KTS						N/A	
Visibility - 75.0 SM	ATC/Airspac	e		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 8000 F	T SCATTERED Type of F	light Plan - N	IONE	Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of C	learance - N	IONE	Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch	/Lnda - F	ULL STOP	-			
Precipitation - NONE	,		ORCED LANDING				
Condition of Light - DAYLIGH	r ·						
Paramet I to Committee							
Personnel Information					MEDICAL NO	MATHERS	/L TMTT
Pilot-In-Command			edical Certifica			WAIVERS	LIMII
Certificate(s)/Rating(s)	Biennial Flight			ht Time (H	•		_
COMMERCIAL	Current	- YES	Total -		Last 24		1
SE LAND, ME LAND	Months Sinc	e - 1	Make/Model-		Last 30		•
	Aircraft Ty	e - 1 pe - UNK/NR	Instrument-	87	Last 90	Days-	89
			Multi-Eng -	350			
Instrument Rating(s) - AIRPL	ANE						
That dilent kating(a) AIRFE							
Narrative			<u>.</u>				
DURING A MAINTENANCE FLIGHT, WHILE ON F	INAL APPROACH, THE ENG	INE CEASED OPE	RATING. ADEQUAT	E FUEL WAS	AVAILABLE		
IN THE RIGHT FUEL TANK. THE LEFT FUEL T.						D	
HE WAS SLIPPING THE ACFT ON THE FINAL A	PPROACH, WHEN THE ENGI	NE STARTED MIS	FIRING. THE PLT	SAID HE T	HEN SWITCHE	D	
TANKS WITHOUT SUCCESS IN IMPROVING ENG							
DAMAGED THE MAIN LNDG GEAR AND FAILED T							

File No	69 3/10/88 	LAS VEGAS,NV	A/C Reg. No. N6380H	Time (Lc1) - 1545 PST
	LOSS OF ENGINE APPROACH - VFR	POWER PATTERN - FINAL APPROACH		
Finding(s) 1. FLUID,FUEL - STA	ARVATION	·		
	NNING/DECISION -	IMPROPER - PILOT IN COMM	AND	
2. IN-FLIGHT PLAI	FORCED LANDING		AND	

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

File No 71 3/18/88 LAS	S VEGAS, NV	A/C Reg. No	. N8307R	Ti	me (Lc1) -	1230 PS	Т
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Aircraft Dama SUBSTANTIAL Fire NONE	Crew	Fatal O O	Injuri Serious O O	Minor O	None 1 2
Aircraft Information Make/Model - BEECH A24R Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2750 No. of Seats - 4	Number Engine	ke/Model - LYCOMING Engines - 1 Type - RECIP-FU Power - 200 H	EL ÍNJECTED		installed/Acall Warning		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 210/004 KTS Visibility - 75.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	LAS V Destinat SAN L ATC/Airsp Type of Type of	parture Point EGAS,NV ion UIS OBISPO,CA ace Flight Plan - NONE Clearance - NONE ch/Lndg - FULL		Runway Runway Runway Runway	PORT sta VEGAS AIR 1	25 5005/ ASPHALT	100
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Flig Current Months Si	ht Review - UNK/NR T nce - UNK/NR M	al Certificat Fligh otal - ake/Model- nstrument-	t Time (Ho 280 8	ours) Last 24 Last 30	Hrs - Days- U	
Instrument Rating(s) - NONENarrative DURING CLIMB TO CRUISE THE AIRCRAFT'S DOOR PRECAUTIONARY LANDING. DURING LANDING THE F A RUNWAY EDGE LIGHT DURING LANDING ROLL WIT PRE-EXISTING PROBLEM COULD BE FOUND WITH TH	OPENED. THE PILO PILOT HAD DIFFICU TH MOST OF THE ST	LTY MAINTAINING DIR	A NEARBY AIRP ECTIONAL CONT	ORT FOR A ROL. THE A			

File No. - 71 3/18/88 LAS VEGAS,NV A/C Reg. No. N8307R Time (Lc1) - 1230 PST

Occurrence #1
Phase of Operation

 ${\tt AIRFRAME/COMPONENT/SYSTEM\ FAILURE/MALFUNCTION}$

Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. DOOR, EXTERIOR CREW - UNLATCHED

2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

3. DOOR, EXTERIOR CREW - OPEN

Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - RUNWAY LIGHT

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

6. DIVERTED ATTENTION - PILOT IN COMMAND

----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Ainc	raft Damage		In	juries	
Type operating certificate none (denema		TROYED	Fata	l Serious		None
Type of Operation -PERSONAL	Fire	_	rew 0	-	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	ON (GROUND P	ass C	1	0	0
Aircraft Information						
Make/Mode1 - MARLOW HILYARD EXECUTIV			E	LT Installed		
Landing Gear - TRICYCLE-FIXED	Number Engines -		PUDETOR	Stall Warr	ning Syste	m - NO
Max Gross Wt - 1000 No. of Seats - 2	Engine Type - Rated Power -	RECIPROCATING-CAR 85 HP	ROKETOK			
NO. OT SeatS - 2	Rated Power -					
Environment/Operations Information	Thimppou		Ainne	ort Proximity		
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Po	int		AIRPORT/ST		
Method - N/A	ELKO,NV	1110	511	AIRI ORI/ SII	· · ·	
Completeness - N/A	Destination		Airpor	t Data		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- CALM	. — - 1			way Ident		
Visibility - 50.0 SM	ATC/Airspace	NONE		way Lth/Wid	•	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plant Type of Clearance			way Surface		ECETATION
Obstructions to Vision- NONE	Type of Crearance		Kui	iway Status	ROUGH	EGETATION
Precipitation - NONE	Type Apolly Ellag	1022 3101			Noodii	
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 30	Medical Certif				
Certificate(s)/Rating(s)	Biennial Flight Review Current - N/A	Total	light Time	(Hours)	04 Una -	LINIZ /NID
NONE	Months Since - N/A		- 155	Last	30 Days-	UNK/NR
No.	Aircraft Type - N/A	Instrument	- 0	Last	90 Days-	UNK/NR
				Rotor	rcraft -	155
Instrument Rating(s) - NONE						
PILOT MADE A LANDING ON SLOPING TERRAIN.	THE GYROCOPTER ROLLED TO	THE LEFT WITH THE	MAIN ROTO	R STRIKING S	SAGE	
H. THE ENGINE WAS TWISTED FROM ITS MOUNTS	RUPTURING A FUEL LINE.	A FIRE RESULTED CO	NSUMING TH	IE GYROCOPTER		
PILOT DID NOT HOLD A PILOT OR MEDICAL CER					••	

File No. - 106

3/19/88

ELKO, NV

A/C Reg. No. N5045J

Time (Lc1) - 1700 PST

Occurrence #1

ROLL OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

2. TERRAIN CONDITION - DOWNHILL

----Probable Cause----

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

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

File No 26 2/09/88 ADA,0	K A/C R	Т	ime (Lc1)	1800	CST	
-Basic Information		·				
Type Operating Certificate-NONE (GENERA		t Damage	_	Inju		
	DESTRO		Fatal			
Type of Operation -PERSONAL	Fire NONE	Crew Pass	-	1	0	
Flight Conducted Under -14 CFR 91	NUNE	Pass	U	1	U	U
Accident Occurred During -DESCENT						
-Aircraft Information		•				
Make/Model - CESSNA 120	Eng Make/Model - CO					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnir	ng Syste	em - NO
Max Gross Wt - 1450	Engine Type - RE		ETOR			
No. of Seats - 2	Rated Power -	85 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIE	•	
Method - N/A	ADA,OK					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	NORMAN,OK			•		
Wind Dir/Speed- 170/010 KTS			Runway	Ident ·	- N/A	
Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid ·	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	- N/A	
Lowest Ceiling - NOME	Type of Clearance	- NONE	Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DUSK						
Pilot-In-Command	Age - 34	Medical Certifica	te - VALID	MEDICAL-WA	IVERS/	LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ht Time (H	ours)		
PRIVATE	Current - YES	Total -	336			
SE LAND	Months Since - 5 Aircraft Type - C-120	Make/Model-	66	Last 30	Days-	UNK/NR
	Aircraft Type - C-120	Instrument-	17	Last 90	Days-	UNK/NR
Instrument Rating(s) - NONE						
-Narrative						
PILOT WAS FLYING LOW UP THE RIVER AND HIT	THE HODED STOAND OF A TWO	STRAND HIGH VOLTAG	F DOWED IT	NE BOTH T	4F	
OT AND PASSENGER RECEIVED SERIOUS INJURIES	WHEN THE ATDDIANE CDASHED	ON A SAND-RAD IN T	HE DIVED	4L. DOTTI II	-	
11 WIND EMPRENDER RECEIVED PERIODS INCOMIES	MILLIA THE MIKE CKASHED	DIA W DWIND DWK IN I	IIL KIVER.			

2/09/88 A/C Reg. No. N2431N File No. - 26 ADA,OK Time (Lc1) - 1800 CST Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE 1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 2. LIGHT CONDITION - DUSK 3. CLEARANCE - INADEQUATE - PILOT IN COMMAND 4. OBJECT - WIRE, TRANSMISSION Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

File No 52 2/24/88 NORMA	N,OK A/	C Reg. No. N20129	Ti	me (Lc1) -	1402 CST	
Basic Information Type Operating Certificate-NONE (GENERA		raft Damage		Injuri		
		TROYED	Fatal	Serious		None
Type of Operation -PERSONAL	Fire			1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NON	E Pas:	s 0	0	0	2
Aircraft Information						
Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2350 No. of Seats - 4	Number Engines - Engine Type -	LYCOMING 0-320-E2D 1 RECIPROCATING-CARBUI 150 HP	St	nstalled/Acall Warning		- YES-UNK/NR - YES
Environment/Operations Information			·			
Weather Data	Itinerary		Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		int	OFF AIR	PORT/STRIP		
Method - N/A	SAYRE, OK					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	NORMAN, OK		DOLLAR			
Wind Dir/Speed- 260/008 KTS	470/41		Runway		13	75
Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR THIN	ATC/Airspace BKN Type of Flight Pl	an - NONE		Lth/Wid - Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	K F
Obstructions to Vision- NONE	Type Apch/Lndg	- GO AROUND	Namay	o ta tao		
Precipitation - NONE	Type Apolly Lines					
Condition of Light - DAYLIGHT	•.					
Department Tobania Com						
Personnel Information Pilot-In-Command	Age - 63	Medical Certific	a+a - VALID	MEDICAL -WAI	VEDS/LTM1	rŦ
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (Ho		V V CK 3/ LIMI	. 1
PRIVATE		:/NR Total -	300	Last 24	Hrs - UNA	(/NR
SE LAND	Months Since - UN	:/NR Make/Model-	UNK/NR	Last 30	Davs- UNK	C/NR
	Aircraft Type - UN		UNK/NR	Last 90	Days- UN	(/NR
	,.	Multi-Eng - l			aft - UNH	
Instrument Rating(s) - NONE						
Narrative						
PILOT RETRACTED FLAPS DURING GO AROUND AND AI						
NOT WEARING THE AVAILABLE SHOULDER HARNESSES. INJURIES THE PLT NEVER COMPLETED HIS ACC REPO						
THE TREES AND THE ACFT SETTLED INTO THEM. THE						
TREES AND THE ACTI SETTLED INTO THEM. THE						
TALLS AND THEM DESCRIPTING THE THEM. NO MALFO	NOTIONS OF THE ACT I WERE	. KEI OKTED OK DISCOVE	KED DOKING	INVESTI	AC 1 1014.	
	· · · · · · · · · · · · · · · · · · ·					

File No. - 52 2/24/88 NORMAN,OK A/C Reg. No. N20129 Time (Lc1) - 1402 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Finding(s)

- 1. OBJECT TREE(S)
- 2. RAISING OF FLAPS PREMATURE PILOT IN COMMAND

Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

- 3. GO-AROUND ATTEMPTED PILOT IN COMMAND
- 4. WEATHER CONDITION TAILWIND
- 5. WRONG RUNWAY SELECTED 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) 2.5

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

File No 73 3/19/88 UMPQU	A,OR A/C Reg. No. N81788	Time (Lc1) - 1015 PST
Type Operation Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	DESTROYED Fire Cre NONE Pas	· · · · · · · · · · · · · · · · · · ·
Aircraft Information Make/Model - AERONCA 7AC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - CONTINENTAL C-65-B Number Engines - 1 Engine Type - RECIPROCATING-CARBU Rated Power - 65 HP	ELT Installed/Activated - YES/YES Stall Warning System - NO RETOR
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ROSEBURG,OR Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING	Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - GRASS/TURF Runway Status - DRY
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 54 Medical Certific Biennial Flight Review Fli Current - YES Total - Months Since - 7 Make/Model-	ate - VALID MEDICAL-WAIVERS/LIMIT ght Time (Hours) 1207 Last 24 Hrs - UNK/NR
Instrument Rating(s) - NONENarrative WHILE FLYING LOW OVER A RIVER THE AIRCRAFT ST WAS MADE ONTO A COW PASTURE. DURING THE LANDI REVEALED TELEPHONE WIRE INSULATION WEDGED NEAL BROKEN THE CARBURETOR CASTING THAT HOLDS THE COMMAGE NOTED WOULD RESULT IN LOSS OF POWER. THE TO FAA AND SAID HE HAD VIOLATED FAR'S. HIS RECOMMENTATIONS	RUCK UNMARKED TELEPHONE WIRES. AN OFF-AIRPOR NG THE AIRCRAFT STRUCK THE GROUND NOSE FIRST R THE BOTTOM OF THE CARBURETOR AIR CLEANER. CARB TO THE INTAKE PIPES. THE PLT SAID THAT I HE PLT OFFERED NO EXPLANATION FOR THE LOW FL	. POST ACC INSPECTION THE TELEPHONE WIRE HAD HE LOST ENG POWER. THE YING BUT SENT HIS PLT CERT

A/C Reg. No. N81788 Time (Lcl) - 1015 PST File No. - 73 3/19/88 UMPQUA, OR Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 3. VISUAL LOOKOUT - 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 ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 Factor(s) relating to this accident is/are finding(s) 1

Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage			Injur	ies	
Type operating certificate None	(GENERAL AVIATION)	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERS	ONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 C		NONE	Pass	0	0	0	1
Accident Occurred During -TAKE	OFF 						
Aircraft Information							
Make/Model - CESSNA 150		Model - CONTINENTAL	0-200-A		Installed/A		
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1600	Engine Ty		NG-CARBURE	TOR			
No. of Seats - 2	Rated Po	wer - 100 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - FSS	Last Depar	rture Point		ON AIRS	STRIP		
Method - TELEPHONE	FOX, OR	_					
Completeness - FULL	Destination			Airport Da	ita		
Basic Weather - VMC	PENDLET	JN, UR			T -4 1		
Wind Dir/Speed- CALM	ATO /A : = = = =	_				09	AUZ /AUD
Visibility - 30.0 SM					Lth/Wid -		NK/NK
Lowest Sky/Clouds - 8000 Lowest Ceiling - NONE	FT SCATTERED Type of F	learance - NONE			Surface - Status -		
Obstructions to Vision- NONE	Type Of C			Runway	status -	DKT	
Precipitation - NONE	Type Apcily	Lindy - None					
Condition of Light - DAYLIG	GHT						

Personnel Information Pilot-In-Command	Age - 28	Medical (ertificat	e - VALTD	MEDICAL-NO	WATVERS/	ITMTT
Certificate(s)/Rating(s)	Biennial Flight			t Time (Ho		MAZ V Z IVO	
PRIVATE	Current			166	Last 24	Hrs -	1
SE LAND	Months Since		Model-	65	Last 30	Davs- UN	K/NR
	Aircraft Ty	e - 21 Make, be - UNK/NR Instr	rument-	0	Last 90	Days-	4
Instrument Rating(s) - NON	· ·						
E DEPARTING AN AIRSTRIP SITUATED (ON TOP OF A HILL THE ATD	PAFT WAS NOT ARIF TO	CIEAD DO	WED ITNES	AT THE END	ΩF	
AIRSTRIP. THE PILOT LOWERED THE N							
SIGN IN FLIGHT. THE DENSITY ALTI							

File No. - 166 3/20/88 FOX, OR A/C Reg. No. N66727 Time (Lc1) - 1515 PST

Occurrence #1

IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - SIGN

- 2. WEATHER CONDITION HIGH DENSITY ALTITUDE
- 3. PREFLIGHT PLANNING/PREPARATION INADEQUATE PILOT IN COMMAND
- 4. OBJECT WIRE, TRANSMISSION

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Da	amage		Inju	ıries	
	•	DESTROYED	amage		-	Minor	None
Type of Operation -PERSONAL		Fire	Cre		-	1	0
Flight Conducted Under -14 CFR 91		NONE	Pas	ss O	0	1	0
Accident Occurred During -DESCENT							
-Aircraft Information	Fran Maka /Ma	d-1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NO 0 000 D	E1 T	T		VEC /V
Make/Model - CESSNA 170 Landing Gear - TRICYCLE-FIXED	Eng Make/Mo	dei - LYCUMI	NG 0-300-D	ELI			
Max Gross Wt - 2200	Number Engi	nes - I	OCATING CADDI	IDETOR	Stall Warni	ng system	- 162
No. of Seats - 4	Eng Make/Mo Number Engi Engine Type Rated Power	- RECIPA	OCATING-CARBO	JKETUK			
-Environment/Operations Information Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Departu	re Point			IRPORT/STRI	Р	
Method - IN PERSON	SACRAMENTO				,	•	
Completeness - FULL	Destination			Airport	Data		
Basic Weather - VMC	MEDFORD, OR						
Wind Dir/Speed- 330/030 KTS					y Ident		
Visibility500 SM	ATC/Airspace		4		y Lth/Wid		
Lowest Sky/Clouds - PART OBS	Type of Flig				y Surface	•	
Lowest Ceiling - OVERCAST	Type of Clea			Runwa	y Status	- N/A	
Obstructions to Vision- FOG	Type Apch/Ln	dg - NC	ONE				
Precipitation - SNOW Condition of Light - NIGHT(DARK)							
-Personnel Information Pilot-In-Command	Age - 41	Mer	dical Certific	cate - VALT	D MEDICAL -W	ATVEDS / LTM	ITT
Certificate(s)/Rating(s)	Biennial Flight Re			ight Time (AIVLK3/LIM	11 1
COMMERCIAL, ATP	Current		Total -		Last 2	4 Hrs -	6
SE LAND, ME LAND	Months Since		Make/Model-	10	last 3	O Davs- UN	K/NR
55 25 . 5	Aircraft Type		Make/Model- Instrument-	696	Last 9	O Days-	200
			Multi-Eng -	2000			
			_				
Instrument Rating(s) - AIRPLANE							
-Narrative							
ING A DARK NIGHT VFR FLIGHT, THE ACFT ENC	OUNTERED A SEVERE DO	WNDRAFT AND	INSTRUMENT ME	TEOROLOGIC	AL CONDITIO	NS.	
I FULL POWER THE ACFT DESCENDED, STRIKING							
FING AND IN-FLIGHT BRIEFING HE WAS TOLD							
NTAIN OBSCURATIONS, AND IFR CONDITIONS. I							
AND AT MEDFORD OR FOR REFUELING WHEN HE	ENCOUNTERED A STRONG	DOWNDRAFT.	THIS DESCENT	CONTINUED	UNTIL ABOUT	2000	
AGL AT AN AIRSPEED OF 50 MPH. DUE TO LOW							
THE UNIONSTITUTE LIESE ENGINEERED IN	THE EDDM OF EDG AND	SNOW THE DI	T TUDNED FROM	A 310 DEGDE	ES TO SOO D	FGDFFS	
N. IMC WX CONDITIONS WERE ENCOUNTERED IN BEGAN A CLIMB. AT APRX 6100 FT MSL ANOTH							

File No. - 171 3/26/88 ASHLAND, OR A/C Reg. No. N2958D Time (Lc1) - 2030 PST Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND 4. WEATHER CONDITION - SNOW 5. WEATHER CONDITION - TURBULENCE 6. LIGHT CONDITION - DARK NIGHT 7. WEATHER CONDITION - FOG Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3

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

File No 140 4/15/88 TH	IE DALLES,OR	A/C Reg. No. N71	158V	T	ime (LC1)	- 2345 PD1	Γ
Basic Information Type Operating Certificate-NONE (GEN		rcraft Damage			Inju		
	· SI	UBSTANTIAL		Fatal		Minor	None
Type of Operation -PERSONAL		re	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NO.	ONE	Pass	Ο.	. 0	1	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - MOONEY M20E		- LYCOMING IO-3	360-A1A		[nstalled/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines	- 1		St	tall Warni	ng System	- YES
Max Gross Wt - 2575	Engine Type	- RECIP-FUEL IN	JECTED				
No. of Seats - 4	Rated Power	- 200 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefina - FSS	Last Departure	Point		ON AIR			
Method - IN PERSON	BURLEY, ID						
Completeness - FULL	Destination			Airport Da	ata		
Basic Weather - VMC	KELSO.WA			THE DAL			
Wind Dir/Speed- 310/017 KTS						- 07	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid	-	150
Lowest Sky/Clouds - UNK/NR	Type of Flight	Dlan - NONE			Surface		150
Lowest Ceiling - 20000 FT B					Status		
Obstructions to Vision- FOG	Type Apch/Lndg			Runway	Status	- DK1	
	Type Apchi Lnag	- NONE					
Precipitation - NONE Condition of Light - NIGHT(DARK	:						
Condition of Light - Nighi(DARK							
Personnel Information				- 441.75			
Pilot-In-Command	Age - 65	Medical Ce				ATAEK2/FI	AITI
Certificate(s)/Rating(s)	Biennial Flight Revie			t Time (Ho			/
PRIVATE	Current - Y	ES Total	-	1833	Last 2	4 Hrs ~ U	NK/NR
SE LAND	Months Since -	6 Make/M	lode 1 -	341	Last 3	O Days- U	NK/NR
	Aircraft Type - U						
		Multi-	Eng - UN	IK/NR	Rotorc	raft - Ul	NK/NR
Instrument Rating(s) - NONE							
Narrative	DV UNEODERACT FOR UELD	DOTEELY THEN DE	VEDTED T	O AN ALTE		ODT	
ARRIVAL, PLT FOUND DESTINATION OBSCURED	DE UNPURECASI FUG, HELD I	DKIEFLY, IHEN DI	LVEKIED I	U AN ALIE	KNAIE AIRP	UKI.	
DRIVAL AT ALT THE DADINECE DIT DID NOT	KNUW FREG LUNICUMI TO AC	IIVALE KWY LIGHT	3. PLI M	ADE LUW PA	455 IU ACQ	OIKE	
ARRIVAL AT ALT IN DARKNESS, PLT DID NOT	ON CTOUTTNO A DUNING	LT EFFECTED LANG	OUT UAS			LENCTH	
ARRIVAL AT ALT IN DARKNESS, PLT DID NOT ENVIRONMENT AS FUEL STATE WAS CRITICAL	ON SIGHTING A RUNWAY, P	LT EFFECTED LNDG	BUT WAS	WELL DOW	N 4649-FT	LENGTH	
ARRIVAL AT ALT IN DARKNESS, PLT DID NOT	ON SIGHTING A RUNWAY, P	LT EFFECTED LNDG	BUT WAS	WELL DOW	N 4649-FT	LENGTH	

4/15/88 THE DALLES, OR A/C Reg. No. N7158V Time (Lc1) - 2345 PDT File No. - 140 Occurrence #1 OVERRUN Phase of Operation LANDING Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 3. DISTANCE - MISJUDGED - PILOT IN COMMAND 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - RAVINE The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4 Factor(s) relating to this accident is/are finding(s) 1,5

