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NATIONAL TRANSPORTATION SAFETY BOARD

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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 5 OF 1988 ACCIDENTS



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

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

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

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

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

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

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

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DEFINITIONS

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

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.

<u>Fatal Injury</u>

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

Serious Injury

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

<u>Substantial</u> <u>Damage</u>

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. <u>GENERAL</u> AVIATION

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

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

Personal

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

Business

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

<u>Corporate/Executive Operations</u>

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

Instructional Flying

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

Other Flying

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

2. <u>AIR CARRIER</u>

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

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.

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain supplement the probable cause(s). Additional items that or 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.

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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. AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 5 OF 1988 ACCIDENTS

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801	7234	081488	MANGHAM, LA	SCHWEIZER	G-164A	NONE	200
802	4835B	042688	DANVILLE, OH	CESSNA	152	NONE	294
803	9712B	042688	DANVILLE, KY	CESSNA	180A	NONE	184
804	68700	072088	HEAVENER, OK	CESSNA	152	MINOR	318
805	4685R	060788	MER ROUGE, LA	PEZETEL	M-18	MINOR	194
806	3756Q	062988	TULSA, OK	NORTHROP	C-125A	MINOR	316
807	6915	041888	ANGLETON, TX	CURTIS	BABY GREAT	FATAL	356
808	8076	041088	ELK CITY, OK	AEROTECK	PITTS S-2A	FATAL	310
809	5539Z	022188	CANYON LAKE, TX	HODGES	CONDOR III	MINOR	352
810	30273	042888	SHALLOWATER, TX	PIPER	PA-28-201T	NONE	358
811	4708	051188	JENNINGS, LA	GRUMMAN	G-164A	NONE	188
812	5374	052488	WINNIE, TX	GRUMMAN	G-164A	MINOR	362
813	6487P	010588	SALEM, IN	PIPER	PA-24-250	FATAL	162
814	116LB	060588	AUDUBON, IA	BOHNKER	TIERRA II	SERIOUS	146
815	91625	062288	BLANCHARD, OK	BEECH	B-24R	NONE	314
816	9730G	090188	WELSH, LA	CESSNA	180H	NONE	206
817	3969M	062888	LAKE CHARLES, LA	PIPER	PA-32-300	MINOR	196
818	714FJ	031588	LODI, CA	CESSNA	150M	NONE	58
819	7233Q	091988	BANNING, CA	CESSNA	172L	NONE	108
820	67649	082788	CHINO, CA	CESSNA	152	MINOR	102
821	6026V	061988	CLEARLAKE, CA	CONSOLIDATED	LAKE LA-4-	NONE	82
822	9609B	032788	MALIBU, CA	CESSNA	172RG	NONE	62
823	450LR	070988	NEOSHO, MO	BOEING	75A	SERIOUS	236
824	68JM	080888	PLEVNA, KS	TERATORN	TIERRA II	SERIOUS	182
825	830CR	080788	MARYLAND HGTS, MO	ROSENMAYER	SKYRANGER	FATAL	246

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826	9087X	061388	GILMER, TX	CESSNA	182D	NONE	366
827	250TH	070188	ENGLEWOOD, CO	HELFRICH-LEO	BD-5B	NONE	116
828	8807E	061188	ENTERPRISE, UT	EAGLE	DW-1	NONE	386
829	93115	060588	GALLUP, NM	BEECH	C23	NONE	276
830	91217	071488	DOUGLAS, GA	CESSNA	188	NONE	138
831	7955	022388	LOS LUNAS, NM	SHINER	PITTS S-1S	MINOR	274
832	47 TT	060888	HAYWARD, CA	ROCKWELL INT	690C	NONE	74
833	26851	032388	UNION CITY, CA	GULFSTREAM A	AA5A	FATAL	60
834	2634N	060588	BAKERSFIELD, CA	ROBINSON	R22	MINOR	70
835	611CA	011988	PIERCEVILLE, KS	GULFSTREAM C	500B	FATAL	170
836	9124C	060488	LAKEPORT, CA	CESSNA	180	MINOR	68
837	6804G	091488	SALINAS, CA	CESSNA	150L	NONE	106
838	77685	060388	VACAVILLE, CA	SCHWEIZER	SGS 2-33A	NONE	66
839	9871C	040288	STOCKBRIDGE, GA	NORTH AMERIC	T-6G	NONE	130
840	4255F	042888	ELKTON, MD	CESSNA	172	NONE	208
841	59J	080688	BUTTE, MT	ROSSI PITTS	S-1S	NONE	258
842	5495K	050788	BOWLING GREEN, OH	CESSNA	172P	NONE	298
843	5061 M	050288	CANFIELD, OH	TAYLORCRAFT	BC12-D	NONE	296
844	5085K	050188	GILBERT, SC	CESSNA	172N	NONE	334
845	5354E	062388	WEAVERVILLE, CA	BEECH	B35	NONE	88
846	5747Z	090188	WEST CAMERON 28, GM	BELL	206B	MINOR	140
847	704SB	082888	KILLEEN, TX	CESSNA	150M	NONE .	378
848	18460	082188	TEXARKANA, TX	AERONCA	65-TL	MINOR	374
849	57430	080788	KINGSLAND, TX	BELLANCA	7ECA	NONE	372
850	5932P	080588	WESTVILLE, OK	PIPER	PA-24	MINOR	320