File No 169 2/02/88 FRIED	ENS,PA A/C	Reg. No. N1201M	Time (Lc1)	- 1205 EST
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	L AVIATION) Aircraí DESTRÓ Fire NONE		Fatal Serious 1 0	uries Minor None O O
Aircraft Information Make/Model - CESSNA 337E Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4440 No. of Seats - 6	Eng Make/Model - CO Number Engines - 2 Engine Type - RE Rated Power -	CIP-FUEL INJECTED		/Activated - YES/No ing System - YES
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - IMC Wind Dir/Speed- Visibility - 1.000 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 200 FT OVER Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT	SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan	- NONE - NONE - NONE	Runway Lth/Wid Runway Surface Runway Status	- UNK/NR - UNK/NR
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE	Age - 24 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certificate	Time (Hours) /NR Last 2 /NR Last 3 /NR Last 9	24 Hrs - UNK/NR 80 Days- UNK/NR 90 Days- UNK/NR craft - UNK/NR
Instrument Rating(s) - NONE				,
Narrative HE 24 YEAR OLD UNLICENSED PILOT MADE AN UNAU BSERVED TO MANUEVER IN THE VICINITY OF THE A HEN OBSERVED TO COME OUT OF THE CLOUDS LEFT MPACTED ON THE AIRPORT AND WAS DESTROYED BY ECHANICAL MALFUNCTION WAS FOUND WITH THE AIR MILE VISIBILITY, WITH RAIN AND FOG. WITNESS NOTHER 337 AND A PIPER CHEROKEE ALSO BASED A VER POSSESSED A MEDICAL CERTIFICATE OR TAKEN NSTRUCTION FROM HIS FATHER, A RETIRED AIRLIN	IRPORT AT A LOW ALTITUDE IN WING HIGH AND THE NOSE FELL THE IMPACT. THE PILOT WAS FORAFT. WEATHER WAS ESTIMATE ES REPORTED THAT THE PILOT TO THIS AIRPORT. NO RECORD ANY FAA RATING EXAMS. WITH	I AND OUT OF THE CLOU THROUGH THE HORIZON ATALLY INJURED. NO P D TO BE 200 FT VARIA HAD FLOWN SOLO IN TH COULD BE FOUND TO IN	DS. THE AIRCRAFT N. THE AIRCRAFT RE-EXISTING BLE 400 FT OVERCAS IS AIRCRAFT AND DICATE THE PILOT H	GT,

2/02/88 A/C Reg. No. N1201M Time (Lc1) - 1205 EST File No. - 169 FRIEDENS, PA Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING Finding(s) 1. JUDGEMENT - POOR - UNQUALIFIED PERSON 2. WEATHER CONDITION - FOG 3. VFR FLIGHT INTO IMC - PERFORMED - UNQUALIFIED PERSON 4. WEATHER CONDITION - LOW CEILING Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) LACK OF TOTAL EXPERIENCE - UNQUALIFIED PERSON 6. STALL/SPIN - INADVERTENT -7. STOLEN AIRCRAFT/UNAUTHORIZED USE - INITIATED - UNQUALIFIED PERSON 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) 1.3.6

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

-Basic Information	I AVIATION)	Ainemost Demose			T m d m	4	
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	Minor	None
Type of Operation -FERRY		Fire	Crew	0	0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	Ö	Ö	Ó
Accident Occurred During -TAXI							
-Aircraft Information							
Make/Model - ERCOUPE 415C		Model - CONTINENTA					
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warnin	g System	- UNK/NF
Max Gross Wt - 1260	Engine Ty	pe - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 2	Rated Pow	er - 85 HP					
-Environment/Operations Information	•						
Weather Data	Itinerary			•	Proximity		
Wx Briefing - UNK/NR Method - UNK/NR	Last Depar			ON AIR	PORT		
Method - UNK/NR Completeness - WEATHER NOT PERTINENT	SAME AS	•		4 D	- 4 -		
Basic Weather - VMC	Destination SHELBY,N			Airport Da	NBURG MEM.		
Wind Dir/Speed- UNK/NR	SHEED!,IN	Č				UNK/NR	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of F1	ight Plan - NONE			Surface -		
Lowest Ceiling -	Type of C1	earance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/	Lndg - NONE					,
Precipitation - NONE		•					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 52 Biennial Flight	Medical	Certificat			WAIVERS/	LIMII
Certificate(s)/Rating(s) COMMERCIAL.CFI	Current	- YES Tot	Fligh	IL TIME (H	Jurs <i>j</i> laet 94	Hre -	0
SE LAND, ME LAND, SE SEA	Months Since	- 14 Mak	e/Model-	15	. Last 30	Davs- UN	
HELICOPTER	Aircraft Typ	- 14 Mak e - UNK/NR Ins	trument-	1400	Last 90	Days- UN	K/NR
		Mu1	ti-Eng - 1	7950	Rotorcr	aft -	50
Instrument Rating(s) - AIRPLANE							
-Narrative							
N THE PILOT WAS UNABLE TO FIND ASSISTANCE	TO DEMOVE THE NOS	E WHEEL CHOCK EDOM	THE ATDODA	ET HE AD	DITED ENDIG	:LI	
R TO JUMP THE CHOCK. HE WAS UNABLE TO RET							

File No. - 116

2/17/88

SPARTANBURG, SC

A/C Reg. No. N3631H

Time (Lc1) - 1310 EST

Occurrence #1

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI

Finding(s)

1. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND

- 2. PROPER ASSISTANCE NOT ATTAINED PILOT IN COMMAND
- 3. THROTTLE/POWER CONTROL IMPROPER USE OF PILOT IN COMMAND
- 4. OBJECT AIRCRAFT PARKED

----Probable Cause----

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

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

-Basic Information Type Operating Certificate-	NONE (CENEDAL	AVIATION) Aino	raft Damage		Inju	nios.	
Type operating certificate-	NUNE (GENERAL		STANTIAL	Fatal	Serious	Minor	None
Type of Operation -	PERSONAL	Fire			1	0	0
	14 CFR 91	NON	E Pas	s O	0	Ō	0
Accident Occurred During -	APPROACH		·	· 			
-Aircraft Information							
Make/Mode1 - CIRRUS STAN		Eng Make/Model -			Installed/		
Landing Gear - HULL		Number Engines -		S	tall Warnir	ng System	- NO
Max Gross Wt - 900		Engine Type -					
No. of Seats - 1		Rated Power -	N/A 				
-Environment/Operations Inform	ation						
Weather Data		Itinerary	•		Proximity	_	
Wx Briefing - UNK/NR Method - UNK/NR		Last Departure Po	int	UFF AI	RPORT/STRI	•	
Method - UNK/NR Completeness - UNK/NR		CHESTER,SC Destination		Airport D	2+2		
Basic Weather - VMC		SAME AS ACC/INC		A Import D	ala		
Wind Dir/Speed- 150/004 K	TS	SAME AS ACC/114C		Runway	Ident -	- N/A	
Visibility - 12.0		ATC/Airspace			Lth/Wid		
	LEAR	Type of Flight Pl	an - NONE		Surface -		
	IONE	Type of Clearance			Status ·		
Obstructions to Vision- N	IONE	Type Apch/Lndg	- STRAIGHT-IN	-		HIGH VE	GETATION
Precipitation - N	IONE		FORCED LANDING				
Condition of Light - D	AYLIGHT						
-Personnel Information							
Pilot-In-Command		Age - 40	Medical Certific) WAIVERS	/LIMIT
Certificate(s)/Rating(s)		Biennial Flight Review		ght Time (H			_
COMMERCIAL, CFI			Total -		Last 24		7
SE LAND, ME LAND		Months Since - 18	Make/Model-			Days- U	•
GLIDER		Aircraft Type - UNK	/NR Instrument- Multi-Eng -		Last 90 Rotorci		25 1
			MGICI-ENG -	434	ROTOPCI	ait -	'
Instrument Rating(s) -	AIRPLANE						
Name - Live							
-Narrative		ALTITUDE WHILE ON FINA					

File No. - 129 4/22/88 CHESTER, SC A/C Reg. No. N3LB Time (Lc1) - 1810 EDT

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

Finding(s)

- 1. OBJECT TREE(S)
- 2. PLANNED APPROACH IMPROPER PILOT IN COMMAND
- 3. DESCENT PREMATURE PILOT IN COMMAND

----Probable Cause----

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

File No 127 4/02/88 NASHVILLE,TN			A/C Reg. No	Time (Lc1) - 0930 CST				
Basic Information								
 Type Operating Certifi 	cate-NONE (GENER	AL AVIATION)	Aircraft Damag	ge			uries	
			SUBSTANTIAL		Fatal			None
Type of Operation	-PERSONAL		Fire	Crew	, 0	0	0	1
Flight Conducted Under			NONE	Pass	0	0	0	4
Accident Occurred Duri	ng -TAKEOFF							
-Aircraft Information								
Make/Model - BEECH	A-36	Eng Make/Mo	del - CONTINEN	TAL IO-550-B	ELT :	Installed	/Activated	- YES/NO
Landing Gear - TRICYC	LE-RETRACTABLE	Number Engi	nes - 1		S.	tall Warn	ing System	- YES
Max Gross Wt - 3650) [.]	Engine Type	- RECIP-FUI	EL INJECTED				
No. of Seats - 6	·	Rated Power	- 300 Hi					
Environment/Operations I	nformation							
Weather Data	51 (1011	Itinerary			Airport	Proximity		
Wx Briefing - FSS		Last Departu	re Point		ON AIR			
Method - UNK/	'ND	SAME AS AC			ON AIR	OKI		
Completeness - FULL		Destination	C/ INC		Airport Da	a+a		
Basic Weather - VMC	-	FT. MEYERS	: E1		NASHVII			
Wind Dir/Speed- 220/	/000 KTC	FI. METERS), r L			Ident	- 20L	
Visibility - 10		ATC/Airspace			•		- 4300/	150
Lowest Sky/Clouds -			ht Plan - IFR				- ASPHALT	150
Lowest Sky/Clouds -		RCAST Type of Clea				Status	- WET	
Obstructions to Visi		Type Apch/Lr			Kuliway	Status	WLI	•
	- NONE	Type Apcil/Li	lag - Noine					
Condition of Light								
-Personnel Information	. =		**- **			MEDION		
Pilot-In-Command		Age - 25		al Certificat			MAIVERS/LI	AII
Certificate(s)/Rating	g(s)	Biennial Flight Re			nt Time (H			(1.15
PRIVATE		Current		otal -			24 Hrs - Ul	
SE LAND, ME LAND		Months Since		ake/Model-			30 Days- U	
		Aircraft Type		nstrument-		Last	90 Days-	33
			Mo	ulti-Eng -	27			

File No 12	27 4/02/88	NASHVILLE, TN	A/C Reg. No. N7243B	Time (Lc1) - 0930 CST
Occurrence #1 Phase of Operation	OVERRUN TAKEOFF - ABORTE	D		
Finding(s) 1. ABORTED TAKEOFF 2. THROTTLE/POWER (IN COMMAND USE OF - PILOT IN COMM	MAND	
Occurrence #2	ON GROUND COLLIS	ION WITH TERRAIN/WATER		

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

File No 130 4/22/88 WALLA	ND,TN A/C Reg	A/C Reg. No. N1414U Time (Lcl) - 1			1700 CDT	1700 CDT	
-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft	Damage		Injur			
	SUBSTAN		Fatal	•		None	
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING						 -	
-Aircraft Information							
Make/Model - CESSNA 172F	Eng Make/Mode1 - CON	FINENTAL 0-300		Installed/			
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System	- YES	
Max Gross Wt ~ 2150	Engine Type - REC		TUR				
No. of Seats - 4	Rated Power -	145 HP 					
-Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING			ON AIR	PORT			
Method - N/A	MARYVILLE, TN						
Completeness - N/A	Destination		Airport D				
Basic Weather - VMC	LOCAL		PRIVAT	_			
Wind Dir/Speed- 090/003 KTS	/				. 03		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -			Surface -		RF	
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				MED 7 0 4 1 1 1 1	TV=D0 /1 TM		
Pilot-In-Command	Age - 49	Medical Certifica [.] Fligh			(IAEK2/ LIW	T 1	
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review	Filgr	nt Time (H	ours)	l Une -	4	
SE LAND	Current - YES Months Since - 4	Total - Make/Model- Instrument-	30	Last 24) Dave- IIVI	⊬ /ND	
SE LAND	Aircraft Type - UNK/NR	Instrument-	0	last of	Days UN	K/ INK	
	ATTCTATE Type - UNK/NK	This traillent	O	Last St	Days	Ü	
Instrument Rating(s) - NONE							
PILOT ATTEMPTED TO ABORT A TAKEOFF AFTER	EXPEDIENCING A SUDDEN GUST OF	WIND AT LIETOFE	THE ATDO	DAET COLLT)FD		
H A FENCE AND DITCH WHICH CAUSED SUBSTANTI					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
TS. THERE WAS NO REPORTED AIRCRAFT PROBLEM		KEIOKIED IIIE WII	4D3 G03/11V	4 10 15			

File No. - 130 4/22/88 WALLAND,TN A/C Reg. No. N1414U Time (Lcl) - 1700 CDT

Occurrence #1
Phase of Operation

ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - FENCE

- 2. DIRECTIONAL CONTROL NOT MAINTAINED PILOT IN COMMAND
- 3. WEATHER CONDITION GUSTS
- 4. WIND INFORMATION MISJUDGED PILOT IN COMMAND

----Probable Cause----

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

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

File No 187 1/11/88 BEAUM	ONT,TX	A/C Reg. No. N25	17K	Time (Lc1)	- 11 5 5 CD	т
Basic Information Type Operating Certificate-NONE (GENERA		ircraft Damage SUBSTANTIAL	Fata		ries Minor	None
Type of Operation -AERIAL OBSER Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	VATION F	ire NONE	Crew (0 0	0	2 0
Aircraft Information						
Make/Model - CESSNA 180 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2800 No. of Seats - 6	Number Engine	- RECIPROCATING		ELT Installed/ Stall Warni		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure ANGLETON,TX	Point		ort Proximity F AIRPORT/STRI	Р	
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airpo	rt Data		
Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Type of Cleara		Rui Rui Rui NDING	nway Ident nway Lth/Wid nway Surface nway Status	- N/A - GRASS/T - DRY ROUGH	
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 30 Biennial Flight Revi		rtificate - V/ Flight Time	ALID MEDICAL-N e (Hours)	O WAIVERS	/LIMIT
ATP	Current -	VFS Total	- 3940	·	4 Hrs -	3
SE LAND, ME LAND	Months Since - Aircraft Type -	2 Make/M C-180 Instru Multi-	odel- 150 ment- 620 Eng - 3000	Last 2 Last 3 Last 9	O Days- O Days-	3 120
Instrument Rating(s) - AIRPLANE						
Narrative CFT EXPERIENCED A POWER LOSS WHILE IN CRUISE MERGENCY LNDG WAS MADE IN ROUGH TERRAIN AND EAT GATE VALVE WOULD ONLY CLOSE 2/3RDS OF TH HE ACTUATOR ARM WAS BINDING AGAINST THE ENG HE SAME FLIGHT, PRIOR TO THE EMERGENCY LANDI ARB HEAT.	THE ACFT WAS SUBSTANT E WAY WHEN THE CONTRO COMPARTMENT INTERIOR	IALLY DAMAGED. IN L WAS PLACED IN T BAFFLING. THE PLT	VESTIGATION RE HE CARB HEAT F AND PAX STATE	EVEALED THAT T FULL ON POSITI ED THAT EARLIE	ON. R ON	

File No 1	87 1/11/88 BEAU	MONT,TX	A/C Reg. No. N2517K	Time (Lcl) - 1155 CDT
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER(P	ARTIAL) - MECH	FAILURE/MALF	
	ON - CARBURETOR ICING CO CONTROL,TORQUE BOX - BI		L)	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY			
Occurrence #3 Phase of Operation	ON GROUND COLLISION WI LANDING - ROLL	TH TERRAIN/WATE		
Finding(s) 3. TERRAIN CONDITI 4. TERRAIN CONDITI				
Probable Cause				
The National Transpo	rtation Safety Board det	ermines that the	e Probable Cause(s) of this accid	ent

The National Transportation Safety Board determines that the Probable Cause(s) of this accidential (s) 1,2

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

File No 14 1/25/88 BORGE	R,TX A/C R	eg. No. N8250R	Τ.	ime (Lc1) -	1620 CS	Γ
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
	SUBSTA	NTIAL	Fata1	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	IN FLI	GHT Pass	. 0	0	1	0
Accident Occurred During -DESCENT						
A 10 - 0 - 6 - 7 - 6 - 0 - 4 - 1						
Aircraft Information	5	NITTNENTAL TO FOOK	C. T.			VEC /VEC
Make/Model - BELLANCA 17-30A	Eng Make/Model - CO			Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		2.	tall Warnin	g System	- UNK/NR
Max Gross Wt - 3325	5 7,	CIP-FUEL INJECTED	•			
No. of Seats - 4	Rated Power -	300 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport !	Proximity		
				RPORT/STRIP		
			OFF AIR	KPUKI/SIKIP		
Method - N/A	SAME AS ACC/INC			• •		
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	OKLAHOMA CITY,OK			NSON COUNTY		
Wind Dir/Speed- 270/010 KTS					21	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		100
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	- FORCED LANDING				
Precipitation - NONE		•				
Condition of Light - DAYLIGHT				•		
Danasan 1 Tafanas 1 Jan						
Personnel Information Pilot-In-Command	Age - 36	Medical Certifica	to - VALTD	MEDICAL -NO	WATVEDS	/: TMTT
			ht Time (Ho		WAIVERS	CIMII
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Total -			Lina III	uz /ND
COMMERCIAL				Last 24	nrs - u	NK/NK
SE LAND	Months Since - 8 Aircraft Type - C-185F	Make/Model- Instrument-	1717	Last 30	Days- U	NK/NR
	Aircraft Type - C-185F			Last 90	Days-	35
		Multi-Eng -	84			
Instrument Rating(s) - AIRPLANE						
Narrative						
SHORTLY AFTER TAKEOFF THERE WAS SMOKE IN THE	CABIN. THE PLT STARTED A TU	RN BACK TOWARD THE	RUNWAY. WI	HEN HE TURN	ED	
OFF THE ELECTRICAL MASTER SWITCH THE ENGINE S	TOPPED PRODUCING POWER. ATT	EMPTS TO RESTART T	HE ENGINE V	WERE		
NOT SUCCESSFUL. HE IMPACTED A HEAVY CABLE DUR	ING THE OFF-AIRPORT, FORCED	LANDING.				
POST-CRASH INVESTIGATION REVEALED A BROKEN WE			THE LEFT N	MUFFLER MEL	TED	
THE INSULATION ON THE "P" LEADS TO THE MAGNET						

File No	14 1/25/88	B BORGER,TX		A/C Reg. No	. N8250R	Tim	e (Lc1) - 1620 (ST
Occurrence #1 Phase of Operation		JISE						
inding(s) 1. EXHAUST SYSTEM,	MUFFLER - FAILUR	RE, PARTIAL						
Occurrence #2 Phase of Operation 2. IGNITION SYSTEM 3. IGNITION SYSTEM	CLIMB - TO CRU ,MAGNETO GROUND ,MAGNETO GROUND	JISE ING LEAD (P-LEAD) - SHORTED					
Occurrence #3 Chase of Operation	FORCED LANDING DESCENT - EMER	G RGENCY						
ccurrence #4 hase of Operation	IN FLIGHT COLL DESCENT - EMER	LISION WITH OBJE	СТ					
inding(s) 4. OBJECT - WIRE,T	RANSMISSION							
Probable Cause								
he National Transpo s/are finding(s) 1,		Board determines	that the Prob	able Cause(s)	of this acc	ident		
actor(s) relating t	o this accident	is/are finding(s) 4				s est	

File No 21 1/29/88 TOMBA	ALL,TX A/C Re	A/C Reg. No. N6614H Time (Lc1) - 1			1830 CST	1830 CST	
-Basic Information Type Operating Certificate-NONE (GENERA	AL AVIATION) Aircraf	t Damage		Injur	ies		
	DESTRO	/ED	Fatal.	Serious	Minor	None	
Type of Operation -PERSONAL	Fire	Crev	•	0	1	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass	s 0	0	0	0	
-Aircraft Information							
Make/Model - CESSNA 152	Eng Make/Model - LY			Installed/A			
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES	
Max Gross Wt - 1670	Engine Type - REG		RETOR				
No. of Seats - 2	Rated Power -	110 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING			OFF AIR	RPORT/STRIP			
Method - N/A	CANTON,TX		4 : D				
Completeness - N/A	Destination		Airport Da		MEMOD		
Basic Weather - VMC Wind Dir/Speed- 170/012 KTS	SAME AS ACC/INC			VAYNE HOOKS Ident -	MEMUK. 17R		
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		100	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- NONE		Surface -		100	
Lowest Ceiling - 3000 FT BROW	,,			Status -			
Obstructions to Vision- NONE	Type Apch/Lndg		· · · · · · · · · · · · · · · · · · ·	o ta tab	,		
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Condition of Light - NIGHT(DARK)							
Pilot-In-Command	Age - 32	Medical Certifica	ate - VALID	MEDICAL-NO	WAIVERS/	LIMIT	
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flig	ght Time (Ho	ours)			
COMMERCIAL, CFI	Current - YES	Flig Total -	3447 .	Last 24	Hrs -	8	
SE LAND, ME LAND	Months Since - 8	Make/Model-	295	Last 30	Days- UN	IK/NR	
	Aircraft Type - UNK/NR		201	Last 90	Days-	240	
		Multi-Eng -	355				
Instrument Rating(s) - NONE							
Nonativa							
-Narrative E AIRPLANE WAS DESCENDING TOWARD THE AIRPOR	T WHEN THE ENGINE LOCK DOWN	A DDI TOATTON OF	CARRUBETOR	LIEAT			
: AIRPLANE WAS DESCENDING TOWARD THE AIRPOR STORED POWER UNTIL NEXT DESCENT. SECOND DES							
ST AGAIN AND COULD NOT BE RESTORED. PILOT N					HND		
MECHANICAL PROBLEMS FOUND. THERE WAS FUEL	THE TANKS AT TIME OF POWED IN	ISS WEATHER COMO	TIONS WERE	COMPLICIVE	V. V.	*	
SEVERE CARBURETOR ICING.	IN TARRES AT TIME OF TOWER EX	333. REATTER 30ND					

File No	21 1/29/88	TOMBALL,TX	A/C Reg. No. N6614H	Time (Lcl) - 1830 CST
	DESCENT ON - CARBURETOR IC			·
Occurrence #2 Phase of Operation	·	NCY		
Finding(s) 3. LIGHT CONDITION				
Occurrence #3 Phase of Operation				
Finding(s). 4. OBJECT - TREE(S				
Occurrence #4 Phase of Operation	DESCENT - UNCONT			
Probable Cause				
The National Transpois/are finding(s) 1,		rd determines that the P	robable Cause(s) of this accide	nt
Factor(s) relating t	o this accident is	/are finding(s) 3,4		

-Basic Information Type Operating Certificate-	ACDICIII TUDAL ATDO	DAET Ainonaf	t Damage		Injun	ios	
Type operating certificate	AGRICULTURAL AIRC	DESTRO	_	Fatal	Injur Serious		None
Type of Operation -		N Fire	Cre UND Pas	ew O	0	0	1
Flight Conducted Under - Accident Occurred During -			JND Pas		0	_	0
Aircraft Information	C44	·			T		
Make/Model - GRUMMAN G-1 Landing Gear - TAILWHEEL-A		Eng Make/Model - P Number Engines - 1			Installed/Aditall Warning		
Max Gross Wt - 4500	LL FIXED	Engine Type - RE		•	tali warnin	g system	- 163
No. of Seats - 1		Rated Power -	600 HP				
Environment/Operations Inform							
Weather Data Wx Briefing - NO RECORD		Itinerary Last Departure Point			Proximity RPORT/STRIP		
Method - N/A		SAME AS ACC/INC		OFF AI	KFUKI/ SIKIF		
Completeness - N/A		Destination		Airport D	ata		
Basic Weather - VMC		LOCAL		MID VA			
Wind Dir/Speed- 130/005 K					Ident -		
Visibility - 10.0	SM	ATC/Airspace	NONE		Lth/Wid -		25
Lowest Sky/Clouds -	ONE	Type of Flight Plan	NUNE	•	Surface - Status -		
Lowest Ceiling - N Obstructions to Vision- N	ONE	Type Apch/Lndg	- NUNE - STDATCHT-IN	Kuriway	Status -	DKT	
Precipitation - N	ONE	Type Apoli, Ling	FORCED LANDING				
Condition of Light - D							
Personnel Information		· ·					
Pilot-In-Command Certificate(s)/Rating(s)	Age Bien	- 43 nial Flight Review	Medical Certific	ate - VALID	MEDICAL-WA	IVERS/LIM	11 1
COMMERCIAL	b len	Turrent - VES	ria Total -	SOS	lact 24	Hrs - IIA	k /ND
SE LAND		Months Since - 11	Make/Model-	UNK/NR	Last 30	Davs- UN	K/NR
HELICOPTER	Ĩ	Months Since - 11 Aircraft Type - C-206	Instrument-	0	Last 90	Days-	750
Instrument Rating(s) -	NONE						
Narrative PILOT EXPERIENCED A TOTAL LOS R LOSS WAS ACCOMPANIED BY A L ARTIAL ENGINE TEARDOWN WAS PER EXAMINATION REVEALED THAT THE	OUD BANG. A SEVER! FORMED, HOWEVER,	POSTACCIDENT GROUND IT FAILED TO REVEAL TH	FIRE MELTED A LAR E CAUSE OF THE PO	GE PORTION WER LOSS OR	OF THE ENGI	ANG.	

File No	96 2/26/88 ALAMO,TX	A/C Reg. No. N4647	Time (Lcl) - 0730 CST
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER CLIMB - TO CRUISE		
Finding(s) 1. UNDETERMINED			
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY	·	
Occurrence #3 Phase of Operation	NOSE OVER LANDING - FLARE/TOUCHDOWN	er e	
Finding(s) 2. TERRAIN CONDITI	ON - DIRT BANK	·	
Probable Cause			
The National Transpo is/are finding(s) 1	rtation Safety Board determines that	the Probable Cause(s) of this acci	dent
Factor(s) relating t	o this accident is/are finding(s) 2		

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injur	ies	
Type operating certificate home (delice	AVIATION)	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -OTHER WORK	USE	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	- 0	0	1	0
Accident Occurred During -TAKEOFF							
Aircraft Information							
Make/Model - HUGHES 269C		odel - LYCOMING H	[0-360-D1A		Installed/A		
Landing Gear - SKID Max Gross Wt - 2150	Number Eng Engine Typ		TNUECTED	51	tall Warnin	g System	- NO
No. of Seats - 3	Rated Powe		INCECTED				
Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				ON AIR	PORT		
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC Wind Dir/Speed- 180/008 KTS	LOCAL			Runway	VAYNE HOOKS	UNK/NR	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ght Plan - NONE				ASPHALT	
Lowest Ceiling - NONE	Type of Cle			•		DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - NONE		_			
Precipitation - NONE	:						
Condition of Light - DAYLIGHT							
Personnel Information							.
Pilot-In-Command	Age - 35				MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s) COMMERCIAL.CFI	Biennial Flight R Current	eview - YES Tota		nt Time (Ho 440		Hrs - UN	IV /ND
SE LAND	Months Since		e/Model-	296 ·		Days- UN	
HELICOPTER	Aircraft Type		trument-	3	Last 90		20
	7,7				Rotorcr		296
Instrument Rating(s) - NONE							
HE HELICOPTER LIFTED OFF THE PORTABLE LA	NOTALO DI ATTORNI TT	DOLLED TO THE DIC	IT AND CONT	ACTED THE	TEDDATN T		

File No. - 30 3/15/88 TOMBALL, TX A/C Reg. No. N58332 Time (Lc1) - 1645 CST Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 3. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT Occurrence #2 ROLL OVER Phase of Operation TAKEOFF - INITIAL CLIMB ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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

File No 155 4/02/88 PAL	ACIOS,TX 	A/C Reg. No. No.	8150K 	т 	ime (Lc1)	- 1415 	CDT
-Basic Information							
Type Operating Certificate-AGRICULTUR	AL AIRCRAFT	Aircraft Damage		Fatal		uries	
Type of Openation -AERIAL ARR	TCATION	SUBSTANTIAL Fire	Crew				
Type of Operation -AERIAL APP Flight Conducted Under -14 CFR 137	ICATION	NONE	Pass	0	0	0	ó
Accident Occurred During -LANDING				Ŭ	Ŭ	Ŭ	
-Aircraft Information							
Make/Model - GRUMMAN G-164		odel - P&W R-1340					
Landing Gear - TAILWHEEL-ALL FIXED		ines - 1			tall Warn	ing Syst	em - YES
Max Gross Wt - 3442		e - RECIPROCATIN	NG-CARBURE	TOR			
No. of Seats - 1	Rated Powe	r - 600 HP 					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - COMPANY	Last Depart			ON AIR	STRIP		
Method - IN PERSON	SAME AS A	CC/INC		4 / B			
Completeness - WEATHER NOT PERTINE				Airport Da AG STR			
Basic Weather - VMC Wind Dir/Speed- 110/004 KTS	LOCAL				Ident	- UNK/N	n
Visibility - 8.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR		ght Plan - NONE			Surface		
Lowest Ceiling - NONE		arance - NONE			Status		/ TORT
Obstructions to Vision- NONE	Type of Cie	ndg - FULL STO	np.	Rullway	Jtatus	301 1	
Precipitation - NONE	Type Aperly E	ildg 1022 310	J ,				
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 29	Medical (Certificat	e - VALID	MEDICAL-	NO WAIVE	RS/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight R	eview	Fligh	t Time (H	ours)		
COMMERCIAL	Current	- YES Total - 2 Make/ - G-164 Instr	1 -	4100	Last	24 Hrs -	UNK/NR
SE LAND	Months Since	- 2 Make/	/Mode1-	250	Last	30 Days-	95
	Aircraft Type	- G-164 Instr	rument-	0	Last	90 Days-	130
Instrument Rating(s) - NONE							
-Narrative		MUQUE DRAWE GATTE	. THE WEE	. C. TO . CO.		_	
PLT STATED THAT FOLLOWING A NORMAL LAND:							
TURN, CAUSED DEAD GRASS AND MUD TO ACCUM	JLAIE IN FRUNI OF IH	E WHEELS. THE ACTI	20R2EANEN	ILI FLIPP	ED OVER A	MD 2FID	
A STOP INVERTED.							

File No. - 155 4/02/88 PALACIOS, TX A/C Reg. No. N8150K Time (Lc1) - 1415 CDT ON GROUND COLLISION WITH TERRAIN/WATER Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - GRASS 2. TERRAIN CONDITION - WET 3. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----

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

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

ious 0 0 0 	Minor 0 0 0 	1. O 4.
0 0 0	0 0 0 	1. O 4.
0 0 	0 0 	0 4 YES/N
0 	0 Activated	4 YES/N
 11 led/#	 Activated	YES/N
Warnir	ng System	1 - NO
imity		*
-		
)		
	- 35	
		60
	•	
	O WAIVERS	/LIMIT
)		
ast 24	4 Hrs -	2
ast 30	O Days- U	INK/NR
ast 90	O Days-	19
r // ff 1	Ont /Wid face tus	ont - 35 /Wid - 3000/ face - ASPHALT tus - DRY

File No. - 95 4/03/88 BONHAM,TX A/C Reg. No. N2044E Time (Lc1) - 1730 CDT

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED

2. CLEARANCE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

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

Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Des	MINOR Fire NONE Ing Make/Model - LYG Jumber Engines - 1 Ingine Type - REG Rated Power - Derary Inst Departure Point UNK/NR	Pi O COMING 0-540-J3 CIPROCATING-CARI 235 HP	BURETORAirport	O O O Installed/A Stall Warnin	Minor 0 0 0 	
Flight Conducted Under -14 CFR 91 Accident Occurred During -STANDING Aircraft Information Make/Model - CESSNA R182 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Fire NONE Make/Model - LYO Jumber Engines - 1 Engine Type - REO Rated Power - Derary St Departure Point UNK/NR	Pi O COMING 0-540-J3 CIPROCATING-CARI 235 HP	rew O ass O ther O	O O O Installed/A Stall Warnin	0 0 0 	1 3 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -STANDING Aircraft Information Make/Model - CESSNA R182 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	NONE Ing Make/Model - LYG Iumber Engines - 1 Ingine Type - REG Rated Power - Ingine Type - REG Rated Power - REG Rate	Pi O COMING 0-540-J3 CIPROCATING-CARI 235 HP	ass O ther O C50 ELT BURETOR Airport	O O Installed/A Stall Warnir	0 0 	3 1
Accident Occurred During -STANDING Aircraft Information Make/Model - CESSNA R182 E Landing Gear - TRICYCLE-RETRACTABLE MAX Gross Wt - 3100 E No. of Seats - 4 F Environment/Operations Information Weather Data Itim WX Briefing - NO RECORD OF BRIEFING La Method - N/A Completeness - N/A Des Basic Weather - VMC	ing Make/Model - LYG dumber Engines - 1 ingine Type - REG Rated Power - merary ast Departure Point UNK/NR	COMING 0-540-J30 CIPROCATING-CARI 235 HP	ther O C50 ELT BURETOR Airport	Installed/A	0 	1 - YES/NO
Make/Model - CESSNA R182 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Number Engines - 1 Engine Type - REC Rated Power nerary Ist Departure Point UNK/NR	CIPROCATING-CAR 235 HP	BURETORAirport	Stall Warnir		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Number Engines - 1 Engine Type - REC Rated Power nerary Ist Departure Point UNK/NR	CIPROCATING-CAR 235 HP	BURETORAirport	Stall Warnir		
Max Gross Wt - 3100 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Engine Type - REC Rated Power - 	CIPROCATING-CARI 235 HP	BURETOR Airport		g System	- YES
No. of Seats - 4 Environment/Operations Information Weather Data Itim Wx Briefing - NO RECORD OF BRIEFING La Method - N/A Completeness - N/A Des Basic Weather - VMC	Rated Power - nerary st Departure Point UNK/NR	235 HP	Airport			
Environment/Operations Information Weather Data Itim Wx Briefing - NO RECORD OF BRIEFING La Method - N/A Completeness - N/A Des Basic Weather - VMC	nerary nst Departure Point UNK/NR					
Weather Data Itin Wx Briefing - NO RECORD OF BRIEFING La Method - N/A Completeness - N/A Des Basic Weather - VMC	st Departure Point UNK/NR					
Wx Briefing - NO RECORD OF BRIEFING La Method - N/A Completeness - N/A Des Basic Weather - VMC	st Departure Point UNK/NR					
Method - N/A Completeness - N/A Des Basic Weather - VMC	UNK/NR			Proximity		
Completeness - N/A Des Basic Weather - VMC	•		ON AII	RPORT		
Basic Weather - VMC						
	stination		Airport (Data		
Wind Dir/Speed- 360/002 KTS	ROCKWALL, TX		JONES	FIELD		
					35	
	'Airspace			/ Lth/Wid -		60
	pe of Flight Plan -			/ Surface -	ASPHALT	
	pe of Clearance -	- NONE	Runway	/ Status -	DRY	
Obstructions to Vision- NONE Ty	pe Apch/Lndg -	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Age -		Medical Certif			WAIVERS/	LIMIT
	Flight Review		light Time (I			
****	ent - YES		- 8610			1
SE LAND, ME LAND Mont	:hs Since - 24	Make/Model	- 471	Last 30	Days- UN	JK/NR
Airc	craft Type - UNK/NR	Instrument Multi-Eng	- 248	Last 90	Days-	222
Instrument Rating(s) - AIRPLANE						

File No. - 95 4/03/88 BONHAM,TX A/C Reg. No. N7350R Time (Lc1) - 1730 CDT

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

Finding(s)
1. OBJECT - AIRCRAFT MOVING ON GROUND
2. CLEARANCE - MISJUDGED - 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

Type Operating Certificate	-AGRICUL	TURAL AIRCE		rcraft Dam			Inju		
			_	JBSTANTIAL		Fatal			None
		APPLICATION		re	Cre		. 0	0	1
Flight Conducted Under Accident Occurred During			N	ONE	Pas	ss 0	0	0	0
Make/Model - HILLER UH-	12E		Eng Make/Model	- LYCOMIN	IG VO-540-C-2	ZA ELT	Installed/	Activated	- NO -N/
Landing Gear - HIGH SKID	•		Number Engines	- 1			Stall Warni	ng Syst em	- NO
Max Gross Wt - 3100	-		Engine Type	- RECIPRO	CATING-CARBU	JRETOR			
No. of Seats - 2			Rated Power	- 305	HP				
-Environment/Operations Inform	nation								
Weather Data	_		tinerary				Proximity	_	
Wx Briefing - NO RECORD	OF BRI	EFING	Last Departure			OFF A	IRPORT/STRI	,	
Method - N/A Completeness - N/A			SAME AS ACC/I Destination	NC .		Airport	Doto		
Basic Weather - VMC		•	LOCAL			Airport	Data		
Wind Dir/Speed- 130/003 k	/TC		LUCAL			Dunwa	y Ident	- N/A	
Visibility - 10.0		1	ATC/Airspace					- N/A	
	N/A		Type of Flight	Plan - NON	JF			- N/A	
		OVERCAST	Type of Clearan					- N/A	
Obstructions to Vision-			Type Apch/Lndg		RCED LANDING		,		
Precipitation - N			, r - 1 - 1 - 1 - 1 - 1 - 1 - 1						
Condition of Light - [DAYLIGHT				•				
-Personnel Information									
Pilot-In-Command			-		cal Certific			AIVERS/LI	MIT
Certificate(s)/Rating(s)			nial Flight Revie			ight Ti me (
COMMERCIAL, CFI			Current - Y			25400	Last 2		4
SE LAND, ME LAND			Months Since - 1	3	Make/Mode1-	3000	Last 3	Days-	30
HELICOPTER			ircraft Type - B	C-65	Instrument-				78
					Multi-Eng -	8200	Rotorc	raft -	3990
Instrument Rating(s)	- AIRPLA	NE,HELICOP	ER						
Naugati									
-Narrative T WAS SUBSTANTIALLY DAMAGED DU	IDTAIC AN	EMEDGENOV	AUTODOTATION FOL	OWTNO AN	ENGINE EATL	IDE WUTLE T	HE ACET		
I WAS SUBSTANTIALLT DAMAGED DU	JETING AM	EMERGENCY	TOUCHED DOWN TA						

4/04/88 File No. - 154 LA SALLE, TX A/C Reg. No. N4029D Time (Lc1) - 1030 CDT Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 2. FLUID, FUEL - WATER 3. REFUELING - IMPROPER - COMPANY MAINTENANCE PSNL Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. AUTOROTATION - PERFORMED -5. ALTITUDE - INADEQUATE -----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage			Injur	ies	
Type operating continuous next (dantam	· · · · · · · · · · · · · · · · · · ·	SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -TAXI							
Aircraft Information							
Make/Model - CESSNA 172K		del - LYCOMING 0-3	320-E2D		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engi			S	tall Warnin	g System ·	- YES
Max Gross Wt - 2150		- RECIPROCATIN	NG-CARBURE I	OR			
No. of Seats - 4	Rated Power	- 150 HP					
Environment/Operations Information			•				
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departu SAME AS AC			ON AIR	PURI		
Completeness - N/A	Destination	C/ INC	٨	irport D	ata		
Basic Weather - VMC	FULSHEAR, T	x			ATIONAL		
Wind Dir/Speed- 310/016 KTS	,,					UNK/NR	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -	UNK/NR	
Lowest Sky/Clouds - 25000 FT SCAT	TERED Type of Flight	nt Plan - NONE		Runway	Surface -	UNK/NR	
Lowest Ceiling - NONE		rance - NONE		Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lnd	dg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Ame - 42	Medical (entificate	- VALTO	MEDICAL-NO	WATVEDS/	TMTT
Certificate(s)/Rating(s)	Age - 42 Biennial Flight Re	view	Flight			WALVERS, I	
PRIVATE	Current	- 1E3 10lai		430	Last 24	Hrs -	1
SE LAND	Months Since	- 5 Make/	Model- UNK	/NR	Last 30	Days- UN	C/NR
	Months Since Aircraft Type	- AA-5A Instr	rument- UNK	/NR	Last 30 Last 90 Rotorcr	Days-	15
		Multi	i-Eng - UNK	/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE							
Nonettue							
Narrative HIGH-WING, TRICYCLE GEAR AIRPLANE WAS TAX	TIME OUT IN WINDS OF	ISTING TO 20 PAINTS	EDOM APOLI	T 220 DE	CDEES		
HIGH-WING, TRICYCLE GEAR AIRPLANE WAS TAX E THE AIRPLANE WAS HEADING 250 DEGREES, I							

File No. - 94 4/1.1/88 HOUSTON, TX A/C Reg. No. N7116G Time (Lc1) - 1215 CDT

Occurrence #1

LOSS OF CONTROL - ON GROUND

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH WIND

- 2. COMPENSATION FOR WIND CONDITIONS INADEQUATE PILOT IN COMMAND
- ACFT/EQUIP, INADEQUATE AIRCRAFT MANUALS MANUFACTURER
- 4. WEATHER CONDITION CROSSWIND

Occurrence #2 NOSE OVER

Phase of Operation TAXI - TO TAKEOFF

----Probable Cause----

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

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

Basic Information		A/C Reg. No. N6				- 1030 CD	
Type Operating Certificate-AGRICULTURA	L AIRCRAFT	Aircraft Damage				uries	
		DESTROYED	_	Fatal			None
Type of Operation -POSITIONING		Fire	Crew	0		0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0.	. 0	0	0
Aircraft Information Make/Model - GRUMMAN G-164B	Fng Make/Mod	el - P&W R-1340		FIT	Installed	/Activated	- NO -N
Landing Gear - TAILWHEEL-ALL FIXED		es - 1				ing System	
Max Gross Wt - 4500	Engine Type	- RECIPROCATIN	IG-CARBURE	TOR			
No. of Seats - 1		- 600 HP					
Environment/Operations Information							
	Itinerary			Airport I	Proximity		
Weather Data Wx Briefing - TV WX	Last Departur	e Point		OFF AI	RPORT/STŔ	ΙP	
Method - TV/RADIO	SAME AS ACC	/INC					
Completeness - WEATHER NOT PERTINEN	T Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 240/010 KTS					Ident		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Fligh				Surface		
Lowest Ceiling - NONE	Type of Clear			Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lnd	g - FORCED L	ANDING				•
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Λαρ ~ 57	Medical C	`ertificat	A - VALID	MEDICAL -	WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Age - 57 Biennial Flight Rev	iew	Fliah	t Time (Ho	ours)		
COMMERCIAL	Current - Months Since - Aircraft Type -	YES Total	· · · · · · ·	7000	Last:	24 Hrs -	1
SE LAND, ME LAND	Months Since -	1 Make/	Model-	2000	Last	30 Davs-	40
, , , , , , , , , , , , , , , , , , ,	Aircraft Type -	C-152 Instr	ument-	12	Last	90 Davs-	120
		Multi	i-Eng -	60			•
Instrument Rating(s) - NONE							
EXPERIENCED AN ENG FAILURE SHORTLY AFTE	R T/O FROM A PVT STRT	P. ACET HAD REEN	RECENTLY	REFUELED	AT THE ST	RIP.	
OUCHDOWN, THE ACFT FLIPPED OVER AND SLID							
FUEL SUPPLY TANK.				-			

File No 1	53 4/11/88	LISSIE,TX	A/C Reg. No. N6620K	Time (Lc1) - 1030 CDT
Occurrence #1 Phase of Operation	TAKEOFF - INITIA		IECHANICAL	
1. FLUID, FUEL - WA 2. REFUELING - I 3. AIRCRAFT PREFLI	MPROPER - COMPANY	PILOT IN COMMAND		
Occurrence #2 Phase of Operation	DESCENT - EMERGE			
Occurrence #3 Phase of Operation			TER	
Finding(s) 4. TERRAIN CONDITI				
Occurrence #4 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpois/are finding(s) 1,	-	ard determines that	the Probable Cause(s) of this acc	ident
Factor(s) relating t	o this accident is	s/are finding(s) 4		

Danie Tufannation							
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Air	craft Damage			Inju	ries	•
	_	STROYED		Fatal			None
Type of Operation -INSTRUCTIONA		е	Crew		1	1	0
Flight Conducted Under -14 CFR 91	NO	NE	Pass	. 0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 150M	Eng Make/Model	- CONTINENTAL O	-200	ELT	Installed/	Activated	- YES/YE
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines	- 1		S	tall Warni	ng System	- YES
Max Gross Wt - 1600	Engine Type	- RECIPROCATING	-CARBURE	TOR			
No. of Seats ~ 2	Rated Power	- 100 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		oint			RPORT/STRI	P	
Method - N/A	FT WORTH.TX	•			,	•	
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 360/005 KTS	2552			Runway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONF			Surface		
Lowest Ceiling - NONE	Type of Clearanc				Status		
Obstructions to Vision- NONE	Type Apch/Lndg					,	
Precipitation - NONE	Type Apony Enag	FORCED LAI	NDING				
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 22	Medical Cer	ntificat	e - VALTD	MEDICAL -N	N WATVEDS/	ITMIT
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H		O WAITENS/	L 1 101 I 1
COMMERCIAL, CFI	Current - YE	S Total			Last 2	4 Hrs -	3
SE LAND, ME LAND	Months Since - 2	Make/M	ode1-			O Days- UN	
SE EAND, ME EAND	Months Since - 2 Aircraft Type - B-	55 Instru	ment-	48	last 0	O Days - ON	87
	All Clart Type B	Multi-	Eng -		Lust	O Days	0,
		Marci	Lilig				
Instrument Rating(s) - AIRPLANE							
Narrative							
OPERATOR STATED THE NIGHT INSTRUMENT TRAI	NING ELIGHT DEPARTED WI	TH 8 5 GALLONS (DE EUEL	ONE HOUR	AND THIRT	V	
TES LATER, THE AIRPLANE HIT A TREE DURING							
FUEL GAGE INDICATED ONE FOURTH FULL WHEN							
ONTINUITIES AND NO FUEL IN THE TANKS.	Litalite Golli. Alt I AA	INDINOUION DATE			J. J I E.		