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851	9248R	080488	DALHART, TX	CESSNA	A 188B	MINOR	370
852	4792B	062288	STONYFORD, CA	CESSNA	152	SERIOUS	86
853	83203	052988	HONOLULU, HI	BELL	206B	MINOR	142
854	8657H	051988	RAYNE, LA	GRUMMAN	G-164A	MINOR	190
855	779TV	082788	FORT MORGAN, CO	RAVEN	S55A	SERIOUS	120
857	77LG	071188	RIO, WI	GRIFFIN	PITTS S-1S	NONE	406
858	42684	070188	BEDFORD, IN	PIPER	J3	NONE	168
859	9856P	062788	CONRAD, MT	PIPER	PA-25-235	NONE	256
860	6590Z	072488	ELBOW LAKE, MN	PIPER	PA-25	NONE	222
861	8807L	071788	CHEBANSE, IL	PIPER	PA-25	NONE	160
862	8008M	040888	HELENA, MT	CESSNA	310I	FATAL	252
863	62554	010888	ATLANTIC CITY, NJ	PIPER	PA-23-250	MINOR	272
864	4237	052688	GRUBBS, AR	GRUMMAN	G-164A	NONE	32
865	2378L	052188	INDEPENDENCE, MO	BEECH	23	NONE	226
866	635B	042988	SHELL KNOB, MO	BEECH	95	NONE	224
867	231PG	070188	GUNNISON, CO	MOONEY	M-20K	NONE	114
868	8678L	060788	LIMON, CO	PIPER	PA-25-235	NONE	110
869	2642V	070388	MARBLE FALLS, TX	CESSNA	170	NONE	368
870	99144	090588	MARIETTA, OK	CESSNA	172P	FATAL	326
871	8181Z	061088	ELGIN, TX	CESSNA	205	FATAL	364
872	2186K	021088	OKLAHOMA CITY, OK	PIPER	PA-32RT-30	NONE	308
873	8553P	040188	HENRIETTA, TX	PIPER	PA-24-260	FATAL	354
874	49792	061388	SCOTTSDALE, AZ	CESSNA	152	NONE	52
875	103BK	061188	FREMONT, CA	GROB	G-103A	NONE	78
876	789CE	082888	CAMARILLO, CA	CESSNA	172N	NONE	104

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877	5042P	062288	DORRIS, CA	BELLANCA	7GCBC	NONE	84
878	732KS	061988	TRES PINOS, CA	CESSNA	210 M	NONE	80
879	25409	061088	REDDING, CA	CESSNA	152	NONE	76
880	66167	060788	RAMONA, CA	CESSNA	150 M	NONE	72
881	73969	031188	OCEANSIDE, CA	BELL	47G-2A-1	MINOR	56
882	3178C	022288	SAN ANDREAS, CA	CESSNA	R182	SERIOUS	54
883 .	40808	071688	COMPTON, CA	PIPER	PA-28-140	FATAL	98
884	4724M	100288	LEVELOCK, AK	PIPER	PA-11	MINOR	22
885	122SC	100388	KODIAK, AK	CESSNA	206	MINOR	24
886	99Y	071388	KEY WEST, FL	CLASSIC	YMF-5	NONE	124
887	144TH	071388	ZELLWOOD, FL	HAHN	RV-4	NONE	122
888	39831	071688	KEYSTONE HEIGHT, FL	CESSNA	150G	NONE	126
889	62391	050488	WINTERS, CA	HILLER	UH-12E	NONE	64
890	26AW	022488	PRESCOTT, AZ	CESSNA	180A	NONE	50
891	7 9 Y	080288	BREA, CA	CESSNA	T-210	FATAL	100
892	2636R	090588	HENDERSONVILLE, NC	CESSNA	182K	NONE	262
893	8048A	070888	ROCKFORD, IL	CESSNA	170B	NONE	158
894	7151P	060888	BEDFORD, IN	PIPER	PA-24-250	NONE	166
895	473DA	083188	DALLAS/FT WORTH, TX	BOEING	727-232	FATAL	380
896	212FR	051888	LE FLORE, OK	CESSNA	172P	FATAL	312
897	280FX	071688	MENOMINEE, MI	ENSTROM	280FX	NONE	214
898	2496K	070288	GRAFTON, WI	PIPER	PA-38-112	MINOR	404
899	63178	063088	LONSDALE, MN	CESSNA	150M	MINOR	220
900	84405	062488	KENOSHA, WI	AERONCA	7BCM	NONE	402
901	5574A	061088	LAKE CITY, MI	KOOPSEN	MILLER SPO	NONE	212