File No 1	52 4/18/88 	AZLE,TX	A/C Reg. No. N704MF	Time (Lc1) - 2230 CDT
Occurrence #1 Phase of Operation 1. FLUID.FUEL - EX	CRUISE - NORMAL	POWER(TOTAL) - NON-	MECHANICAL	·
2. PREFLIGHT PLANN	ING/PREPARATION - ING/DECISION - INA	DEQUATE - PILOT IN		
Occurrence #2 Phase of Operation		NCY		
Finding(s) 5. LIGHT CONDITION				·
Occurrence #3 Phase of Operation				
Finding(s) 6. OBJECT - TREE(S)			
Probable Cause				·
The National Transpois/are finding(s) 1,		ard determines that	the Probable Cause(s) of this accide	ent
Factor(s) relating t	o this accident is	/are finding(s) 5,	6	

File No 151 5/02/88 PIPE	CREEK, TX	A/C Reg. No.	N80799	Т	ime (Lc1) -	1550 CDT	
Basic Information Type Operating Certificate-NONE (GENER/		Aircraft Damag	je	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass		ŏ	ŏ	Ö
Accident Occurred During -LANDING				_	-	•	•
Aircraft Information							
Make/Model - GLOBE GC-1B		le1 - LYCOMING	IO-320-B1A		Installed/Ad		
Landing Gear - TAILWHEEL-RETRACTABLE				S	tall Warning	g System ·	- NO
Max Gross Wt - 1710	Engine Type						
No. of Seats - 2	Rated Power	- 160 HP) 				
Environment/Operations Information							
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A	SAME AS ACC	5/INC			- •		
Completeness - N/A	Destination	•		Airport D			
Basic Weather - VMC Wind Dir/Speed- 065/006 KTS	BULVERDE, TX	•			M SPRING RAI		
Visibility - 10.0 SM	ATC/Airspace				Ident - Lth/Wid -	23	100
	TERED Type of Fligh	+ Dian - NONE			Surface -		
Lowest Ceiling - NONE		ance - NONE			Status -		ζ.
Obstructions to Vision- NONE	Type Apch/Lnd		D LANDING	Kullway	Jiaius	DRI .	
Precipitation - NONE	, ypc Apolly 2110	.g , 0.002	D LANDING				
Condition of Light - DAYLIGHT		•					
Pilot-In-Command	Age - 58	Medica	ıl Certifica	+o ~ VALTD	MEDICAL -WA	TVEDS / LTM1	т
Certificate(s)/Rating(s)	Biennial Flight Rev			ht Time (H		IVENS/ LIMI	• •
COMMERCIAL			otal -			Hrs -	1
· SE LAND	Months Since -	22 Ma	ke/Model-				
	Aircraft Type -	UNK/NR In	•	33	Last 30 Last 90	Days-	7
	, , , , , , , , , , , , , , , , , , ,	Mu	ılti-Eng -		Rotorcra		1 `
Instrument Rating(s) - NONE	•						
ORTLY AFTER TAKEOFF, THE ENGINE STARTED RUN NNED TOWARD IT. JUST SHORT OF THE AIRPORT, CROSSWAYS TO THE RUNWAY. WHILE ATTEMPTING RUT FAILED AND THE LEFT GEARBOX BROKE OUT (VEN FUEL PUMP.	THE ENGINE QUIT COMP ALIGNMENT, THE RIGH	LETELY. THE PI	LOT WAS ABL	E TO GET TO	O THE AIRPOR		
	, 						

OF ENGINE POWER(PARTIAL) - MECH FAILU OFF - INITIAL CLIMB ILURE,TOTAL	RE/MALF		
ED LANDING		·	
	CED LANDING CENT - EMERGENCY GGED WING, ROTOR, POD, OR FLOAT EUVERING LIGHT COLLISION WITH TERRAIN/WATER DING - FLARE/TOUCHDOWN AR - COLLAPSED	CED LANDING CENT - EMERGENCY GGED WING, ROTOR, POD, OR FLOAT EUVERING FLIGHT COLLISION WITH TERRAIN/WATER DING - FLARE/TOUCHDOWN AR - COLLAPSED	GED WING, ROTOR, POD, OR FLOAT EUVERING LIGHT COLLISION WITH TERRAIN/WATER DING - FLARE/TOUCHDOWN AR - COLLAPSED

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

File No 173 5/17/88 POWD	ERLY,TX A/C	Reg. No. N78143	Tiı	me (Lc1) -	1916 CDT	٠ ،
Basic Information Type Operating Certificate-NONE (GENER		ft Damage		Injur		
	DESTR		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	ON GR	OUND Pass	0	0	0	0
Aircraft Information						
Make/Model - GLOBE GC-1B	Eng Make/Model - 0		ELT I	nstalled/A	ctivated	- UNK/NR
Landing Gear - TAILWHEEL-RETRACTABLE	MAINS Number Engines -	1	Sta	all Warnin	g System	- NO
Max Gross Wt - 1710	Engine Type - R	ECIPROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power -	145 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport P	roximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Departure Poir	t		PORT/STRIP		
Method - N/A	SAME AS ACC/INC			•		
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	LOCAL		POWDERL'			
Wind Dir/Speed- CALM					17	
Visibility - 20.0 SM	ATC/Airspace			_th/Wid -		38
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		00
Lowest Ceiling - NONE	Type of Clearance		Runway S		DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	Kullway .	Jacas	DKI	
Precipitation - NONE	Type Apelly Ellag	140142				
Condition of Light - DAYLIGHT	•					
Personnel Information Pilot-In-Command	A	Madiaal Cantificat	- EVDIDE	,		
	Age - 45	Medical Certificat				
Certificate(s)/Rating(s)	Biennial Flight Review	_	t Time (Hou			u. / Au
PRIVATE	Current - NO	Total -	350 k/NP	Last 24	Hrs - UN	IK/NR
SE LAND	Months Since - 30	Make/Model- UN				
	Aircraft Type - UNK/N	R Instrument-	0	Last 90	Days-	10
Instrument Rating(s) - NONE						
Narrative HE AIRPLANE HAD NOT BEEN FLOWN FOR MORE THA AID THE PILOT RAN THE ENGINE AND IT RAN ROU AN THE ENGINE AGAIN AT THE END OF THE RUNWA HIGH SPEED TAXI BECAUSE THE ENGINE WAS RUN HEN A HIGH VOLTAGE POWER LINE, THEN THE TER ERE DIRTY AND WATER WAS FOUND IN THE CARBUR	GH. THEN HE WASHED THE AIRF Y. THE AIRPORT MANAGER SAID NING SO BAD. THE AIRPLANE L RAIN AND A PORCH OF A HOUSE	LANE, THEN REFUELED, HE THOUGHT THE PILO IFTED OFF BUT DID NO AND STARTED BURNING	DRAINED THE T WAS ONLY T CLIMB. IT . SOME SPAR	HE SUMPS A GOING TO F HIT A TR RK PLUGS	ND MAKE	

5/17/88 A/C Reg. No. N78143 File No. - 173 POWDERLY, TX Time (Lcl) - 1916 CDT ______ Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FLUID, FUEL - WATER PREFLIGHT PLANNING/PREPARATION - INADEQUATE -3. FUEL SYSTEM, CARBURETOR FLOAT - DETERIORATED 4. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND 5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND 6. ABORT - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT . Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 7. OBJECT - TREE(S) 8. OBJECT - WIRE, TRANSMISSION IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6 Factor(s) relating to this accident is/are finding(s) 2,3,7,8

Type of Operation -BUSINESS Fire Crew O O O O Flight Conducted Under -14 CFR 91 NONE Pass O O O O Accident Occurred During -LANDING Aircraft Information Make/Model - HILLER UH-12E Eng Make/Model - LYCOMING TIVO-540-A2A ELT Installed/Activated - YE Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - NC Max Gross Wt - 2750 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 315 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A VERNAL,UT Completeness - N/A Destination Airport Data Basic Weather - VMC Runway Ident - N/A Wind Dir/Speed- CALM	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - HILLER UH-12E Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2750 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM NONE Pass 0 0 0 O 0 ACCident Occurred During -LANDING NONE Pass 0 0 0 O 0 AMAN Gross W 1 - 2750 NONE Engine Type - LYCOMING TIV0-540-A2A ELT Installed/Activated - YE Number Engines - 1 Stall Warning System - NO Engine Type - RECIP-FUEL INJECTED Rated Power - 315 HP Stall Warning System - NO Engine Type - RECIP-FUEL INJECTED Rated Power - 315 HP Last Departure Point VERNAL, UT Destination Airport Data LOCAL Runway Ident - N/A	lone
Accident Occurred During -LANDING Aircraft Information Make/Model - HILLER UH-12E Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2750 No. of Seats - 4 Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	1
Accident Occurred During -LANDING Aircraft Information Make/Model - HILLER UH-12E Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2750 No. of Seats - 4 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Aircraft Information Bang Make/Model - LYCOMING TIVO-540-A2A ELT Installed/Activated - YE Number Engines - 1 Stall Warning System - NO Engine Type - RECIP-FUEL INJECTED Rated Power - 315 HP Environment/Operations Information Weather Data Litinerary Last Departure Point VERNAL, UT Destination LOCAL Runway Ident - N/A	2
Make/Model - HILLER UH-12E	
Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - NC Max Gross Wt - 2750 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 315 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A VERNAL,UT Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Number Engines - 1 Stall Warning System - NC Engine Type - RECIP-FUEL INJECTED Rated Power - 315 HP Stall Warning System - NC Engine Type - RECIP-FUEL INJECTED Rated Power - 315 HP Airport Proximity OFF AIRPORT/STRIP VERNAL,UT Destination Airport Data Runway Ident - N/A	
Max Gross Wt - 2750 No. of Seats - 4 Rated Power - 315 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Engine Type - RECIP-FUEL INJECTED Rated Power - 315 HP Airport Proximity Airport Proximity VERNAL, UT VERNAL, UT Destination Airport Data LOCAL Runway Ident - N/A	S/YE
Max Gross Wt - 2750 No. of Seats - 4 Rated Power - 315 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Engine Type - RECIP-FUEL INJECTED Rated Power - 315 HP Airport Proximity OFF AIRPORT/STRIP VERNAL,UT Destination LOCAL Runway Ident - N/A)
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A VERNAL,UT Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Runway Ident - N/A	
Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Airport Proximity OFF AIRPORT/STRIP Method - N/A VERNAL,UT Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Itinerary Last Departure Point VERNAL,UT VERNAL,UT Destination Airport Data LOCAL Runway Ident - N/A	
Wx Briefing - NO RECORD OF BRIEFING Last Départure Point OFF AIRPORT/STRIP Method - N/A VERNAL,UT Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Runway Ident - N/A	
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A VERNAL,UT Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Runway Ident - N/A	
Method - N/A VERNAL,UT Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Runway Ident - N/A	
Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Runway Ident - N/A	
Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Runway Ident - N/A	
Wind Dir/Speed- CALM Runway Ident - N/A	
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - ASPHALT	
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - SNOW - DRY	
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING	
Precipitation - NONE	
Condition of Light - DAYLIGHT	
Condition of Light - Datlight	
Personnel Information	
Pilot-In-Command Age - 35 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	. 1
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	
COMMERCIAL Current - UNK/NR Total - 5450 Last 24 Hrs -	
SE LAND Months Since - UNK/NR Make/Model- 5100 Last 30 Days- 30)
SE LAND Months Since - UNK/NR Make/Model- 5100 Last 30 Days- 30 HELICOPTER Aircraft Type - UH-12E Instrument- 0 Last 90 Days- UNK/NF	₹
Rotorcraft - 5100)
Instrument Rating(s) - NONE	
	. – – –
Narrative	
HE COMMERCIAL PLT AND TWO PASSENGERS WERE SURVEYING A ROAD ROUTE IN MOUNTAINOUS TERRAIN. AT CRUISE, THE PILOT	
OTICED A DROP IN MANIFOLD PRESSURE, FOLLOWED BY A LOSS OF OIL PRESSURE. THE PLT REPORTED THAT THE ENGINE QUIT.	
N AUTOROTATION TO A SNOW COVERED ROAD RESULTED IN A HARD LANDING. THE MAIN ROTOR BLADES SEVERED THE TAIL BOOM	
ND THE LANDING SKIDS COLLAPSED. A POST ACCIDENT ENGINE TEAR DOWN REVEALED EVIDENCE CONSISTENT WITH CONNECTING	
DD FAILURE. THE NUMBER FIVE ROD BEARING HAD DISINTEGRATED AND THE ROD END CAP HAD BROKEN IN SERVICE. THE	
AMAGED ROD END CAP AND CONNECTING ROD WERE EXAMINED FOR FAILURE MODE DETERMINATION. THE METALLURGIST'S FACTUAL	
EPORT STATES THAT THE ROD SHOWS FRACTURE DETAILS CHARACTERISTICS OF HIGH CYCLE FATIGUE.	

VERNAL, UT File No. - 98 1/02/88 A/C Reg. No. N400AH Time (Lc1) - 1530 MST Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CONNECTING ROD - FATIGUE 2. MAINTENANCE, REBUILD/REMANUFACTURE - POOR - OTHER MAINTENANCE PSNL 3. ENGINE ASSEMBLY, CONNECTING ROD BOLT - STRIPPED THREAD 4. ENGINE ASSEMBLY, CONNECTING ROD CAP - FAILURE, TOTAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. AUTOROTATION - INITIATED -HARD LANDING Occurrence #3 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. ALTITUDE - MISJUDGED - PILOT IN COMMAND 7. FLARE - IMPROPER - PILOT IN COMMAND 8. MISC ROTORCRAFT, TAIL BOOM - SHEARED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

File No 123 1/20/88 [DELTA, UT	A/C Reg. No. N	16372K	Т.	ime (Lc1) -	1350 MST	
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Injur		
		_SUBSTANTIAL	_	Fatal	Serious	Minor	None
Type of Operation -INSTRUCT		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR S Accident Occurred During -LANDING	91	NONE	Pass	. 0	0	0	0
Accident occurred but this "EANDING							
Aircraft Information							
Make/Model - CESSNA 150M		Model - CONTINENTAL	0-200-A				
Landing Gear - TRICYCLE-FIXED	•	gines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1600		De - RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 2	Rated Power	er - 100 HP					
Environment/Operations Information	- -						
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIE				ON AIRE	PORT		
Method - N/A	SAME AS						
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	LOCAL				MUNICIPAL		
Wind Dir/Speed- CALM	ATO / 1			•		12	٥.
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -		85
Lowest Sky/Clouds - 9000 FT					Surface -		OMDACT
Lowest Ceiling - NONE Obstructions to Vision- NONE		earance - NONE _ndg - FULL ST	·OB	Runway	Status -	SINOM - C	UMPACI
Precipitation - NONE	Type Apcn/T	- FULL 51	UF				
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 46	Modical	Contificat	o - VALTD	MEDICAL-WA	TVEDS/LTM	17.7
Certificate(s)/Rating(s)	Biennial Flight I			t Time (Ho		IVEKS/ LIN	11 1
STUDENT	Current	- N/A · Tota	_	•	Last 24	Hre - IIN	IK/ND
STODENT .	Months Since						13
	Aircraft Type	- N/A Make	rument-	24	Last 30 Last 90	Days Days-	13
	Air or air c Type			ŭ	2221 30	,-	
Instrument Rating(s) - NONE							
NAMMATIVE NG THE LANDING ROLL, THE ACFT SWERVED	TO THE DIGHT INTO A	SNOWBANK AND NOSED	OVED THE	DIT SATD L	IE EOUND		
TO THE CAMPING ROLL, THE ACT I SWERVEL						DATION	
PACKED RETWEEN THE LANDING GEAR WHEE	I AND WHEEL PANTS DES	FRICTING THE WHEEL	FRIM RUIAI				
PACKED BETWEEN THE LANDING GEAR WHEE PREVENTION, THE PLT STATED THAT WHEEL				ING. IN H	13 RECUMMEN	DATION	

File No 1	23 1/20/88	DELTA,UT	A/C Reg. No. N6372K	Time (Lc1) - 1350 MST
Occurrence #1 Phase of Operation		ON GROUND		
 DIRECTIONAL C MISC EQPT/FURNI PROCEDURES/DI 		LE -	AND	
Occurrence #2 Phase of Operation		ON WITH TERRAIN/WATER		
Finding(s) 6. TERRAIN CONDITI	ON - SNOWBANK			
Occurrence #3 Phase of Operation				
Probable Cause				

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

Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage			In	juries	
Type operating certificate None	(GENERAL AVIATION)	SUBSTANTIAL		Fata ¹			None
Type of Operation -INSTR	JCTIONAL	Fire	Crew	_	-	0	1
Flight Conducted Under -14 CF		NONE	Pass	. 0	. 0	0	0
Accident Occurred During -TAKEO	FF 						
Aircraft Information							
Make/Model - CESSNA 172N		Model - LYCOMING 0-3	20-D2J	El	Tinstalle		
Landing Gear - TRICYCLE-FIXED	Number En	gines - 1			Stall War	ning Syste	m - YES
Max Gross Wt - 2150	Engine ly Rated Pow	pe - RECIPROCATIN	IG-CARBURI	ETUK			
No. of Seats - 4	Rated Pow	er - 160 AP					
Environment/Operations Information				A 4 mm = :	. Dunas dan 11		
Weather Data	Itinerary	tura Daint			rt Proximit NIRPORT	У	
Wx Briefing - FSS Method - TELEPHONE	RANGELY.	ture Point		UN A	AIRPURI		
Completeness - UNK/NR	Destination			Airport	t Data		
Basic Weather - VMC	ROOSEVEL				HESNE		
Wind Dir/Speed- CALM	ROOSEVEE	,,,,,			way Ident	- 34	
Visibility - 30.0 SM	ATC/Airspace	1			way Lth/Wid		60
Lowest Sky/Clouds - CLEAR		ight Plan - VFR		Runi	way Surface	- ASPHAL	Т
Lowest Ceiling - NONE	Type of C1	earance - NONE			vay Status		
Obstructions to Vision- NONE	Type Apch/	Lndg - TOUCH AN	ID GO				
Precipitation - NONE		•					
Condition of Light - DAYLIG	HT						
Personnel Information				•			
Pilot-In-Command	Age - 28				ID MEDICAL	-NO WAIVER	S/LIMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight	Review - N/A Total	Fligl		(Hours)		
STUDENT	Current			28	Last	24 Hrs -	2
••			Mode1-	28	Last	30 Days- 1	
·	Aircraft Typ	e - N/A Instr	ument-	1	Last	90 Days-	8
Instrument Rating(s) - NONE							
Narrative							
Narrative STUDENT PLT WAS PERFORMING A CROSS	COUNTRY TRAINING ELICHT	AT HIS FIRST STOR	DURING .	THE TAKE	OFF PORTIO	N OF	
OUCH AND GO LANDING, THE AIRCRAFT S							
				-14 11L	:	~ .	

File No	46 1,	/22/88 DUCH	ESNE,UT	A/C Reg.	No. N4897G	Time (Lc1) - 1515 MST
Occurrence #1 Phase of Operation			ROUND			
Finding(s) 1. TERRAIN CONDITI 2. GROUND LOOP/S		. –				
Occurrence #2 Phase of Operation			TH TERRAIN/WATER			
Finding(s) 3. TERRAIN CONDITI	ON - SNOWBA	NK				
Occurrence #3 Phase of Operation						
Probable Cause						
The National Transpo	rtation Saf	ety Board det	ermines that the Pr	obable Cause	(s) of this acci	dent
Factor(s) relating t	o this acci	ident is/are f	indina(s) 1.3			

Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Type of Operation Type of Operation Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2 Rated Power - 110 HP Environment/Operations Information Weather Data Wx Briefing - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed - 360/020 KTS Lowest Sky/Clouds - CLEAR Visibility - 40.0 SM Condition of Light - DAYLIGHT Airport Proximity Airport Data HURRICANE Runway Ident - 18 Runway Status - DRY DAYLIGHT Type of Clearance - NONE Condition of Light - DAYLIGHT Airport Proximity ON AIRPORT Runway Status - DRY Runway Status - DRY Type Apch/Lndg - NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT	File No 121 2/18/88 H	URRICANE, UT	A/C Reg. No. No.	7515	Т	ime (Lc1) -	1230 MS	г
Type of Operation	Basic Information	NEDAL AVIATION)	A:			T	:	
Type of Operation	Type Uperating Certificate-NUNE (GE	NERAL AVIALIUN)			Fo.to.1			None
Flight Conducted Under	Time of Open-tion INCTRUCT	TONAL		0				
-Aircraft Information					•	-	•	· ·
Make/Model - CESSNA 152			MOME		Ū	O	J	O
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 . Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 . Rated Power - 110 HP								
Max Gross Wt - 1670. Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 110 HP	Make/Model - CESSNA 152	Eng Make	Model - LYCOMING 0-2	35-L2C	ELT	Installed/A	ctivated	- YES/NO
No. of Seats - 2 Rated Power - 110 HP -Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Basic Weather - VMC Wind Dir/Speed - 360/020 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Distructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Airport Data Airport Data Airport Data HURRICANE Runway Ident - 18 Runway Ident - 18 Runway Surface - ASPHALT Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Type Apch/Lndg - NONE Runway Status - DRY Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Current Months Since - N/A Make/Model - 25 Last 24 Hrs - 2 Months Since - N/A Make/Model - 25 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument Rating(s) - NONE -Narrative STUDENT To THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS MITHE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE, HE SAID HE DID NOT NOTICE ANY WIND AS HE PARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO NO ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED THA FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH	Landing Gear - TRICYCLE-FIXED	Number Er	ngines - 1		S	tall Warnin	g System	- YES
No. of Seats - 2 Rated Power - 110 HP -Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Basic Weather - VMC Wind Dir/Speed - 360/020 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Distructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Airport Data Airport Data Airport Data HURRICANE Runway Ident - 18 Runway Ident - 18 Runway Surface - ASPHALT Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE Type Apch/Lndg - NONE Runway Status - DRY Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Current Months Since - N/A Make/Model - 25 Last 24 Hrs - 2 Months Since - N/A Make/Model - 25 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument Rating(s) - NONE -Narrative STUDENT To THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS MITHE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE, HE SAID HE DID NOT NOTICE ANY WIND AS HE PARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO NO ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED THA FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH	Max Gross Wt - 1670	Engine Ty	pe - RECIPROCATIN	IG-CARBURET	ΓOR			
Weather Data WE Briefing - UNK/NR WE Briefing - UNK/NR Completeness - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 360/020 KTS Wisibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Combit - NoNE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Age - 20 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) STUDENT Age - 20 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) STUDENT Age - 20 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) STUDENT Current - N/A Months Since - N/A Months Since - N/A Make/Model- 25 Last 24 Hrs - 2 Months Since - N/A Make/Model- 25 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - O Last 90 Days- 21 Instrument Rating(s) - NONE Narrative STUDENT THAT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS MITHE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS MITHE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS MITHE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS MITHE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS MITHE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE HE SAID HE DID NOT NOTICE ANY WIND AS HE PARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO KO ACCORDING TO THE PILLOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED HA FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADO OUT OF THE NORTH	No. of Seats - 2	Rated Pov	ver - 110 HP					
Wx Briefing - UNK/NR Method - UNK/NR ST. GEORGE,UT ST. GEORGE,UT Airport Data Basic Weather - VMC LOCAL HURRICANE Wind Dir/Speed- 360/020 KTS Visibility - 40.0 SM ATC/Airspace Runway Ident - 18 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Lth/Wid - 3400/ 45 Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Personnel Information Pilot-In-Command Siennial Flight Review Flight Time (Hours) STUDENT Biennial Flight Review Flight Time (Hours) Current - N/A Total - 25 Last 24 Hrs - 2 Months Since - N/A Make/Model - 25 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument O Last 90 Days - 21 Instrument Rating(s) - NONE Narrative STUDENT PLT SAID THAT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS MITHE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE PARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO NO ACCORDING TO THE PILOT AND THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH	Environment/Operations Information	-						
Method - UNK/NR ST. GEORGE,UT Completeness - UNK/NR Destination		Itinerary			Airport	Proximity		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 360/020 KTS Visibility - 40.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Distructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT STUDENT Instrument Rating(s) - NONE Instrument Rating(s) - NONE NONE Instrument Rating(s) - NONE NONENO	Wx Briefing - UNK/NR	Last Depar	ture Point		ON AIR	PORT		
Basic Weather - VMC	Method - UNK/NR	ST. GEOR	RGE,UT					
Wind Dir/Speed - 360/020 KTS Visibility - 40.0 SM Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Obstructions to Vision - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT STUDENT Age - 20 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - N/A Months Since - N/A Aircraft Type - N/A Instrument Rating(s) - NONE Narrative STUDENT PLT SAID THAT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS MITHE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS MITHE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS WAS INTERED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO CROSS OF THE NORTH AT HER WENT TO CROSS OF THE NORTH AT HER WENT TO CONTROL OF THE NORTH AT HER WENT TO CONTROL OF THE NORTH AT HURRICANE OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED THA FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH	Completeness - UNK/NR	Destination	1		Airport D	ata		
Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 3400/ 45 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 - DAYLIGHT Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 25 Last 24 Hrs - 2 Months Since - N/A Make/Model - 25 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days- 21 Instrument Rating(s) - NONE Narrative STUDENT SID THAT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS IM THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE PARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO DO ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED THA FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH	Basic Weather - VMC	LOCAL			HURRIC	ANE		•
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 - DAYLIGHT Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) STUDENT Biennial Flight Review Flight Time (Hours) Current - N/A Total - 25 Last 24 Hrs - 2 Months Since - N/A Make/Model- 25 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- O Last 90 Days- 21 Instrument Rating(s) - NONE Narrative STUDENT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS DIM THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE PARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO ROW ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED THE AFRICE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH	Wind Dir/Speed- 360/020 KTS				Runway	Ident -	18	
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 - DAYLIGHT Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) STUDENT Biennial Flight Review Flight Time (Hours) Current - N/A Total - 25 Last 24 Hrs - 2 Months Since - N/A Make/Model- 25 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument- O Last 90 Days- 21 Instrument Rating(s) - NONE Narrative STUDENT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS DIM THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE PARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO ROW ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED THE AFRICE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH	Visibility - 40.0 SM	ATC/Airspace	•					45
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Current - N/A Total - 25 Last 24 Hrs - 2 Months Since - N/A Make/Model - 25 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - O Last 90 Days - 21 Instrument Rating(s) - NONE Narrative ISTUDENT PLT SAID THAT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS IM THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE PPARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO ROO ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED THA FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH	Lowest Sky/Clouds - CLEAR	Type of Fi	ight Plan - NONE		Runway	Surface -	ASPHALT	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 25 Last 24 Hrs - 2 Months Since - N/A Make/Model - 25 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days - 21 Instrument Rating(s) - NONE Narrative STUDENT PLT SAID THAT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS OM THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE PARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO ROW ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED THA FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH	Lowest Ceiling - NONE	Type of C1	earance - NONE					
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 20 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) STUDENT Current - N/A Total - 25 Last 24 Hrs - 2 Months Since - N/A Make/Model - 25 Last 30 Days- UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days - 21 Instrument Rating(s) - NONE Narrative STUDENT PLT SAID THAT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS DIM THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE PARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO ROACCORDING TO THE PILOT AND THE PLT ABORTED THE TABCOFT. THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO ROACCORDING TO THE PILOT AND THE PLT ABORTED THE TABCOFT. THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO ROACCORDING TO THE PILOT AND THE PLT ABORTED THE TABCOFT. THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO ROACCORDING TO THE PILOT AND THE PLT ABORTED THE TABCOFT. THE ACFT LIFTED OFF, THE RIGHT SIDE OF RUNWAY 18, COLLIDED THE A FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH					-			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT STUDENT Age - 20 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - N/A Make/Model - 25 Months Since - N/A Aircraft Type - N/A Instrument Rating(s) - NONE Instrument Rating(s) - NONE Instrument Rating(s) - NONE STUDENT BEPARED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS NOW THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE PARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO ROACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED THA FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH	Precipitation - NONE							
Personnel Information Pilot-In-Command								
Certificate(s)/Rating(s) STUDENT Current N/A Total Months Since - N/A Make/Model- Instrument Rating(s) Instrument I	Personnel Information		•					
STUDENT Current - N/A Total - 25 Last 24 Hrs - 2 Months Since - N/A Make/Model - 25 Last 30 Days - UNK/NR Aircraft Type - N/A Instrument - 0 Last 90 Days - 21 Instrument Rating(s) - NONE Narrative STUDENT PLT SAID THAT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE EPARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO RO ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED TH A FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH							WAIVERS,	/LIMIT
Instrument Rating(s) - NONENarrative E STUDENT PLT SAID THAT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS IM THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE EPARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO RO ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED TH A FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH		Biennial Flight	Review	Flight	t Time (H	ours)		
Instrument Rating(s) - NONENarrative E STUDENT PLT SAID THAT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS IM THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE EPARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO RO ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED TH A FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH	STUDENT	Current	- N/A Total	-	25	Last 24	Hrs -	. 2
Instrument Rating(s) - NONENarrative E STUDENT PLT SAID THAT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS IM THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE EPARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO RO ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED TH A FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH		Months Since	e - N/A Make/	Mode 1 -	25	Last 30	Days- U	NK/NR
		Aircraft Typ	pe - N/A Instr	ument-	0	Last 90	Days-	21
	Instrument Rating(s) - NONE							
E STUDENT PLT SAID THAT WHEN HE DEPARTED ST. GEORGE, UT FOR HURRICANE, WHICH IS 21 NM NORTHEAST, THE WIND WAS OM THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE EPARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO RO ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED THA FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH								
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OM THE SOUTH AT ABOUT 5 KTS. HE LANDED TO THE NORTH AT HURRICANE. HE SAID HE DID NOT NOTICE ANY WIND AS HE PARED TO DEPART TO THE SOUTH. UPON REACHING 52 KIAS, THE ACFT LIFTED OFF, HOWEVER, THE AIRSPEED THEN WENT TO TO ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED THING A FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH		D ST. GEORGE. UT FOR	HURRICANE, WHICH IS	21 NM NORT	HEAST. T	HE WIND WAS	•	
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RO ACCORDING TO THE PILOT AND THE PLT ABORTED THE TAKEOFF. THE ACFT RAN OFF THE RIGHT SIDE OF RUNWAY 18, COLLIDED THING AND MOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH							1	
H A FENCE AND NOSED OVER. A WITNESS, WHO WAS FIRST ON THE SCENE STATED THAT THE WIND WAS STEADY OUT OF THE NORTH								
	TH A FENCE AND NOSED OVER. A WITNESS W	HO WAS FIRST ON THE	CENE STATED THAT THE	WIND WAS	STEADY O	UT OF THE N	ORTH	
ADDITED AND AN THE TIME OF THE ADDITED.			COLINE STATES THAT THE	"TIND WAS	J. LADI 0			
	ADDOT TO KID AT THE TIME OF THE MOOTHE							
								

File No. - 121 2/18/88 HURRICANE, UT A/C Reg. No. N67515 Time (Lc1) - 1230 MST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FLIGHT/NAV INSTRUMENTS.AIRSPEED INDICATOR - INCORRECT 2. WEATHER CONDITION - TAILWIND Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - ABORTED Finding(s) 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation TAKEOFF - ABORTED Finding(s) 6. OBJECT - FENCE Occurrence #4 NOSE OVER Phase of Operation TAKEOFF - ABORTED 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

-Basic Information	AVIATION)	B		~ •	•	
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0 .	. 0	. 0	0
-Aircraft Information						
Make/Model - CESSNA 180 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2550 No. of Seats - 4	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -		S	Installed/A tall Warnin		
-Environment/Operations Information			A			
Weather Data Wx Briefing - FSS Method - ACFT RADIO	Itinerary Last Departure Point COLORADO SPRGS,CO			Proximity RPORT/STRIP		
Completeness - UNK/NR Basic Weather - VMC	Destination LOGAN,UT		Airport Da	ata		
Wind Dir/Speed- 240/020 KTS				Ident -		
Visibility - 3.000 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 2000 FT OVER Obstructions to Vision- NONE Precipitation - SNOW SHOWER Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan - CAST Type of Clearance - Type Apch/Lndg -	NONE	Runway Runway	Lth/Wid - Surface - Status -	ASPHAL	Т
-Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age - 35 Biennial Flight Review	Medical Certifica Flia	te - VALID ht Time (H		WAIVER	S/LIMIT
PRIVATE	Current - YES	Total -			Hrs -	UNK/NR
SE L'AND	Months Since - 1	Make/Model-	140	·Last 30	Days-	UNK/NR
	Aircraft Type - C-180	Instrument-	0	Last 90	Days-	17
Instrument Rating(s) - NONE		•				
-Narrative PLT REPORTED THAT HE WAS ON A FLIGHT FROM THE LOGAN/MALAD CITY, IDAHO AREA. AFTER CRI ENCOUNTERED LOW CEILINGS AND SNOW SHOWERS IDITIONS, AND HAVING BEEN AIRBORNE FOR NEAR LANDING, ONE OF THE MAIN LANDING GEAR WHE DITCH WHERE THE ACFT NOSED OVER.	OSSING A RIDGELINE IN THE MO . UNABLE TO CROSS THE NEXT R LY FIVE HOURS, THE PLT ELECT	UNTAINOUS TERRAIN IDGELINE IN VISUA ED TO LAND ON A P.	EAST OF L L METEOROL AVED HIGHW	DGAN, THE DGICAL AY. DURING	L	

File No. - 146 A/C Reg. No. N9393C 3/24/88 LOGAN, UT Time (Lcl) - 1545 MST IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE Finding(s) 1. TERRAIN CONDITION - MOUNTAINOUS/HILLY 2. WEATHER CONDITION - LOW CEILING 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 5. TERRAIN CONDITION - ROADWAY/HIGHWAY 6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 7. TERRAIN CONDITION - DITCH 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) 3,6 Factor(s) relating to this accident is/are finding(s) 1,2,4

File No 22 1/	21/88 DANVILLE, V	A A/C	Reg. No. N21	OPE .	Т	ime (Lc1) -	1330 EST	
Basic Information Type Operating Certificat	e-NONE (GENERAL AVI	ATION) Aircra	aft Damage			Injur	ies	
	•		TANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		Crew	0	0	1	0
Flight Conducted Under Accident Occurred During	-14 CFR 91 -Landing	NONE		Pass	0	0	0	0
Make/Model - CESSNA 21	0	Eng Make/Model - (CONTINENTAL T	SIO-520P	ELT :	[nstalled/A	ctivated	- YES-UNK/
Landing Gear - TRICYCLE-	RETRACTABLE	Number Engines -			S.	tall Warnir	g System	- YES
Max Gross Wt - 4000		J ,, -	RECIP-FUEL IN	JECTED				
No. of Seats - 6		Rated Power -	310 HP					
Environment/Operations Info		* • • • · · · · · · · · · · · · · · · ·						
Weather Data Wx Briefing - UNK/NR		Itinerary Last Departure Poir			Airport I	roximity RPORT/STRIP		
Method - UNK/NR		DANVILLE, VA	11		OFF AII	KPUKI/SIKIP		
Completeness - WEATHER	NOT PERTINENT	Destination			Airport Da	ata		
Basic Weather - VMC		LOCAL		·	DANVIL			
Wind Dir/Speed- 230/004		•					20	
Visibility - 25.0		ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds -	6000 FT SCATTERED	Type of Flight Plan	n - NONE			Surface -		
Lowest Ceiling -		Type of Clearance		ATTERN	Runway	Status -	N/A	
Obstructions to Vision- Precipitation -		Type Apch/Lndg	- TRAFFIC P	ALIERN			• •	
Condition of Light -		:						
Personnel Information Pilot-In-Command	Age	- 44	Medical Ce	ntificate	- EYDIDI	- n		•
Certificate(s)/Rating(s)		nial Flight Review	medical ce		t Time (Ho			
PRIVATE		Current - YES	Total		489		Hrs - UN	K/NR
		Months Since - 10	Make/M		89		Days- UN	
		Aircraft Type - C-210		ment- UNF		Last 90	Days- UN	K/NR
			Multi-	Eng - UNK	C/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s)	- AIRPLANE							
GINE POWER LOSS OCCURRED WHEN	THE ACFT WAS IN TH	E TRAFFIC PATTERN. TH	HE PLT MADE A	FORCED I	ANDING I	N AN OPEN F	IELD	
OUT 2 MILES FROM THE AIRPORT.								

File No	22 1/21/88 DANVILI	_E,VA 	A/C Reg. No. N210PE	Time (Lc1) - 1330 EST
	LOSS OF ENGINE POWER(TOTA			
1. FLUID, FUEL - ST				
2. FUEL TANK SEL	ECTOR POSITION - IMPROPER -	- PILUT IN CUMMAND		
Occurrence #2				
Phase of Operation	DESCENT - EMERGENCY			
Occurrence #3	GEAR COLLAPSED			e
Phase of Operation	LANDING			
inding(s) 3. TERRAIN CONDITI 4. LANDING GEAR,NO	·			
Probable Cause				
The National Transpo	rtation Safety Board deter	nines that the Pro	bable Cause(s) of this acci	dent

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

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	a		Injur	ies	
Type operating certificate None (GENERAL AVIATION)	DESTROYED	e	Fatal	Serious	Minor	None
Type of Operation -PERSON	AL	Fire	Crew	1	0	0	0
Flight Conducted Under -14 CFR		NONE	Pass	1	0	0	0
Accident Occurred During -DESCEN	T 						
Aircraft Information							
Make/Model - PERKINS CHRISTEN		Model - LYCOMING	IO-360-A1B6D		[nstalled/A		
Landing Gear - TAILWHEEL-ALL FIX		gines - 1		S-	tall Warning	g System	- NO
Max Gross Wt - 1520 No. of Seats - 2	Engine ly Rated Pow	pe - RECIP-FUE er - 200 HP					
NO. Of SeatS - 2	Rateu Fow	er - 200 np					
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR Method - N/A	IEFING Last Depar NEWPORT			OFF ATE	RPORT/STRIP		
Completeness - N/A	Destination	•	۸	irport Da	ata		
Basic Weather - VMC	LOCAL		^	TI POI C DE	ıta		
Wind Dir/Speed- 200/007 KTS	·			Runwav	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -	N/A	
Lowest Sky/Clouds - 4000 F	T SCATTERED Type of F1	ight Plan - NONE			Surface -		
Lowest Ceiling - 10000 F		earance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/	Lndg - NONE					
Precipitation - NONE							•
Condition of Light - DAYLIGH	T 						<i></i> _
Personnel Information							
Pilot-In-Command	Age - 49	Medica	1 Certificate				
Certificate(s)/Rating(s)	Biennial Flight	Review		Time (Ho			UZ /NID
PRIVATE SE LAND	Current		tal -	850 /ND	Last 24	Hrs - UN	
SE LAND	Aircraft Typ	e - UNK/NR In:	ke/Model- UNK strument- UNK	/NR /ND	. last 30	Days- UN	IK/NR IK/ND
	Ancialtiyp		lti-Eng - UNK		Rotorcra	aft - UN	IK/NR
			.	,			,
Instrument Rating(s) - NONE							
Narrative							
ESSES SAW THE ACFT PERFORMING AEROBA	ATTCS WHICH INCLINED LO	ODS AND DOLLS THE	F ACET WAS CL	TMRTNG TE	A LOOP WHI	FNI	

2/28/88 WILLIAMSBURG, VA A/C Reg. No. N115MC A/C Reg. No. N115MC Time (Lc1) - UNK/NR File No. - 117 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. AEROBATICS - PERFORMED - PILOT IN COMMAND 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND 3. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND 4. ALTITUDE - 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) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

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Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Air	craft Damage			Iniu	uries	
Type operating our trivialis ment (azitami	· · · · · · · · · · · · · · · · · · ·	BSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	Fir	`e	Crew	0 0	0		1
Flight Conducted Under -14 CFR 91	NO	DNE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 150G		- CONTINENTAL O					
Landing Gear - TRICYCLE-FIXED		- 1			tall Warn	ing Syste	m - YES
Max Gross Wt - 1600		- RECIPROCATING	-CARBURE	IUR			
No. of Seats - 2	Rated Power	- 100 HP					
Environment/Operations Information Weather Data	Ttinonony			Ainmont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure F	Point		ON AIR			
Method - N/A	SAME AS ACC/IN			ON AIR	JIKIF		
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			PACE F			
Wind Dir/Speed- 090/006 KTS				Runway	Ident	- 18	
Visibility - 15.0 SM				Runway	Lth/Wid	- 3000	-UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Flight F				Surface		TURF
Lowest Ceiling - NONE	Type of Clearance			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg						
Precipitation - NONE Condition of Light - DAYLIGHT		TOUCH AND	GU				
Personnel Information Pilot-In-Command	Age - 49	Medical Ce	rtificat	e - VALID	MEDICAL-V	WAIVERS/L	IMIT
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	ı		nt Time (H			
STUDENT	Current - N/	'A Total		15	Last 2	24 Hrs -	1
	Months Since - N/ Aircraft Type - N/	'A Make/Mo	odel-	15	Last 3	30 Days-	2
	Aircraft Type - N/	'A Instru	ment-	0	Last 9	90 Days-	7
Instrument Rating(s) - NONE							
This trument kating(s) - None							
-Narrative							
ING TOUCHDOWN THE ACFT BOUNCED AND THE STU							
E AND THE RIGHT WING CONTACTED THE RWY. TH	E ACFT BOUNCED BACK AND) THE LEFT WING (CONTACTE	D THE RWY	. THE NOSI	E	

File No 1	19 3/22/88	RIDGEWAY, VA	A/C Reg. No. N636OS	Time (Lcl) - 1515 EST
Occurrence #1 Phase of Operation				
2. LACK OF TOT	R - PILOT IN COMMA AL EXPERIENCE - PI OUNCED LANDING - I		COMMAND	
Occurrence #2 Phase of Operation				·
Occurrence #3 Phase of Operation				
Finding(s) 4. LANDING GEAR,NO	SE GEAR - OVERLOAD			
Probable Cause				
The National Transpois/are finding(s) 1,	•	rd determines that t	he Probable Cause(s) of this accid	lent
Factor(s) relating t	o this accident is	/are finding(s) 2		

Type Operating Certificate-NONE (GENERA	L AVIATION) Aircr	aft Damage	Inj			uries	
	=	TANTIAL	Fatal	Serious	Minor	None	
Type of Operation -INSTRUCTIONA			-	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	s Q	. 0	0	0	
-Aircraft Information							
Make/Model - PIPER PA-28-140		LYCOMING 0-320-E2A		Installed/A			
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnin	ng System	- YES	
Max Gross Wt - 2050 No. of Seats - 2		RECIPROCATING-CARBUR 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary	•		Proximity			
Wx Briefing - NO RECORD OF BRIEFING		nt	ON AIR	RSTRIP			
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Airport [
Basic Weather - VMC	LOCAL			SON-WATSON			
₩ind Dir/Speed- UNK/NR	ATO / A : = = = = =				07	400	
Visibility - UNK/NR Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Pla	m NONE		/ Lth/Wid - / Surface -			
Lowest Sky/Clodds - CLEAR Lowest Ceiling - NONE	Type of Clearance			Status -		KF	
Obstructions to Vision- UNK/NR	Type of Crearance Type Apch/Lndg		Rullway	status -	DKI		
Precipitation - NONE	Type Apcil/ Eliag	TOOCH AND GO					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 16	Medical Certifica			WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H				
STUDENT	Current - N/A	Total -			Hrs - UN		
	Months Since - N/A Aircraft Type - N/A	Make/Model-	32 INIZ /ND	· Last 30	Days- UN	K/NK	
	Aircraft Type - N/A	Instrument- l Multi-Eng - l	JNK/NR JNK/NR	Rotorcr	aft - UN	K/NR K/NR	
Instrument Rating(s) - NONE							
STUDENT PLT WAS PRACTICING TOUCH AND GO L	ANDINGS WHEN THE ACCIDENT	OCCURRED. HE STATED	THE ACFT	WAS A LITTL	.E		
H AND FAST ON FINAL APCH. ON TOUCHDOWN THE	ACFT VEERED LEFT AND TRA	VELED OFF THE RWY. 1	HE LEFT WI	NG CONTACTE	D		

File No 1	50 3/22/88 CHATHAM,VA	A/C Reg. No. N6587W	Time (Lc1) - 1445 EST
	LOSS OF CONTROL - ON GROUND LANDING - FLARE/TOUCHDOWN		
Finding(s) 1. DIRECTIONAL CON	TROL - NOT MAINTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 2. OBJECT - TREE(S 3. OBJECT - FENCE)		
Probable Cause			

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

File No 134 3/26/88 RICHL	ANDS, VA A/C R	eg. No. N3LD	T	ime (Lc1) -	1130 EST	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L AVIATION) Aircraf SUBSTA Fire NONE	t Damage NTIAL Crew Pass		Injur Serious O O		None 1 0
Aircraft Information Make/Model - DREYER-STARDUSTER SA-300 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1100 No. of Seats - 2	Number Engines - 1 Engine Type - RE		S	Installed/A		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 210/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 2500 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance Type Apch/Lndg	- NONE	ON AIR Airport D RICHLA Runway Runway Runway Runway	ata NDS MUNI Ident - Lth/Wid - Surface - Status -	ASPHALT	44
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 39 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certifica Flig Total - Make/Model-	ite - VALID Jht Time (H 248 39	MEDICAL-NO lours) Last 24	Hrs - UN Days- UN	IK/NR IK/NR
Instrument Rating(s) - NONE						
Narrative FTER TOUCHDOWN, DURING THE LANDING ROLL, THE CTION BY APPLYING RIGHT RUDDER AND THE ACFT ' F THE RWY AND CAME TO REST ON THE EMBANKMENT OCKING MECHANISM WAS DISCOVERED AFTER THE ACC	VEERED 45 DEGREES TO THE RI OF A RIVER WHICH CROSSED U	GHT. THE ACFT TRAV	ELED OFF T	HE RIGHT SI	DE	•

File No. - 134 3/26/88 RICHLANDS, VA A/C Reg. No. N3LD Time (Lcl) - 1130 EST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, TAILWHEEL LOCK - INOPERATIVE 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL 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) 2 Factor(s) relating to this accident is/are finding(s) 1

File No 53 3/29/88 RIDGE	WAY,VA A/C	Reg. No. N107LH	T	ime (Lc1) -	1500 EST	
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra DESTR	ft Damage DYED	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire ON GR	Crew DUND Pass		0	0 0	1 O
Aircraft Information Make/Model - ROTORWAY RW-145 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1200 No. of Seats - 2	Number Engines -	ECIPROCATING-CARBUR	S	Installed/Adtall Warning		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin RIDGEWAY,VA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D PACE A Runway Runway Runway	ata IRPORT Ident - Lth/Wid - Surface -	UNK/NR UNK/NR DIRT DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT Instrument Rating(s) - NONE	Age - 29 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Medical Certifica Flig Total - Make/Model- Instrument-	ht Time (H 10 10		Hrs - Days- Days-	_IMIT 2 3 5 10
Narrative IE STUDENT PILOT WAS ATTEMPTING TO LAND FROM PERCONTROLLED THE HELICOPTER AND A DYNAMIC R WNWIND WHEN IT BEGAN TO TURN TO THE RIGHT. DEWAYS AND ROLLED OVER. THE PILOT REPORTED	OLLOVER RESULTED. A WITNES: HE REPORTED THAT THE HELIC	CCIDENT OCCURRED. H S REPORTED THE HELI OPTER TOUCHED DOWN	E REPORTED COPTER WAS ON BOTH SK	THAT HE TRAVELING IDS, BOUNCE		

File No. - 53 3/29/88 A/C Reg. No. N107LH Time (Lc1) - 1500 EST RIDGEWAY, VA Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 3. WEATHER CONDITION - GUSTS 4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND ROLL OVER Occurrence #2 Phase of Operation LANDING - FLARE/TOUCHDOWN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

	TERFIELD,VA 	A/C Reg. No. N	63632 	т.	ime (Lc1) - 	1330 EDT	
-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	A L	Fire NONE	Crew Pass	0	0	0	1 0
-Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engi	- RECIPROCATI		S-	Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	Itinerary G Last Departu RICHMOND,V			Airport F	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 190/007 KTS Visibility - 7.0 SM	Destination SAME AS AC ATC/Airspace ITERED Type of Flig	C/INC ht Plan - NONE rance - NONE	Α	Runway Runway Runway	RFIELD CO. Ident - Lth/Wid - Surface -		100
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 33 Biennial Flight Re			e - VALID : Time (Ho	MEDICAL-WA	IVERS/LIMI	ΙΤ
STUDENT	Current Months Since Aircraft Type	- N/A Make	1 - /Model- rument-	28 27 1	Last 24 Last 30 Last 90	Hrs - Days- UNM Days-	1 K/NR 16
Instrument Rating(s) - NONE							
-Narrative STUDENT PILOT LOST DIRECTIONAL CONTROL O THE RWY AND CONTACTED A DITCH. THE LANDIN							

Time (Lc1) - 1330 EDT File No. - 118 4/03/88 CHESTERFIELD, VA A/C Reg. No. N63632 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 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) 2

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

File No 31 1/17/	88 EVERETT,WA	A/C	Reg. No. N2811Q	T 	ime (Lc1) -	1038 PS	Г
Basic Information Type Operating Certificate-N	ONE (GENERAL AVIATIO		ft Damage		Injur		
			ANTIAL	Fatal	Serious	Minor	None
	ERSONAL	Fire	Crei	_	0	0	1
Flight Conducted Under -1		NONE	Pass	6 0	0	0	0
Accident Occurred During -T.	AKEOFF 						
Aircraft Information							
Make/Model - CESSNA 172			YCOMING 0-320-E2D		Installed/A		
Landing Gear - TRICYCLE-FIX		umber Engines -			tall Warnin	g System	- YES
Max Gross Wt - 2300		· ,,	ECIPROCATING-CARBU	RETOR			
No. of Seats - 4	R 	ated Power -	150 HP				
Environment/Operations Informa	tion						
Weather Data		erary			Proximity		
Wx Briefing - NO RECORD		st Departure Poin	t	ON AIR	PORT		
Method - N/A		SAME AS ACC/INC					
Completeness - N/A		tination		Airport D			
Basic Weather - VMC		LOCAL			ISH COUNTY		
Wind Dir/Speed- 110/005 KT					Ident -		
Visibility - 75.0 Si		Airspace	NONE		Lth/Wid -		200
Lowest Sky/Clouds - 2 Lowest Ceiling - NO	500 FT SCATTERED TY	pe of Flight Plan pe of Clearance			Surface -		
Obstructions to Vision- NO		pe of Clearance be Apch/Lndg	- TOUCH AND GO	Runway	Status -	DRY	
Precipitation - NO	,	be Apch/Lndg	- TOUCH AND GO				
Condition of Light - DA							
Personnel Information Pilot-In-Command	Age -	31	Medical Certifica	+ VALTO	MEDICAL -WA	TVEDS / I TN	AT T
Certificate(s)/Rating(s)		Flight Review		ght Time (F		TACKO) CIL	11.
STUDENT	Curr		Total -		Last 24	Hrs - UN	JK/NR
0.052		hs Since - N/A	Make/Model-		Last 30		
••		raft Type - N/A	Instrument-	1	Last 90	Davs-	8
				•		,-	_
Instrument Rating(s) -	NONE						
Narrative							
STUDENT PILOT HAD LANDED WITH	FILL FLADS BRIDE TO	THE ADDITION O	E FILL DOWED FOR TH	VENEE THE	ATRODAET W	EEDED	
						LLKED	
HE LEET ZIDE DE LHE KUMMVA IND							
HE LEFT SIDE OF THE RUNWAY INT ARDED INOPERATIVE BY THE OPERA		INVERTED. THE AT	RCRAFT 3 FLAF INDIX	DATOR HAD D			