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902	14142	022488	SCHOOLCRAFT, MI	NORTH AMERIC	T-28A	MINOR	210
903	2609G	061088	MCCORMICK, SC	PIPER	PA-38-112	NONE	338
904	5921T	042488	WATKINSVILLE, GA	CESSNA	150D	NONE	134
905	5089P	041288	CENTER VILLAGE, OH	CESSNA	152	NONE	292
906	7956Z	040788	FUNSTON, GA	CESSNA	150C	NONE	132
907	300W	042988	CYNTHIANA, KY	BEECH	E18S	NONE	186
908	23TW	062788	LAKE TAHOE, CA	CESSNA	152	SERIOUS	92
909	4833E	062688	LA GRANGE, CA	CESSNA	172N	NONE	90
910	4080X	072388	BRINKLEY, AR	ROCKWELL	S2R	NONE	42
911	94045	061988	FLORENCE, MO	ERCOUPE	415-C	NONE	232
912	8240B	051288	CONCORDIA, KS	CESSNA	172	MINOR	172
913	3475V	082988	REED SPRINGS, MO	CESSNA	150	SERIOUS	248
914	7546	062888	WARRENSBURG, MO	SCHWEIZER	2-33	NONE	234
915	6525F	062388	TROUSDALE, KS	CESSNA	150	NONE	174
916	44140	062988	DETROIT LAKES, MN	PIPER	PA-28R-200	NONE	218
917	1491Q	042588	KNOXVILLE, TN	CESSNA	150L	SERIOUS	346
918	210BB	090788	DALLAS, TX	BOLKOW	B0-105C	NONE	382
919	6474F	083088	OKLAHOMA CITY, OK	CESSNA	150F	NONE	324
920	2550Q	082488	WHITNEY, TX	CESSNA	150K	NONE	376
921	89271	082088	ADA, OK	CESSNA	152	NONE	322
922	48585	062988	CHENEYVILLE, LA	SCHWEIZER	G-164B	MINOR	198
923	6685Q	081988	CATAHOULA, LA	SCHWEIZER	G-164B	NONE	204
924	6449Y	060488	RUSTON, LA	CESSNA	T-210N	MINOR	192
925	29WH	052388	TOMBALL, TX	HUDSON	MUSTANG II	NONE	360
926	979X	081488	RAYNE, LA	GRUMMAN	G-164A	SERIOUS	202

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927	7048A	092188	PANACEA, FL	CESSNA	172	NONE	128
928	43046	090588	WAYNESBORD, MS	PIPER	PA-32-300	MINOR	250
929	736EK	100788	LEXINGTON, NC	CESSNA	182	MINOR	264
930	7704C	100888	WEST JEFFERSON, NC	NORTH AMERIC	T-6G	SERIOUS	266
931	5813X	082688	NEHALEM, OR	MOONEY	M20J	MINOR	328
932	6419M	082388	SEATTLE, WA	CESSNA	152	NONE	392
933	4393U	082088	ATHOL, ID	CESSNA	150D	NONE	152
934	711HM	081888	RENO, NV	MACE	R-2	FATAL	288
935	554T	071288	MINDEN, NV	SCHEMPT-HIRT	DISCUS B	NONE	282
935	130JB	071288	MINDEN, NV	SCHEMPT-HIRT	DISCUS A	NONE	284
936	759GJ	031488	BATAVIA, NY	CESSNA	182	NONE	290
937	6783K	082288	DANCYVILLE, TN	GRUMMAN	G-164B	NONE	350
938	55786	052088	TERRE HAUTE, IN	PIPER	PA-28R-200	NONE	164
939	80208	070988	TOPEKA, KS	CESSNA	172	NONE	178
940	4878S	070288	COLORADO SPRING, CO	PIPER	PA-32-260	NONE	118
941	2754A	062688	MISSOULA, MT	BELL	206B3	NONE	254
942	2262E	061488	RIFLE, CO	CESSNA	172	MINOR	112
943	29168	072788	LAMAR, MO	CESSNA	172	NONE	242
943	5017S	072788	LAMAR, MO	AIR TRACTOR	AT-301	NONE	244
944	33284	062988	HEALDSBURG, CA	CESSNA	206F	MINOR	94
945	67360	052988	DES MOINES, IA	CESSNA	152	NONE	144
946	9653	053188	HICKORY RIDGE, AR	GRUMMAN	G-164A	NONE	36
947	6868H	063088	RIALTO, CA	PIPER	J3	NONE	96
948	44753	062388	PORTAGE, WI	PIPER	PA-28-180	NONE	398
948	3865E	062388	PORTAGE, WI	AERONCA	11AC	NONE	400