File No. - 31 1/17/88 EVERETT, WA A/C Reg. No. N2811Q Time (Lcl) - 1038 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN 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) 3,4 Factor(s) relating to this accident is/are finding(s) 1,2,5

File No 107 1/19/88 VASH	HON ISLAND, WA A/C Reg	g. No. N5328K	Time (Lc1)	- 1630 PST	
Basic Information Type Operating Certificate-NONE (GENER	RAL AVIATION) Aircraft	Damage	Inj	uries	
,, , , , , , , , , , , , , , , , , , , ,	SUBSTANT	_	Fatal Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0 0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0 0	0	0
Accident Occurred During -LANDING	·				
Aircraft Information					
Make/Model - CESSNA 172P	Eng Make/Model - LYCO	DMING 0-320-D2J	ELT Installed	/Activated -	YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			ing System -	YES
Max Gross Wt - 2300	Engine Type - RECI	IPROCATING-CARBURET	OR		
No. of Seats - 4	Rated Power -	160 HP			
Environment/Operations Information					
Weather Data	Itinerary		Airport Proximity		
Wx Briefing - FSS	Last Departure Point		ON AIRPORT		
Method - UNK/NR	SEATTLE, WA				
Completeness - UNK/NR	Destination	• А	irport Data		
Basic Weather - VMC	VASHON ISLAND, WA		VASHON ISLAND		
Wind Dir/Speed- LIGHT AND VARIABLE			Runway Ident	- 35	
Visibility - 20.0 SM	ATC/Airspace		Runway Lth/Wid		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -		Runway Surface	- GRASS/TURF	=
Lowest Ceiling - NONE	Type of Clearance -	NONE	Runway Status	- WET	
Obstructions to Vision- NONE	Type Apch/Lndg -	FULL STOP			
Precipitation - NONE					
Condition of Light - DAYLIGHT					
Personnel Information					
Pilot-In-Command	Age - 33 N	Medical Certificate	- VALID MEDICAL-	NO WAIVERS/LI	TIMI
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review	Flight	: Time (Hours)		
PRIVATE	Current - YES	Total -	86 Last	24 Hrs -	2
SE LAND	Months Since - 6	Make/Model-	6 Last	30 Days- UNK/	/NR
	Aircraft Type - UNK/NR	Instrument-	1 Last	90 Days-	34
Instrument Rating(s) - NONE					
Narrative	TONAL COOLINGS OOD TO AVOID TOE		IE CHORT WET COR		
NG LANDING ROLL THE PILOT MADE AN INTENT					
AY. THE PILOT REPORTED THAT THE USE OF E	MAKES WAS INTERFECTIVE. HE STATE	THE STOE OF THE DA	IE LANDING USING 3	DOUNDLOOD	
LAPS AT AN AIRSPEED OF 60 KNOTS. THE RIG					
RDING TO THE AIRCRAFT MANUFACTURERS SHOR					
I FIELD LANDING ON A DRY GRASS RUNWAY WI	IH 30 DEGS OF FLAPS, POWER OFF	., CALM WINDS AND M	IAAIMUM BRAKING 15	1400 FI.	
T FIELD LANDING ON A DRY GRASS RUNWAY WI					

File No. - 107 1/19/88 VASHON ISLAND,WA A/C Reg. No. N5328K Time (Lc1) - 1630 PST

Occurrence #1
Phase of Operation

ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET

- 2. AIRSPEED EXCESSIVE PILOT IN COMMAND
- 3. GROUND LOOP/SWERVE INTENTIONAL PILOT IN COMMAND
- 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

Type Operating Certificate-NONE (GENERAL AV Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	SUBSTAN Fire NONE Eng Make/Model - CON Number Engines - 1 Engine Type - REC	TIAL Crew Pass	0 ELT S	Injur Serious O O O Installed/A	Minor 0 0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	Fire NONE Eng Make/Model - CON' Number Engines - 1 Engine Type - REC' Rated Power -	Crew Pass TINENTAL 0-200-A IPROCATING-CARBURE	0 0 ELT S	0 0 Installed/A	0 0 	1 0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	NONE Eng Make/Model - CON' Number Engines - 1 Engine Type - REC' Rated Power -	PassTINENTAL 0-200-A IPROCATING-CARBURE	0 ELT S	0 Installed/ <i>A</i>	0 Activated	0 - YES/NO
Accident Occurred During -LANDINGAircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	Eng Make/Model - CON' Number Engines - 1 Engine Type - REC' Rated Power -	TINENTAL 0-200-A	ELT S	Installed/#	 Activated	- YES/NO
Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	Number Engines - 1 Engine Type - REC Rated Power - Itinerary	IPROCATING-CARBURE	S			
Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	Number Engines - 1 Engine Type - REC Rated Power - Itinerary	IPROCATING-CARBURE	S			
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	Number Engines - 1 Engine Type - REC Rated Power - Itinerary	IPROCATING-CARBURE	S			
Max Gross Wt - 1600 No. of Seats - 2 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	Engine Type - REC Rated Power - 			tall Warnir	ng System	- YES
No. of Seats - 2Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	Rated Power		ETOR			
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 - 30.0 SM Lowest Sky/Clouds - CLEAR	Itinerary	100 HP				
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR						
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR						
Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	Last Departure Point			Proximity		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR			OFF AI	RPORT/STRIF	•	
Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	EVERETT, WA					
Wind Dir/Speed- UNK/NR Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	Destination		Airport Da	ata		
Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	PORT ANGELES, WA					
Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR			Runway	Ident -	· N/A	
Lowest Sky/Clouds - CLEAR	ATC/Airspace		Runway	Lth/Wid -	N/A	
	Type of Flight Plan -	NONE	Runway	Surface -	DIRT	
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status -	DRY	
Obstructions to Vision- NONE		PRECAUTIONARY LAN			ROUGH	
Precipitation - NONE	.,,,,,,-,-					
Condition of Light - DAYLIGHT		•				
		·				
Pilot-In-Command Age	e - 40 l	Medical Certificat	te - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s) Bie	ennial Flight Review	Fliah	nt Time (He	ours)		
PRIVATE	Current - UNK/NR	Total -	165	· Last 24	Hrs - U	NK/NR
SE LAND	Months Since - UNK/NR	Make/Model-	59	Last 30	Days- U	NK/NR
	Aircraft Type - UNK/NR	Instrument-	2	Last 90	Davs-	· 5
Instrument Rating(s) - NONE	Aircraft Type - UNK/NK	instrument-	2	Last 90	р рауѕ-	3
Narrative				 		
Narrative RING CRUISE THE PILOT NOTICED A GRADUAL LOSS OF	E DDM CADBUDETOD HEAT WAS	C ADDITED BUT THE	DILOT STA	TED THAT HE		
TED NO IMPROVEMENT IN THE ENGINE POWER. THE POW						
OUGH FIELD WHERE THE NOSE GEAR COLLAPSED DURING			KAFI AND EI	NGINE BY A.		
CHANIC REVEALED THE CARBURETOR HEAT CONTROL JAM	MMED IN THE COLD POSITION	•				

File No. - 74 1/19/88 PORT ANGELES, WA A/C Reg. No. N9894J Time (Lc1) - 1530 PST ______ Occurrence #1 LOSS OF ENGINE POWER Phase of Operation CRUISE Finding(s) 1. CARBURETOR HEAT CONTROL - JAMMED 2. CARBURETOR HEAT CONTROL - INOPERATIVE 3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 4. FUEL SYSTEM, CARBURETOR - ICE Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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

File No 138 1/ 	24/88 KENNE	WICK,WA A/C	Reg. No. N3316Z		fime (Lc1) -		·
Type Operating Certificat	e-NONE (GENERA		ft Damage		Injur	ies	
			ANTIAL	Fatal			None
Type of Operation	-PERSONAL	Fire	Cr		0	0	1
Flight Conducted Under Accident Occurred During		NONE	Pa	ss 0	O .	0	1
Make/Model - PIPER PA-	22 - 150	Eng Make/Model - L	VCOMING 0-320-414	FIT	Installed/A	ctivated	- VES/NO
Landing Gear - TRICYCLE-		Number Engines -			Stall Warnin		
•	, 1,125		ECIPROCATING-CARB		, carr marring	9 0,000	
No. of Seats - 4		· · · · · · · · · · · · · · · · · · ·	150 HP				
Environment/Operations Info	ormation						
Weather Data		Itinerary		Airport	Proximity		
Wx Briefing - NO RECO	RD OF BRIEFING	Last Departure Poin	t	ON AIF	RPORT		
Method - N/A		KENNEWICK, WA					
Completeness - N/A		Destination		Airport [Data		
Basic Weather - VMC		LOCAL	•	VISTA	FIELD		
Wind Dir/Speed- CALM				Runway	/ Ident -	02	
Visibility - 35.0	SM	ATC/Airspace		Runway	/ Lth/Wid -	3490/	150
Lowest Sky/Clouds -	CLEAR	Type of Flight Plan	- NONE	Runway	/ Surface -	ASPHALT	
Lowest Ceiling -		Type of Clearance			/ Status -	DRY	
Obstructions to Vision-	NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation -	NONE	i					
Condition of Light -	DAYLIGHT	·					
Personnel Information							
Pilot-In-Command		Age - 31				WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	l	Biennial Flight Review		ight Time (
PRIVATE		Current - YES	Total -	300	Last 24 Last 30	Hrs - UN	NK/NR
SE LAND		Months Since - 20	Make/Model-	150	Last 30	Days- U	NK/NR
		Aircraft Type - UNK/N		UNK/NR	Last 90	Days-	35
			Multi-Eng -	UNK/NR	Rotorcr	aft - Uf	NK/NR
Instrument Rating(s)	- NONE						
ABOUT 75 FEET AGL A TOTAL LO						,	
AING TO REST 200 FT BEYOND TH							
AIRCRAFT'S FUEL TANKS CONTA							
FUEL WAS EXAMINED AFTER THE	ACCIDENT AND			SAMPLES OF F	UEL WERE TA	KEN	
OM THE SUMP DRAINS AND THE GA		PLT DID NOT FILE AN ACC RE	PORT.				

File No 1	38 1/24/88	KENNEWICK, WA	A/C Reg. No. N3316Z	Time (Lc1) - 1120 PST
Occurrence #1 Phase of Operation	LOSS OF ENGINE P	OWER(TOTAL) - NON-MECHA L CLIMB	ANICAL	
Finding(s) 1. MAINTENANCE,SER 2. FLUID,FUEL GRAD 3. FLUID,FUEL - WA 4. FLUID,FUEL - CO	E - IMPROPER TER NTAMINATION			
Occurrence #2 Phase of Operation	DESCENT - EMERGE	NCY		,
Occurrence #3 Phase of Operation	LANDING - ROLL			
Occurrence #4 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH TERRAIN/WATER		
Finding(s) 5. TERRAIN CONDITI	ON - ROUGH/UNEVEN			
Occurrence #5 Phase of Operation	LANDING - ROLL			
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that the	Probable Cause(s) of this accid	dent
Factor(s) relating t	o this accident is,	/are finding(s) 2,5		

File No 39 2/13/88 ST	EVENS PASS,WA	A/C Reg. No.	N6642E	T 	ime (Lc1) -	1930 PST	
-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag SUBSTANTIAL	ge	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -CLIMB		Fire NONE	Crew Pass	0	0	O 1	1 1
-Aircraft Information		· · · · · · · · · · · · · · · · · · ·					
Make/Model - CESSNA 175 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2350	Number Er	'Model - CONTINENT ngines - 1 ppe - RECIPROCA		S	Installed/A tall Warnin		
No. of Seats - 4	Rated Pow						
-Environment/Operations Information							
Weather Data Wx Briefing - NWS	Itinerary Last Depar	rture Point			Proximity RPORT/STRIP		
Method - TELEPHONE	YAKIMA,W	IA .			·		
Completeness - UNK/NR Basic Weather - IMC	Destination SNOHOMIS			Airport D	ata		
Wind Dir/Speed- 270/009 KTS					Ident -		
Visibility - 6.0 SM	ATC/Airspace			,	Lth/Wid -	•	
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR	Type of F1	ight Plan - VFR earance - NONE			Surface - Status -		
Obstructions to Vision- FOG		Lndg - NONE		Runway	Status -	N/ A	
Precipitation - NONE Condition of Light - NIGHT(DARK							
-Personnel Information		·					
Pilot-In-Command	Age - 46	Medica	al Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Current		riigr otal -	nt Time (F 750	louṛs) Last 24	Hrs -	3
SE LAND		e - 3 Ma	ake/Model-	700	Last 30		
	Aircraft Typ	e - 3 Ma be - UNK/NR In	nstrument-	5	Last 30 Last 90	Days-	5
Instrument Rating(s) - NONE							
. UNFORESEEN DELAYS RESULTED IN ARRIVAL LD SEE ALTERNATE PASS TO NORTH APPEARED UNDER CLOUDS THROUGH CASCADES. FLT ARR UMINATED PASS AND FLT PROCEEDED. AFTER (BETTER AND AMENDED IVED AT STEVENS PASS BEGINNING DESCENT AL	FLT PLAN VIA STEN AFTER DARK; HOWE ONG HIGHWAY AFTER	/ENS PASS DES EVER, LIGHTS R PASS TRANSI	SPITE FSS FOR NIGHT IT, PLT SA	ADVISORY OF SKIING ID HE	1	
OUNTERED IMC AND LOST VISUAL REFERENCE !	WITH KNOWN HIGH TERR	RAIN ON BOTH SIDES	S. PLT INITIA	ATED CLIME	BUT		

Time (Lc1) - 1930 PST File No. - 39 2/13/88 STEVENS PASS, WA A/C Reg. No. N6642E Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation DESCENT - NORMAL Finding(s) 1. WEATHER CONDITION - FOG 2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND 3. LIGHT CONDITION - DARK NIGHT 4. IN FLIGHT WEATHER ADVISORIES - DISREGARDED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation CLIMB Finding(s) 5. OBJECT - TREE(S) 6. TERRAIN CONDITION - MOUNTAINOUS/HILLY 7. 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) 2,4

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

File No 29 2/13/88 FRID	DAY HARBOR, WA A/C R	eg. No. N52794	Т	ime (Lcl) -	1400 PST	
Basic Information Type Operating Certificate-ON-DEMAND A	IR TAXI Aircraf	t Damage		Injur	ies	
	SUBSTAI	NTIAL	Fatal	•		None
Type of Operation -PERSONAL	Fire	Crew		0	O .	1
Flight Conducted Under -14 CFR 91	NONE	Pass	. 0	0	0	3
Accident Occurred During -TAXI						
Aircraft Information						
Make/Model - CESSNA 172P	Eng Make/Model - LY			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 2200	Engine Type - RE		EIOR			
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information	·					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	•		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	UNK/NR		_	HARBOR	UNK/NR	
Wind Dir/Speed- 190/007 KTS Visibility - 20.0 SM	ATC/Airspace			Ident - Lth/Wid -		
Lowest Sky/Clouds - N/A	Type of Flight Plan	- VED		Surface -		
	RCAST Type of Clearance				UNK/NR	
Obstructions to Vision- NONE		- NONE	nan may	Status	Orany rang	
Precipitation - NONE	Type Apolly Elling	145.112				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 32	Medical Certifica	+a - VALTD	MEDICALNO	WATVEDS/	TMTT
Certificate(s)/Rating(s)	Biennial Flight Review		.b. T (11)		- 11111
PRIVATE	Current - YES	Total -	108	Last 24	Hrs -	1
SE LAND	Current - YES Months Since - 11	Make/Model-	38	Last 30	Days- UN	
GE EARD	Aircraft Type - UNK/NR	Instrument-				
SE LAND	Aircraft Type - UNK/NR	Instrument-				
Instrument Rating(s) - NONE						
	TE PARKED ACFT LEFT WING INT					

Time (Lc1) - 1400 PST File No. - 29 2/13/88 FRIDAY HARBOR, WA A/C Reg. No. N52794

Occurrence #1

ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

- 1. OBJECT AIRCRAFT PARKED
- 2. CLEARANCE NOT MAINTAINED PILOT IN COMMAND
- 3. PROCEDURES/DIRECTIVES NOT FOLLOWED OTHER PERSON

----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

Type Operating Certificate-NONE ((GENERAL AVIATION)	Aircraft Damag			•	ries	
Type of Operation -PERSON	JAI	SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFF		NONE	Pass	Ö	0	0	1
Accident Occurred During -LANDIN		NONE	. 455				•
Aircraft Information							
Make/Model - PIPER PA-22-135		/Model - LYCOMING	0-290-D2			Activated	
Landing Gear - TAILWHEEL-ALL FI)		ngines - 1			all Warni	ng System	- NO
Max Gross Wt - 1850		ype - RECIPROCA		IR			
No. of Seats - 4	Rated Po	wer - 135 HP					
Environment/Operations Information-							
Weather Data	Itinerary	. <u>.</u>	A		roximity		
Wx Briefing - NO RECORD OF BR		rture Point		ON AIRP	ORT		
Method - N/A Completeness - N/A	SAME AS Destination		A =	rport Da	••		
Basic Weather - VMC	LOCAL	11	AI	YAKIMA	la		
Wind Dir/Speed- 180/007 KTS	LOCAL			Runway	Ident	- 09	
Visibility - 35.0 SM	ATC/Airspac	e				- 7603/	150
Lowest Sky/Clouds - N/A	• •	light Plan - NONE				- CONCRETE	
	T OVERCAST Type of C	learance - VFR		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - TRAFF	IC PATTERN				
Precipitation - NONE							
Condition of Light - DAYLIGH	I T 						
Personnel Information							
Pilot-In-Command	Age - 51		1 Certificate			AIVERS/LIM	IT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Current		tal - 18	Time (Ho		4 Hrs -	5
SE LAND, SE SEA	Months Since	e - 20 Ma	ke/Model- UNK/		Last 2		7
JE ENND, JE JEN	Aircraft Tv		strument-		Last 9		12
	7						
Instrument Rating(s) - AIRPL	ANE						
Varrative							
PILOT HAD JUST PURCHASED THE AIRCRA		TAKEOFFC AND LAND.	NOC ON THE ET	DCT LAND	TNO		

File No. - 139 2/25/88 YAKIMA.WA A/C Reg. No. N8919C Time (Lc1) - 1545 PST 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 LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN/WATER Occurrence #2 Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

 Basic Information Type Operating Certificate 	e-NONE (GENERA	L AVIATION)	Aircraft Damage			Injur	ies	
Type operating out the load	o Holle (deller	_ AVIATION,	SUBSTANTIAL		Fatal	Serious	Minor	None
	-PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under			NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING							
Aircraft Information								
Make/Model - CHAMPION 7		<u> </u>	Model - LYCOMING 0-23			Installed/A		
Landing Gear - TAILWHEEL-			→			tall Warnin	g System	- NO
	•		pe - RECIPROCATING	G-CARBURE	TOR			
No. of Seats - 2		Rated Pow	er - 115 HP					
Environment/Operations Infor	rmation							
Weather Data		Itinerary				Proximity		
Wx Briefing - UNK/NR		Last Depar			ON AIR	PORT		
Method - UNK/NR		CONNELL,						
Completeness - UNK/NR		Destination			Airport Da			
Basic Weather - VMC Wind Dir/Speed- 180/010	MIC	OTHELLO,	WA			MUNICIPAL Ident -	25	
Visibility - 30.0		ATC/Airspace				Lth/Wid -		33
	CLEAR		ight Plan - NONE	*		Surface -		33
	NONE		earance - NONE				DRY	
Obstructions to Vision-			Lndg - FULL STOR	5	Rannay	Status	DKI	
	NONE	Type Apelly	- 1022 310.					
Condition of Light -								
Personnel Information								
Pilot-In-Command		Age - 29	Medical Co	ertificat	e - VALID	MEDICAL-WA	IVERS/LIM	MIT
<pre>Certificate(s)/Rating(s)</pre>		Biennial Flight		_	it Time (H			
STUDENT		Current		-	32	Last 24	Hrs - U	NK/NR
		Months Since		Mode1-	32	Last 30	Days- U	NK/NR
		Aircraft Typ	e - N/A Instru	ument-	0	Last 90	Days-	9 .
Instrument Rating(s)	- NONE							
Narrative STUDENT PILOT ENCOUNTERED GL HE RIGHT OF THE RUNWAY AND S				G LANDING	ROLL. TH	E AIRCRAFT	VEERED	

2/27/88 File No. - 68 OTHELLO, WA A/C Reg. No. N5135T Time (Lcl) - 1015 PST Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - GUSTS 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. WEATHER CONDITION - UNFAVORABLE WIND ON GROUND COLLISION WITH OBJECT Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - AIRCRAFT PARKED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Type of Operation -PERSONAL Fire Crew 0 0 0 1 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 1 Accident Occurred During -LANDING -Aircraft Information Make/Model - PIPER PA-28R-200 Eng Make/Model - LYCOMING IO-360-C1C Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 200 HP -Environment/Operations Information Weather Data Wx Briefing - UNK/NR Last Departure Point On AIRPORT Completeness - UNK/NR Destination Basic Weather - VMC ELMA, WA ELMA, Walter Call Wind Dir/Speed- CALM Wind Dir/Speed- CALM Visibility - 40.0 SM ATC/Airspace Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE NONE Obstructions to Vision - NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT	File No 65 3/12/88	ELMA,WA	A/C Reg. No	o. N8374C	Τ-	ime (Lcl)	- 1420 PS	Γ
SUBSTANTIAL Fatal Serious Minor None Type of Operation -PERSONAL Fire Crew 0 0 0 1 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 1 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 1 Accident Occurred During -LANDING -Aircraft Information Make/Model - PIPER PA-28R-200 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2600 No. of Seats - 4 Rated Power - 200 HP -Environment/Operations Information Weather Data Wx Briefing - UNK/NR Retail Completeness - UNK/NR CENTRALIA, WA Centralia Completeness - UNK/NR CENTRALIA, WA Centralia Completeness - UNK/NR CENTRALIA, WA Centralia Completeness - UNK/NR Centralia Comple	Basic Information							
Type of Operation	Type Operating Certificate-NONE (G	ENERAL AVIATION)		_				
Flight Conducted Under			SUBSTANTIAL			Serious	Minor	None
Accident Occurred During -LANDING -Aircraft Information Make/Model - PIPER PA-28R-200				Crew	_	_	1	-
Aircraft Information Make/Model - PIPER PA-28R-200			NONE	Pass	. 0	0	0	1
Make/Model - PIPER PA-28R-200	Accident Occurred During -LANDING							
Landing Gear - TRICYCLE-RETRACTABLE Mumber Engines - Max Gross Wt - 2600 Engine Type - RECIP-FUEL INJECTED Rated Power - 200 HP Environment/Operations Information Weather Data Itinerary Airport Proximity On AIRPORT We Briefing - UNK/NR Last Departure Point On AIRPORT We Briefing - UNK/NR Destination Airport Data Basic Weather - VMC ELMA, WA ELMA WINICIPAL Wind Dir/Speed - CALM Runway Ident - 25 Wind Dir/Speed - CALM Runway Ident - 25 Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Status - DRY Destination - NONE Runway Status - DRY Obstructions to Vision - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 70 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 1550 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Instrument - Q Last 90 Days - 25 Instrument Rating(s) - NONE -Narrative ING LANDING ROLL THE PILOT APPLIED TOE BRAKES. THE RIGHT BRAKE PEDAL WENT TO THE FLOOR. THE AIRCRAFT THEN VEERED THE LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT. THE AIRCRAFT THEN VEERED THE LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT. THE AIRCRAFT THEN VEERED THE LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT. THE AIRCRAFT THEN ROLLED OVER MEANNMENT, COLLAPSING THE RIGHT MAIN GEAR AND THE NOSE GEAR. THE RIGHT BRAKE DISC WAS FOUND TO HAVE FAILED IN AREA OF A WELLD. THE BRAKE DISC WAS FOUND TO HAVE BEEN CORRODED. UNEVEN WEAR WAS EVIDENT ON THE DISC. THE EL LININGS WERE FOUND TO HAVE BEEN WORN. 100 HOURS HAD BEEN FLOWN ON THE AIRCRAFT SINCE THE ANNUAL INSPECTION	-Aircraft Information	,						
Max Gross Wt - 2600 No. of Seats - 4 Rated Power - 200 HP -Environment/Operations Information Weather Data Weather Data Weather Data Wether Data UNK/NR Completeness - UNK/NR Completeness - UNK/NR Completeness - UNK/NR Destination ELMA, WA Wind Dir/Speed- CALM Wind Dir/Speed- CALM Wind Dir/Speed- CALM Wind Dir/Speed- CALM Wisibility - 40.0 SM ATC/Airspace Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Stuffwiid - 2100/ 30 Lowest Ceiling - NONE Dostructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 1550 Last 24 Hrs - UNK/NR SE LAND Months Since - 12 Make/Model- 240 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days- 25 Instrument Rating(s) - NONE -Narrative ING LANDING ROLL THE PILOT APPLIED TOE BRAKES. THE RIGHT BRAKE PEDAL WENT TO THE FLOOR. THE AIRCRAFT THEN VEERED HITCH LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT. THE AIRCRAFT THEN VEERED HITCH LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT. THE AIRCRAFT THEN VEERED HITCH LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT. THE AIRCRAFT THEN VEERED HITCH LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT. THE AIRCRAFT THEN OLLED OVER MEMBANKMENT, COLLAPSING THE RIGHT MAIN GEAR AND THE NOSE GEAR. THE RIGHT BRAKE DISC WAS FOUND TO HAVE FAILED IN AREA OF A WELD. THE BRAKE DISC WAS FOUND TO HAVE BEEN WORN. 100 HOURS HAD BEEN FLOWN ON THE AIRCRAFT SINCE THE ANNUAL INSPECTION			Model - LYCOMING	G IO-360-C1C				
No. of Seats - 4 Rated Power - 200 HP -Environment/Operations Information Weather Data Wx Briefing - UNK/NR	Landing Gear - TRICYCLE-RETRACTAB	LE Number En	gines - 1		S.	tall Warnir	ng System	- YES
Environment/Operations Information Weather Data	Max Gross Wt - 2600	Engine Ty	pe - RECIP-FU	JEL INJECTED				
Was there Data We priefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 40.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - MONE Dostructions to Vision- Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 70 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Months Since - 12 Make/Model - 240 Last 24 Hrs - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Aircraft Type - UNK/NR Instrument Rating(s) - NONE Instrument Rating(s) - NONE PAPILED TO BRAKES. THE RIGHT BRAKE PEDAL WENT TO THE FLOOR. THE AIRCRAFT THEN VEERED Hel LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT THEN ROLLED OVER EMBANKMENT, COLLAPSING THE RIGHT MAIN GEAR AND THE NOSE GEAR. THE RIGHT BRAKE DISC WAS FOUND TO HAVE FAILED IN AREA OF A WELD. THE BRAKE DISC. WAS FOUND TO HAVE BEEN WORN. 100 HOURS HAD BEEN FLOON ON THE AIRCRAFT THEN ROLLED OVER ELININGS WERE FOUND TO HAVE BEEN WORN. 100 HOURS HAD BEEN FLOON ON THE AIRCRAFT THEN ROLLED IN AREA OF A WELD. THE BRAKE DISC. WAS FOUND TO HAVE BEEN CORRODED. UNEVEN WEAR WAS EVIDENT ON THE DISC. THE ELETINGS WERE FOUND TO HAVE BEEN WORN. 100 HOURS HAD BEEN FLOON ON THE AIRCRAFT SITHE THE RIGHT IN AREA OF A WELD. THE BRAKE DISC. WAS FOUND TO HAVE BEEN CORRODED. UNEVEN WEAR WAS EVIDENT ON THE DISC. THE ELETINGS WERE FOUND TO HAVE BEEN WORN. 100 HOURS HAD BEEN FLOON ON THE AIRCRAFT SITHE SITHE THE RIGHT IN AREA OF A WELD. THE BRAKE DISC. WAS FOUND TO HAVE BEEN CORRODED. UNEVEN WEAR WAS EVIDENT ON THE DISC. THE ELININGS WERE FOUND TO HAVE BEEN WORN. 100 HOURS HAD BEEN FLOON ON THE AIRCRAFT SITHE SITHE THE PILOTS OF THE CORRODED. UNEVEN WEAR WAS EVIDENT ON THE DISC. THE	No. of Seats - 4	Rated Power	er - 200 h	1P				
Wx Briefing - UNK/NR	-Environment/Operations Information							
Wx Briefing - UNK/NR	Weather Data	Itinerary			Airport (Proximity		
Method - UNK/NR	Wx Briefing - UNK/NR		ture Point					
Completeness - UNK/NR Basic Weather - VMC ELMA,WA ELMA,WA ELMA WINICIPAL Wind Dir/Speed- CALM Visibility - 40.0 SM ATC/Airspace Runway Ident - 25 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 70 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1550 Last 24 Hrs - UNK/NR SE LAND Months Since - 12 Make/Model - 240 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 25 Instrument Rating(s) - NONE -Narrative ING LANDING ROLL THE PILOT APPLIED TOE BRAKES. THE RIGHT BRAKE PEDAL WENT TO THE FLOOR. THE AIRCRAFT THEN VEERED THE LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT. THE AIRCRAFT THEN ROLLED OVER EMBANKMENT, COLLAPSING THE RIGHT MAIN GEAR AND THE NOSE GEAR. THE RIGHT BRAKE DISC WAS FOUND TO HAVE FAILED IN AREA OF A WELD. THE BRAKE DISC WAS FOUND TO HAVE BEEN CORRODED. UNEVEN WEAR WAS EVIDENT ON THE DISC. THE CELTING SEEN WORN. 100 HOURS HAD BEEN FLOWN ON THE AIRCRAFT SINCE THE ANNUAL INSPECTION	Method - UNK/NR	CENTRALIA	A.WA					
Basic Weather - VMC	Completeness - UNK/NR		· · · · ·		Airport Da	ata		
Wind Dir/Speed- CALM Visibility - 40.0 SM ATC/Airspace Runway Ident - 25 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT								
Visibility - 40.0 SM ATC/Airspace Runway Lth/Wid - 2100/ 30 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Surface - ASPHALT Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 70 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1550 Last 24 Hrs - UNK/NR SE LAND Months Since - 12 Make/Model - 240 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 25 Instrument Rating(s) - NONE -Narrative Ing Landing Roll The Pilot Applied Toe BRAKES. THE RIGHT BRAKE PEDAL WENT TO THE FLOOR. THE AIRCRAFT THEN VEERED THE LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT. THE AIRCRAFT THEN ROLLED OVER EMBANKMENT, COLLAPSING THE RIGHT MAIN GEAR AND THE NOSE GEAR. THE RIGHT BRAKE DISC WAS FOUND TO HAVE FAILED IN AREA OF A WELD. THE BRAKE DISC WAS FOUND TO HAVE BEEN CORRODED. UNEVEN WEAR WAS EVIDENT ON THE DISC. THE CLININGS WERE FOUND TO HAVE BEEN WORN. 100 HOURS HAD BEEN FLOWN ON THE AIRCRAFT SINCE THE ANNUAL INSPECTION							- 25	
Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 70 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1550 Last 24 Hrs - UNK/NR SE LAND Months Since - 12 Make/Model - 240 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - O Last 90 Days- 25 Instrument Rating(s) - NONE -Narrative ING LANDING ROLL THE PILOT APPLIED TOE BRAKES. THE RIGHT BRAKE PEDAL WENT TO THE FLOOR. THE AIRCRAFT THEN VEERED THE LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT. THE AIRCRAFT THEN ROLLED OVER EMBANKMENT, COLLAPSING THE RIGHT MAIN GEAR AND THE NOSE GEAR. THE RIGHT BRAKE DISC WAS FOUND TO HAVE FAILED IN AREA OF A WELD. THE BRAKE DISC WAS FOUND TO HAVE BEEN CORRODED. UNEVEN WEAR WAS EVIDENT ON THE DISC. THE CLININGS WERE FOUND TO HAVE BEEN CORRODED. UNEVEN WEAR WAS EVIDENT ON THE DISC. THE CLININGS WERE FOUND TO HAVE BEEN CORRODED. UNEVEN WEAR WAS EVIDENT ON THE DISC. THE		ATC/Airspace						30
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 70 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1550 Last 24 Hrs - UNK/NR SE LAND Months Since - 12 Make/Model - 240 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 25 Instrument Rating(s) - NONE -Narrative ING LANDING ROLL THE PILOT APPLIED TOE BRAKES. THE RIGHT BRAKE PEDAL WENT TO THE FLOOR. THE AIRCRAFT THEN VEERED THE LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT. THE AIRCRAFT THEN ROLLED OVER EMBANKMENT, COLLAPSING THE RIGHT MAIN GEAR AND THE NOSE GEAR. THE RIGHT BRAKE DISC WAS FOUND TO HAVE FAILED IN AREA OF A WELD. THE BRAKE DISC WAS FOUND TO HAVE BEEN WORN. 100 HOURS HAD BEEN FLOWN ON THE AIRCRAFT SINCE THE ANNUAL INSPECTION				=				
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Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 70 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1550 Last 24 Hrs - UNK/NR SE LAND Months Since - 12 Make/Model - 240 Last 30 Days - UNK/NR Aircraft Type - UNK/NR Instrument - 0 Last 90 Days - 25 Instrument Rating(s) - NONE -Narrative ING LANDING ROLL THE PILOT APPLIED TOE BRAKES. THE RIGHT BRAKE PEDAL WENT TO THE FLOOR. THE AIRCRAFT THEN VEERED IHE LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT. THE AIRCRAFT THEN ROLLED OVER EMBANKMENT, COLLAPSING THE RIGHT MAIN GEAR AND THE NOSE GEAR. THE RIGHT BRAKE DISC WAS FOUND TO HAVE FAILED IN AREA OF A WELD. THE BRAKE DISC WAS FOUND TO HAVE BEEN CORRODED. UNEVEN WEAR WAS EVIDENT ON THE DISC. THE KE LININGS WERE FOUND TO HAVE BEEN WORN. 100 HOURS HAD BEEN FLOWN ON THE AIRCRAFT SINCE THE ANNUAL INSPECTION					y	otatab	5	
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-Narrative ING LANDING ROLL THE PILOT APPLIED TOE BRAKES. THE RIGHT BRAKE PEDAL WENT TO THE FLOOR. THE AIRCRAFT THEN VEERED THE LEFT OF THE CENTERLINE DESPITE THE PILOTS ATTEMPT TO GROUNDLOOP THE AIRCRAFT. THE AIRCRAFT THEN ROLLED OVER EMBANKMENT, COLLAPSING THE RIGHT MAIN GEAR AND THE NOSE GEAR. THE RIGHT BRAKE DISC WAS FOUND TO HAVE FAILED IN AREA OF A WELD. THE BRAKE DISC WAS FOUND TO HAVE BEEN CORRODED. UNEVEN WEAR WAS EVIDENT ON THE DISC. THE KE LININGS WERE FOUND TO HAVE BEEN WORN. 100 HOURS HAD BEEN FLOWN ON THE AIRCRAFT SINCE THE ANNUAL INSPECTION	Instrument Rating(s) - NONE	<i>:</i>						
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	FERIORMED.						i	

File No. - 65 3/12/88 ELMA, WA A/C Reg. No. N8374C Time (Lc1) - 1420 PST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL 2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL 3. LANDING GEAR, NORMAL BRAKE SYSTEM - CORRODED 4. LANDING GEAR NORMAL BRAKE SYSTEM - WORN Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 5. DIRECTIONAL CONTROL - NOT POSSIBLE -Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - DOWNHILL 7. TERRAIN CONDITION - ROUGH/UNEVEN 8. TERRAIN CONDITION - DIRT BANK 9. LANDING GEAR, MAIN GEAR - COLLAPSED 10. 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) 1,3,4

PAGE 365

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

Type Operating Certificate-NONE (GENERA				Inju		
Type of Operation -INSTRUCTIONA	SUBSTAN L Fire	ΓIAL Crew	Fatal O	Serious O	Minor 2	None 0
Flight Conducted Under -14 CFR 91	NONE		-	0		0
Accident Occurred During -MANEUVERING	HONE			·	· ·	ŭ
·Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - LYC	OMING 0-235-L2C		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ng System	- YES
Max Gross Wt - 1670 No. of Seats - 2	Engine Type - REC Rated Power -		ETOR			
NO. OF Seats - 2	Rated Power -	110 HP				
Environment/Operations Information Weather Data	Itinerary		Admmort	Proximity		
Wx Briefing - NO RECORD OF BRIEFING				PPORT/STRI	3	
Method - N/A	SNOHOMISH, WA		OFT AT	KPUKI/ SIKII		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 300/004 KTS			Runway	Ident ·	- N/A	
Visibility - 75.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - 10000 FT SCAT				Surface ·		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status	- N/A	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg -	NONE				
Condition of Light - DAYLIGHT						
	·					
Personnel Information Pilot-In-Command	Ago - 39	Medical Certifica	+o = VALTD	MEDICAL -W	TVEDC/I TM	ITT
Certificate(s)/Rating(s)			ht Time (H		AIVENS/ EIN	11.
COMMERCIAL, CFI	Current - YES	Total -	2990	Last 24	1 Hrs -	6
SE LAND, ME LAND, SE SEA	Current - YES Months Since - 8	Make/Model-	2925	Last 30	Days- UN	IK/NR
	Current - YES Months Since - 8 Aircraft Type - UNK/NR	Instrument-	108	Last 9	Days-	150
		Multi-Eng -	18			
Instrument Rating(s) - AIRPLANE						
Narrative						
INSTRUCTOR PILOT AND HIS DUAL STUDENT FLE	W INTO A CANYON AREA. THE AIR	RCRAFT WAS ALLOWE	D TO FLY T	OO CLOSE TO)	
NG TERRAIN WHICH THE AIRCRAFT WAS UNABLE						
	HAVE STAYED OUT OF THE CANYO	I OR COME IN AT A	HIGHER AL	T RUT THAT	HF	

3/17/88 Time (Lcl) - 0945 PST File No. - 66 GOLD BAR, WA A/C Reg. No. N4932H

Occurrence #1

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

Finding(s)

- 1. TERRAIN CONDITION HIGH TERRAIN
- 2. ALTITUDE INADEQUATE PILOT IN COMMAND(CFI)
- 3. IN-FLIGHT PLANNING/DECISION INADEQUATE PILOT IN COMMAND(CFI)

----Probable Cause----

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

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

File No 142 3/19/88	CASHMERE, WA	A/C Reg. No. N9660		Time (Lc1)		
Type Operating Certificate-NONE	•	ircraft Damage			ries	
Type of Operation -PERSO		DESTROYED ire	Fatal	Serious O	Minor .0	None
Flight Conducted Under -14 Cl			Crew O Pass O	. 0		1
Accident Occurred During -LAND		TOTAL	1433	· ·	Ū	•
Aircraft Information						
Make/Model - STINSON 108-2	Eng Make/Mode	I - FRANKLIN 6A4-16		Installed/		
Landing Gear - TAILWHEEL-ALL F				Stall Warni	ng System	- NO
Max Gross Wt - 2078 No. of Seats - 4	Engine Type Rated Power	- RECIPROCATING-CA - 165 HP				
Environment/Operations Information)					
Veather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF E		Point	ON AI	RPORT		
Method - N/A	RICHLAND, WA					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	CASHMERE, WA		CASHM			
Wind Dir/Speed- CALM	ATO /A !			,	- 07	
Visibility - 30.0 SM Lowest Sky/Clouds - 10000	ATC/Airspace	Diam - NONE		y Lth/Wid v Surface		50
Lowest Ceiling - NONE	Type of Cleara				- ASPHALI - DRY	
Obstructions to Vision- NONE	Type of Crear a			y Status	- DK1	
Precipitation - NONE	Type Apony Endy	, IRAIIIO FAI	ILKN			
Condition of Light - DAYLIC	SHT					
Personnel Information						
Pilot-In-Command	Age - 32	Medical Cert	ificate - VALI		AIVERS/LIM	IIT
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Revi	SW Total	Flight Time (Last 2	4 Unc -	
SE LAND	Months Since -	NO IOTAI 32 Make/Mode	- 3/5 al- 323	Last 2	0 Dave-	3
. JE EAND	Aircraft Type - 0	NO Total 32 Make/Mode C-152 Instrume	nt- 1	Last 9	O Days- O Davs-	11
	7 S. S. C. Type		,	2	,.	• •
Instrument Rating(s) - UNK	NR					
Narrative ACFT TOUCHED DOWN NEAR MIDFIELD WH DLY APPLIED THROTTLE FOR GO-AROUND AIRCRAFT NOSED OVER					D	·
THURST HOUSE OFER.						_

File No. - 142 3/19/88 CASHMERE,WA A/C Reg. No. N9660K Time (Lcl) - 1015 PST

Occurrence #1
Phase of Operation

NOSE OVER

LANDING - ROLL

Finding(s)

- 1. PLANNED APPROACH POOR PILOT IN COMMAND
- 2. PROPER TOUCHDOWN POINT NOT ATTAINED PILOT IN COMMAND
- 3. GO-AROUND DELAYED PILOT IN COMMAND
- 4. BRAKES(NORMAL) IMPROPER USE OF PILOT IN COMMAND

----Probable Cause----

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

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

Type Operating Certificate-NONE (GENERAL AVIATION) Type Operating Certificate-NONE (GENERAL AVIATION) Type Of Operating Certificate-NONE (GENERAL AVIATION) Type Of Operating Certificate-NONE (GENERAL AVIATION) Type Of Operating Certificate Operation Type Operating Certificate Operating O	File No 167 3/27/88 ARL	INGTON, WA	A/C Reg. No.	N10442	т.	ime (Lc1) -	- 1300 PST	
Type of Operation -PERSONAL Fire Crew 0 0 0 1 Flight Conducted Under -14 CRF 91 NONE Pass 0 0 0 0 0 0 0 Accident Occurred During -LANDING		RAL AVIATION)		9				
Fiight Conducted Under								_
Accident Occurred During -LANDINGAircraft Information		•			_	_	_	
Aircraft Information Make/Model - CESSNA 305-A			NONE	Pass	. 0	0	0	0
Make/Model - CESSNA 305-A	Accident Occurred During -LANDING							
Make/Model - CESSNA 305-A	Aircraft Information							
Landing Gear - FLOAT Number Engines - 1 Max Gross Wt - 2100 Engine Type - RECIP-FUEL INJECTED No. of Seats - 2 Rated Power - 260 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING ARLINGTON, WA Completeness - N/A Completeness - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 20.0 SM ACAITERED Type of Clearance - NONE Cobstructions to Vision- NONE Type of Clearance - NONE Condition of Light - DAYLIGHTPersonnel Information Priorination - NONE PRIVATE SE LAND, SE SEA Months Since - 9 Make/Model - 400 Instrument Rating(s) - NONE Instr		Fng Make/M	odel - CONTINENT	M TO-470-1	FIT	Installed/A	ctivated	- YES/YES
Max Gross Wt - 2100 No. of Seats - 2 Rated Power - 260 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wisibility - 20.0 Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Cortificate(s)/Rating(s) PRIVATE Cortificate(s)/Rating(s) PRIVATE SE LAND, SE SEA Months Since - 9 Months Since - 9 Make/Model - 400 Months Since - 9 Months Since - 9 Months Since - 9 Make/Model - 400 Months Since - 9 Months Since - 9 Make/Model - 400 Months Since - 9 Months Since - 9 Make/Model - 400 Months Since - 9 Months Mont		•		10 470 0				
No. of Seats - 2 Rated Power - 260 HP Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING ARLINGTON, WA Completeness - N/A Basic Weather - VMC Wind Dir/Speed - UNK/NR Wind Dir/Speed - UNK/NR Wind Dir/Speed - UNK/NR Visibility - 20.0 SM ATC/Airspace Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid - 2800/ 75 Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Condition of Light - DAYLIGHTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE Current - YES SE LAND, SE SEA Months Since - 9 Make/Model - 400 Instrument Rating(s) - NONE Instr				INJECTED	•	tarr warmin	ig System	
Weather Data WE Briefing - NO RECORD OF BRIEFING Wethod - N/A Completeness - N/A Destination Basic Weather - VMC Wind Dir/Speed- UMK/MR Visibility - 20.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 4000 FT SCATTERED Type of Clearnance - NONE Runway Surface - ASPHALT Lowest Celling - NONE Destination - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND, SE SEA Months Since - 9 Make/Model - 400 Biennial Flight Review Flight Time (Hours) FORCED LANDING Current - YES Total - 1300 Last 24 Hrs - 1 SE LAND, SE SEA Months Since - 9 Make/Model - 400 Last 90 Days - 20 Instrument Rating(s) - NONE Instrument Rating	=	• • • • • • • • • • • • • • • • • • • •		1.1020125	-			
Weather Data WE Briefing - NO RECORD OF BRIEFING Wethod - N/A Completeness - N/A Destination Basic Weather - VMC Wind Dir/Speed- UMK/MR Visibility - 20.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 4000 FT SCATTERED Type of Clearnance - NONE Runway Surface - ASPHALT Lowest Celling - NONE Destination - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) SE LAND, SE SEA Months Since - 9 Make/Model - 400 Biennial Flight Review Flight Time (Hours) FORCED LANDING Current - YES Total - 1300 Last 24 Hrs - 1 SE LAND, SE SEA Months Since - 9 Make/Model - 400 Last 90 Days - 20 Instrument Rating(s) - NONE Instrument Rating								
Wx Briefing - NO RECORD OF BRIEFING		·						
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File No 16	3/27/88 ARLI	NGTON, WA	A/C Reg. No. N10	442 	Time (Lc1) - 13	300 PST
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER(T	OTAL) - NON-MECHANICAL				
	ER IGHT - INADEQUATE - PIL CTOR VALVE - INADEQUATE		7			
Occurrence #2 Phase of Operation						
Occurrence #3 Phase of Operation						
Finding(s) 4. TERRAIN CONDITION		·				
Probable Cause				,		
The National Transports/are finding(s) 1,2	tation Safety Board det	ermines that the Proba	ble Cause(s) of t	nis accident	•	· · · · · · · · · · · · · · · · · · ·

File No 165 4/11/88 SAINT	JOHN, WA A/C Re	eg. No. N76JJ	Т	ime (Lc1)	- 1740 PDT	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	AVIATION) Aircraf DESTRO Fire ON GROU	Crew			uries Minor O O	None 0 0
Aircraft Information Make/Model - STEEN SKYBOLT GT-2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1950 No. of Seats - 2	Eng Make/Model - LYG Number Engines - 1 Engine Type - REG Rated Power -		S		/Activated ing System	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/005 KTS Visibility - 30.0 SM Lowest Sky/Clouds - 12000 FT SCATT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance Type Apch/Lndg	· NONE · NONE	OFF AI Airport D LARMIE Runway Runway Runway Runway	FIELD Ident Lth/Wid Surface Status		50
Personnel Information Pilot-In-Command	Age - 32 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - PA-30	Medical Certifica Flig Total -	te - VALID ht Time (H 874 136 107	MEDICAL- lours) Last Last	24 Hrs -	O 40 58
Instrument Rating(s) - AIRPLANE						
Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - PA-30 VER AT 50-60 FT AGL THAT II AEROBATIC FLT AND THE PLT AID THE ACFT WAS "EASY TO SARED TO RECOVER WHEN THE ACHT WING FIRST, CARTWHEELED	Flig Total - Make/Model- Instrument- Multi-Eng - NVOLVED A STEEP (9 HAD DISCUSSED AER SNAP ROLL." HE THO	ht Time (H 874 136 107 54 O DEGREE) OBATIC ROL UGHT THE P	Last Last Last Last Last Last Last Last	24 Hrs - 30 Days- 90 Days- RN RS HAVE R	0 40

4/11/88	SAINT JOHN, WA	A/C Reg. No. N76JJ	Time (Lcl) - 1740 PDT
	CLIMB	•	
	OMMAND		
NT - PILOT IN COM	MAND		
IN FLIGHT COLLISI DESCENT - UNCONTR	•		
	IMPROPER USE OF DUATE - PILOT IN COMMENTAL TO THE PILOT IN COMMENT - PILOT IN COMMENTAL IN FLIGHT COLLISI	TAKEOFF - INITIAL CLIMB IMPROPER USE OF - PILOT IN COMMAND DUATE - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB INT - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN/WATER	TAKEOFF - INITIAL CLIMB IMPROPER USE OF - PILOT IN COMMAND DUATE - PILOT IN COMMAND LOSS OF CONTROL - IN FLIGHT TAKEOFF - INITIAL CLIMB IN FLIGHT COLLISION WITH TERRAIN/WATER

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

Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Da	mage		Injur	ies	
., per open army con the real of memory		SUBSTANTIA		Fatal		Minor	None
Type of Operation -PERSON		Fire	Crew	0	0	0	1.
Flight Conducted Under -14 CFR		NONE	Pass	. 0	0	0	O -
Accident Occurred During -LANDIN	G 						
Aircraft Information							
Make/Model - BEECH 35		e/Model - CONTIN	IENTAL E-185-1				
Landing Gear - TRICYCLE-RETRACTA	BLE Number	Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 2550		Type - RECIPE		ETOR			
No. of Seats - 4	Rated P	ower - 185	HP				
Environment/Operations Information-							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BR		arture Point		ON AIR	PORT		
Method - N/A	SPOKAN						
Completeness - N/A	Destinati			Airport Da			
Basic Weather - VMC	SAME A	S ACC/INC		TRI-CI		0.4	
Wind Dir/Speed- 230/005 KTS	470 /4 :				Ident -		450
Visibility - 25.0 SM	ATC/Airspa		NE		Lth/Wid -		150
Lowest Sky/Clouds - 4500 F	T SUPPOSE T TO THE	Flight Plan - Nu	INE		Surface -		
Lowest Ceiling - 20000 F				Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apc	h/Lndg - TR					
Precipitation - NONE Condition of Light - DAYLIGH	T	FL	LL STOP		•		
Condition of Light - DAYLIGH							
Personnel Information						(
Pilot-In-Command	Age - 31	Med	lical Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	11 T
Certificate(s)/Rating(s)	Biennial Fligh	t Review	Fligi	nt Time (H			/
PRIVATE		- UNK/NR			Last 24		
SE LAND	Months Sin	ce - UNK/NR	Make/Model-	2/5	Last 30	Days- UN	K/NK
	Aircraft	ype - UNK/NR	Multi-Eng - U	IO NIZ/NID	Potonon	Days- aft - UN	V/ND
			Multi-Eng - O	NK/ NK	ROTOFCE	ait - UN	K/ NK
Instrument Rating(s) - NONE		•					
Narrative							
NG LNDG ROLL, NLG AND RMLG COLLAPSE						_	

File No 141	4/28/88	PASCO, WA	A/C Reg. No. N2839V	Time (Lcl) - 1118 PDT	
	GEAR COLLAPSED LANDING - ROLL				
Finding(s) 1. ELECTRICAL SYSTEM	,CIRCUIT BREAKER	- POPPED/TRIPPED			
Probable Cause					

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

Type Operating Certificate-ON-DEMAND All			F-4-1	Injur		
Type of Operation -PERSONAL	SUBSTAN		Fatal	• • • • • • • •		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE	Crew Pass	-	0	0	1 2
Accident Occurred During -LANDING	NONE	rass	O	O	O	2
Aircraft Information						
Make/Model - CESSNA 172N	Eng Make/Model - LYC	DMING D-320-H2AD		Installed/A		
Landing Gear - FLOAT	Number Engines - 1			tall Warnin	g System	ı - YES
Max Gross Wt - 2450	9	IPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	160 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AT	RPORT/STRIP		
Method - N/A Completeness - N/A	KENMORE,WA Destination		Admonat D	-4-		
Basic Weather - VMC	ANACORTES.WA		Airport D	E SEAPLANE		
Wind Dir/Speed- 005 KTS	ANACURTES, WA				N/A	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance -			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg -		Kariway	314145	11/ 7	
Precipitation - NONE	. , p =p =p					
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command		Medical Certifica				
<pre>Certificate(s)/Rating(s)</pre>	Biennial Flight Review		ht Time (H			
COMMERCIAL	Current - UNK/NR			. Last 24		
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR			Last 30		•
HELICOPTER	Aircraft Type - UNK/NR	Instrument-	46	Last 90	Days-	5
		Multi-Eng -	16	Rotorcr	aft -	89
Instrument Rating(s) - AIRPLANE						
Narrative						
R OVERFLYING THE INTENDED SEAPLANE BASE LA	ANDING AREA. THE PILOT. WHO	HAD LOGGED ONLY 1	HOUR OF F	IXED WING T	IME	
THE PREVIOUS 90 DAYS, MISJUDGED THE NECESSA						

File No 172 5/15/88 ANACORTES	,WA A/C Reg. No. N4723J	Time (Lcl) - 1630 PDT
Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL		
Finding(s) 1. PLANNED APPROACH - MISJUDGED - PILOT IN COMM. 2. LACK OF RECENT EXPERIENCE - PILOT IN COMM.	··· ·-	
Occurrence #2 ON GROUND COLLISION WITH OB Phase of Operation LANDING - ROLL	JECT	
Finding(s) 3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)		
Probable Cause		
The National Transportation Safety Board determine is/are finding(s) 1	es that the Probable Cause(s) of this acci	dent
Factor(s) relating to this accident is/are finding	g(s) 2,3	

File No 110 2/26/88 CRIVI	ΓZ,WI A/C	Reg. No. N9751T	T	ime (Lc1)	- 1430 CST	
Basic Information Type Operating Certificate-NONE (GENERA	_ AVIATION) Aircr	aft Damage		Inju	ries	
	SUBS	TANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crev	_	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	. 0	0	0	2
Accident Occurred During -TAKEOFF						
-Aircraft Information						
Make/Model - CESSNA 172A		CONTINENTAL 0-300C		Installed/		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warni	ng System	- YES
Max Gross Wt - 2200	, , , , , , , , , , , , , , , , , , ,	RECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	145 HP				
-Environment/Operations Information	•					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt	ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		NEVELN			
Wind Dir/Speed- 220/008 KTS	. = 0 () .	•			- 09	400
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan			Surface		KF
Lowest Ceiling - 5000 FT BROK			Runway	Status	- 30F1	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE Condition of Light - DAYLIGHT		•				
-Personnel Information Pilot-In-Command	Age - 44	Medical Certifica	+ VALTO	MEDICAL -W	ATVEDS /LIM	т т
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (F		41 ACK2\ CIM	11
PRIVATE	Current - UNK/I	NR Total -			4 Hrs - UN	K/NR
SE LAND	Months Since - UNK/	NR Make/Model-	91	Last 3	Davs- UN	K/NR
SE ENID	Aircraft Type - UNK/I					
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		· ·	2.00		,
Instrument Rating(s) - NONE						
-Narrative						
AIRCRAFT DID NOT ACCELERATE AS ANTICIPATE						
PILOT ELECTED TO ABORT THE TAKEOFF, HOWEV	ER WAS UNABLE TO STOP ON	THE REMAINING RUNWAY	, EXITED T	HE DEPARTU	RE	
, STRUCK A SNOW BANK AND NOSED OVER.						

2/26/88 A/C Reg. No. N9751T Time (Lc1) - 1430 CST File No. - 110 CRIVITZ, WI Occurrence #1 OVERRUN Phase of Operation TAKEOFF - ABORTED Finding(s) 1. TERRAIN CONDITION - WET 2. TERRAIN CONDITION - SOFT 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 4. DISTANCE - MISJUDGED - PILOT IN COMMAND 5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - ABORTED Finding(s) 6. TERRAIN CONDITION - SNOWBANK Occurrence #3 NOSE OVER Phase of Operation TAKEOFF - ABORTED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

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

File No 23 1/07/8	8 ROCK CAMP,WV	A/C Reg. No. N14		Time (Lc1) -		
Type Operating Certificate-NO	NE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fata	Injur al Serious		None
Type of Operation -BU Flight Conducted Under -14 Accident Occurred During -DE		Fire NONE		0 0	1 O	0
-Aircraft Information Make/Model - PIPER PA-24-2 Landing Gear - TRICYCLE-RETR	ACTABLE Number Er	Model - LYCOMING 0-54		ELT Installed/A Stall Warnin		
Max Gross Wt - 2800 No. of Seats - 4	Engine Ty Rated Pow	rpe - RECIPROCATING ver - 250 HP	G-CARBURETOR			
-Environment/Operations Informat						
Weather Data Wx Briefing - FSS Method - UNK/NR	Itinerary Last Depar ROANOKE,			ort Proximity - AIRPORT/STRIP		
Completeness - UNK/NR Basic Weather - IMC	Destination CINCINNA	1	•	rt Data		
Wind Dir/Speed- 120/015 KTS Visibility - 7.5 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 3	ATC/Airspace Type of Fi	ight Plan - NONE	Rur Rur	nway Ident - nway Lth/Wid - nway Surface - nway Status -	N/A	
Obstructions to Vision- NON Precipitation - SNO Condition of Light - DAY	E Type Apch/	Lindg - FORCED LA		iway status		
-Personnel Information Pilot-In-Command	Acc - 50	Medical Co	ontificato - V	ALID MEDICAL-WA	TVEDS /I TM	 r T
Certificate(s)/Rating(s)	Age - 59 Biennial Flight		Flight Time		TACKS/ CIM.	L !
PRIVATE SE LAND	Current Months Since	- YES Total	- 2131 Model- 532	Last 24 Last 30	Days- UN	3 82
Instrument Rating(s) - A	IRPLANE					
-Narrative ING CRUISE FLIGHT IN IMC THE ENG BLE TO RESTART THE ENGINE. HE DE REE SHORT OF THE FIELD. THE PLT NOT DISCLOSE EVIDENCE OF MALFUN	SCENDED INTO VMC AND TRIED LOST CONTROL OF THE ACFT AN	A FORCED LANDING IN	AN OPEN FIELD	. THE ACFT STRU		

File No	23 1/07/88 ROCK CAMP, WV	A/C Reg. No. N14BK	Time (Lcl) - 1245 EST
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER CRUISE		
1. WEATHER CONDITI	ON - CARBURETOR ICING CONDITIONS AT - IMPROPER USE OF - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT APPROACH		
Finding(s) 4. OBJECT - TREE(S			
	IN FLIGHT COLLISION WITH TERRAIN/WATER DESCENT - UNCONTROLLED		
Probable Cause			
The National Transpois/are finding(s) 2,	rtation Safety Board determines that the Pr 3	oḥable Cause(s) of this accid	lent

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

-Basic Information Type Operating Certifica	te-NONE (GENEDAL AVIATION	Aincraf	. Damage			Inii	ıries	
Type operating certifica	(NOINE	GENERAL AVIATION	SUBSTA		F	Fatal			None
Type of Operation	-INSTRU		Fire	C	rew	0	0	0	1
Flight Conducted Under Accident Occurred During			NONE	P	ass	0	0	0	0
Make/Model - CESSNA 1			g Make/Model - CO		A			'Activated	
Landing Gear - TRICYCLE	-FIXED		ber Engines - 1				tall Warni	ng System	- YES
Max Gross Wt - 1600 No. of Seats - 2			gine Type - RE		ROKEION	₹			
No. of Seats - 2		ка ⁻	ed Power -	100 HP					
Environment/Operations Inf Weather Data	ormation-	 Itine	2204		A -	innent	Proximity		
Wx Briefing - FSS			ary Departure Point			ON AIR			
Method - UNK/NR			EELING.WV			UN AIR	FURI		
Completeness - UNK/NR			nation		Δir	port D	ata		
Basic Weather - VMC			ME AS ACC/INC		••••	FAIRMO			
Wind Dir/Speed- 300/00	5 KTS		•			Runway	Ident	- UNK/NR	
Visibility - 15.0			rspace				Lth/Wid		75
Lowest Sky/Clouds -			of Flight Plan					- ASPHALT	
Lowest Ceiling -			of Clearance			Runway	Status	- DRY	
Obstructions to Vision		Туре	Apch/Lndg		RN				
Precipitation Condition of Light	- NUNE	т		FULL STOP					
Personnel Information Pilot-In-Command		Age -	25	Medical Certif	icate -	- VALTD	MEDICAL -N	O WATVERS	/I TMTT
Certificate(s)/Rating(s)		light Review		light 1			,	
STUDENT	-	Curre	nt - N/A	Total		19		24 Hrs -	3
			Since - N/A	make/ mode i	-	7	Last 3	0 Days-	3
		Aircra	ift Type - N/A	Instrument	: -	1	Last 9	00 Days-	7
Instrument Rating(s)	- NONE								
·narrative									
ORDING TO THE STUDENT PLT,	THE ACFT	CRABBED TO THE LE	FT JUST PRIOR TO	TOUCHDOWN. UPO	N TOUCH	HDOWN,	THE ACFT V	/EERED	
AND TRAVELED OFF THE RWY	INTO MUDD	Y GRASS. DESPITE	THE PLT'S USE OF						
AN EMBANKMENT WHERE IT CA	ME TO RES	T ON THE NOSE AND	RIGHT WING.						

File No	51 3/21/88	FAIRMONT,WV	A/C Reg. No. N6763G	Time (Lc1) - 1735 EST
Occurrence #1 Phase of Operation				
Finding(s) 1. FLIGHT CONTROLS	- IMPROPER USE OF	- PILOT IN COMMAND		
Occurrence #2 Phase of Operation		- ON GROUND		
Finding(s) 2. PROPER ALIGNMEN	T - NOT MAINTAINE) - PILOT IN COMMAND		
Occurrence #3 Phase of Operation		SION WITH TERRAIN/WATE	R	
Finding(s) 3. TERRAIN CONDITIO 4. TERRAIN CONDITIO	ON - DOWNHILL			
Probable Cause				
The National Transports finding(s) 1,2		ard determines that th	e Probable Cause(s) of this accide	ent
Factor(s) relating to	this accident is	s/are finding(s) 3		

Type Operating Certificat	Type Operating Certificate-NONE (GENERAL AVIATION)			Fatal	Injur Serious	ies Minor	None
Type of Operation	-PERSONAL	SUBSTANTI Fire	Crew			0	1
Flight Conducted Under Accident Occurred During	-14 CFR 91 -TAXI	NONE	Pass	0	0	0	0
ircraft Information							
Make/Model - PIPER PA-		Eng Make/Mode1 - LYCOM	IING 0-320-A2A			ctivated -	
Landing Gear - TAILWHEEL	ALL FIXED	Number Engines - 1			all Warnir	ng System [.]	- YES
Max Gross Wt - 1750		9	ROCATING-CARBURI	ETUR			
No. of Seats - 2		Rated Power - 15	O HP				
nvironment/Operations Info							
leather Data		Itinerary		Airport P			
Wx Briefing - FSS		Last Departure Point		ON AIRP	URI		
Method - UNK/NR Completeness - UNK/NR		GREELEY,CO		Airport Da	4.0		
Basic Weather - VMC		Destination WORLAND,WY		NATRONA			
Wind Dir/Speed- 230/022	, KTS	WORLAND, WI				- 21	
Visibility - 50.0		ATC/Airspace				10600/	150
		Type of Flight Plan - V	FR		Surface -		
Lowest Ceiling -		Type of Clearance - N		Runway		DRY	
Obstructions to Vision	- NONE		IONE	,			
	- NONE	1					
Condition of Light	- DAYLIGHT	·	·				
Personnel Information							
Pilot-In-Command	Age		dical Certifica			(IVERS/LIM	ΙT
Certificate(s)/Rating(s		nial Flight Review		ht Time (Ho			_
COMMERCIAL		Current - YES	Total -		Last 24		5
SE LAND		Months Since - 24	Make/Model-			Days- UN	-
		Aircraft Type - C-172RG	Instrument-	13	Last 90	Days-	71
	•						
Instrument Rating(s)							

1/14/88 File No. - 45 CASPER, WY A/C Reg. No. N1879P Time (Lcl) - 1244 MST Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation TAXI - FROM LANDING Finding(s) 1. WEATHER CONDITION - GUSTS 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND NOSE OVER Occurrence #2 Phase of Operation TAXI - FROM LANDING ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

File No 60 2/10/88	CODY, WY	A/C Reg. No.	. N7468	Time (Lcl) - 1630 MST			<u>.</u>
Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damag SUBSTANTIAL	ge	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONA	L	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	. 0	Ö	Ö	Ó
Accident Occurred During -LANDING				-		-	_
Aircraft Information							
Make/Model - PIPER J3C	Eng Make/	Model - CONTINENT	TAL C85-8F	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TAILWHEEL-ALL FIXE	D Number En	gines - 1		S	tall Warnin	g System	- NO
Max Gross Wt - 1200	Engine Ty	pe - RECIPROCA	ATING-CARBURI	TOR			
No. of Seats - 2	Rated Pow						
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRI	EFING Last Depar	ture Point		ON AIR	PORT		
Method - N/A	CODY, WY						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL	•		CECIL	FIELD		
Wind Dir/Speed- CALM				Runway	Ident -	09	
Visibility - 30.0 SM	ATC/Airspace			Runway	Lth/Wid -	2500/	75
Lowest Sky/Clouds - 5000 FT				-	Surface -		
Lowest Ceiling - NONE		earance - NONE		•	Status -		RY
Obstructions to Vision- NONE	Type Apch/	Lnda - TRAFF	IC PATTERN				
Precipitation - NONE	. , , , , , , , , , , , , , , , , , , ,	FULL					
Condition of Light - DAYLIGHT			•				
Personnel Information							
Pilot-In-Command	Age - 51	Medica 	al Certifica	te - VALID		IVERS/LIM	III
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	nt Time (H			
COMMERCIAL, CFI	Current	- YES To	otal -	3091	Last 24		. 1
SE LAND	Months Since	- 5 Ma	ake/Model-	515	Last 30		
GLIDER	Biennial Flight (Current Months Since Aircraft Type	e - BE-36 Ir	nstrument-	153	Last 90	Days-	49
Instrument Rating(s) - AIRPĹA	NF						
Narrative							
RING AN ATTEMPTED LANDING AT A PRIVATE	AIRSTRIP WHICH WAS CO	VERED BY 5-6 INCH	HES OF DRY PO	OWDERED SN	OW. THE		
T TOUCHED DOWN. IT PITCHED FORWARD AN							
T, EXAMINED THE LANDING GEAR, AND DIS						TNG	
E WHEELS HAD FROZEN DURING FLT WITH AN							
DW 6-8 INCHES IN DEPTH, ACCORDING TO T						THE	
AKES.	TE TET. DOKING THE BET	CHE PAREOTT PARTI	111 3110#	I E. JA	10 110 0000		
WLJ.							

File No. - 60 2/10/88 CODY,WY A/C Reg. No. N7468 Time (Lc1) - 1630 MST

Occurrence #1

NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED

- 2. IN-FLIGHT PLANNING/DECISION IMPROPER PILOT IN COMMAND
- 3. LANDING GEAR, WHEEL FROZEN
- 4. LANDING GEAR, WHEEL MOVEMENT RESTRICTED

----Probable Cause----

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

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

1 116 NO 133	4/04/88 CHEY	ENNE, WY	A/C Reg.	. No. N910DS		Time (Lc1)	- 1945 MD	Г
-Basic Information Type Operating Certific	ate-NONE (GENER	AL AVIATION)	Aircraft [Inju	ries	
			SUBSTANT	[AL	· ·	Serious		
	-INSTRUCTION	AL	Fire			0	•	2
Flight Conducted Under			NONE		Pass 0	0	0	0
Accident Occurred Durin	ig -LANDING							
-Aircraft Information								
Make/Mode1 - CESSNA	210L	Eng Make	Model - CONT	NENTAL IO-5	20-L EL	T Installed/	Activated	- YES/YE
Landing Gear - TRICYCL	E-RETRACTABLE		gines - 1		-	Stall Warnii		
Max Gross Wt - 3400		Engine Ty		-FUEL INJEC	TFD		.5 -,	, _ •
No. of Seats - 6		Rated Pov		OO HP				
	formation							
Weather Data	ii oi ma c i oi i	Itinerary			Airpon	t Proximity		
Wx Briefing - FSS			ture Point			AIRPORT/STRI	o	
Method - TELEP		CHEYENNE			011	AIRFORI/SIRI	-	
						D- 4-		
Completeness - FULL		Destination	1		Airport			
Basic Weather - VMC		LOCAL				ENNE MUNICIPA		
Wind Dir/Speed- 280/0		•					- 26	
Visibility - 10.		ATC/Airspace				ay Lth/Wid		
Lowest Sky/Clouds -					Runw	ay Surface	 CONCRET 	E
Lowest Ceiling -	8000 FT BRO	KEN Type of Ci	earance - N	NONE	Runw	ay Status	- DRY	
Obstructions to Visio	on- NONE	Type Apch/	'Lndg - 1	[LS-LOCALIZE	R			
Precipitation	- NONE		· F	ORCED LANDI	NG			
Precipitation Condition of Light	- NIGHT(DARK)							
Personnel Information								
Pilot-In-Command		Age - 26	Ma	edical Certi	ficate - VAL	ID MEDICAL-N	NATVERS	/I TMTT
Certificate(s)/Rating(·6)	Biennial Flight	Doutow		Flight Time		MAITENS	LIMI
		Current	KEV IEW	T-4-1	4488	(Hours)	4 1155	4
COMMERCIAL, CFI		Current Months Since	- 1E2	TOTA!	- 1144	Last 2	+ nrs -	4
SE LAND, ME LAND		Months Since	e - 5	Make/Mode	1 1	Last 3	Days- U	NK/NK
		Aircraft Typ	e - UNK/NR	Instrumen	it- 58	Last 9	Days-	101
·				Multi-Eng	- 20			
Instrument Rating(s	. ATDDIANE	,						
Instrument kating(s								
-Narrative				SECONDS CHOU	ED ONLY ONE	HOUR IN THIS		
	TO THE PRIVATE	PILOT DOCTOR, THE	CFI FLIGHT F	KECUKD2 SHU#	ED UNLY UNE			
CFI WAS GIVING A CHECKOUT								
E CFI WAS GIVING A CHECKOUT KE/MODEL. THE FUEL SELECTOR	R WAS IN THE RIG	HT TANK POSITION 1	HROUGHOUT THE	E FLIGHT. TH	E PILOT REPO	RTED THAT TH	Ε .	
Narrative E CFI WAS GIVING A CHECKOUT KE/MODEL. THE FUEL SELECTOR BINE QUIT ON ONE MILE SHORE	R WAS IN THÉ RIG F FINAL FOR RUNW	HT TANK POSITION 1 AY 26 AT CHEYENNE,	HROUGHOUT THE MUNICIPAL.	FLIGHT. TH POST ACCID	E PILOT REPO ENT INSPECTI	RTED THAT TH ON AND ENGIN	E . E	
E CFI WAS GIVING A CHECKOUT KE/MODEL. THE FUEL SELECTOR GINE QUIT ON ONE MILE SHORT N FAILED TO REVEAL EVIDENCE	R WAS IN THÉ RIG FFINAL FOR RUNW, FOF A MECHANICA	HT TANK POSITION 1 AY 26 AT CHEYENNE, L ENGINE PROBLEM.	HROUGHOUT THE MUNICIPAL. A NEITHER PILOT	E FLIGHT. TH A POST ACCID F COULD REME	E PILOT REPO ENT INSPECTI MBER SWITCHI	RTED THAT TH ON AND ENGIN NG TANKS DUR	E E ING	
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4/04/88 Time (Lc1) - 1945 MDT File No. - 195 CHEYENNE, WY A/C Reg. No. N910DS LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH - MISSED APPROACH (IFR) Finding(s) 1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI) 3. FLUID, FUEL - STARVATION 4. FUEL SUPPLY - INATTENTIVE - DUAL STUDENT 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 6. LIGHT CONDITION - DARK NIGHT Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 7. OBJECT - FENCE 8. OBJECT - POLE 9. LANDING GEAR, NOSE GEAR - OVERLOAD 10. LANDING GEAR.MAIN GEAR - OVERLOAD 11. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL 12. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

----Probable Cause----

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

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

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