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950	4234A	061888	ST. LOUIS, MO	VOLPAR	D185	NONE	230
951	165SE	061688	SCRANTON, AR	AERO COMMAND	685	NONE	38
952	246PC	052988	SILOAM SPRINGS, AR	PITTS	S-2	NONE	34
953	89443	052888	ST. CHARLES, MO	CESSNA	152	NONE	228
954	7222W	070788	MORAINE, OH	PIPER	PA-28-180	SERIOUS	304
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955	2526A	090988	SEATTLE, WA	PIPER	PA-20	NONE	396
956	56312	090688	PRIEST RIVER, ID	MAULE	M5-235C	NONE	156
957	9806Y	081588	OREANA, ID	CHAMPION	7GCB	NONE	150
958	2984G	081388	SHELTON, WA	CASSUTT	III	FATAL	390
959	54JS	072788	GOULD, AR	GRUMMAN	G164-B	NONE	44
960	67Y	090688	CALDWELL, ID	YOUNG-OWENS	CASSUTT 3M	NONE	154
961	6347Q	072488	LAWRENCE, KS	MOONEY	M20-F	NONE	180
962	25EM	081388	FALLON, NV	BEECH	N35	MINOR	286
963	25496	070888	MARION, IA	BEECH	A-36	NONE	148
964	7947N	043088	WISE, VA	PIPER	PA-28-180	NONE	388
965	94251	042288	MONCKS CORNER, SC	CESSNA	152	MINOR	332
966	4186X	071588	ENGLAND, AR	ROCKWELL	S2R	NONE	40
967	8806B	071788	HOLDREGE, NE	EAGLE	DW-1	NONE	268
968	24DS	071688	BATTLECREEK, MI	SILLIMAN	HATZ CB-1	NONE	216
969	69161	051888	LEBANON, OH	PIPER	PA-28-161	MINOR	302
970	757VH	051888	FLORENCE, SC	CESSNA	152	NONE	336
971	8261L	051588	COLUMBUS, OH	PIPER	PA-28-181	NONE	300
972	5797B	082388	BAMBERG, SC	CESSNA	182	MINOR	342

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973	59039	062588	ANDREWS, NC	PIPER	PA-34-200T	NONE	260
974	8374U	052188	SHELLMAN, GA	CESSNA	172F	MINOR	136
975	82994	071088	ST. CHARLES, MO	AERONCA	7EC	NONE	238
975	2582B	071088	ST. CHARLES, MO	STINSON	L5	NONE	240
976	3850M	041488	MILFORD, UT	PIPER	PA-28-161	FATAL	384
978	8823F	090588	SALUDA, SC	HUGHES	269A	MINOR	344
979	4758E	092988	HILLSBORO, OR	CESSNA	185F	NONE	330
980	2811Q	090588	LEAVENWORTH, WA	CESSNA	172L	SERIOUS	394
981	772₩M	071588	GALLUP, NM	BOEING	A75N1	NONE	278
982	1578J	071588	GALLUP, NM	PIPER	PA-28-140	MINOR	280
983	9807N	062988	COLLIERVILLE, TN	ADAMS BALLOO	A55S	SERIOUS	348
984	47190	062188	NEWBERRY, SC	AERONCA	0-58B	SERIOUS	340
985	3059G	091188	FAIRBANKS, AK	CHAMPION	7GCBC	NONE	16
986	9037R	091188	SKWENTNA, AK	CESSNA	188B	SERIOUS	14
987	3148M	091188	FAIRBANKS, AK	PIPER	PA-12	NONE	12
988	6470H	090988	BETHEL, AK	CESSNA	207	NONE	10
989	362X	090888	FAIRBANKS, AK	MAULE	M-5-235	NONE	8
990	5369B	090688	SEPTEMBER LAKE, AK	CESSNA	182TD	NONE	6
991	234E	090588	OSHETNA RIVER, AK	PIPER	PA-18	NONE	2
992	2483F	090688	FIGURE 8 LAKE, AK	CESSNA	180H	NONE	4
993	7688L	102388	HUSLIA, AK	PIPER	PA-18	SERIOUS	30
994	820AK	102188	SELDOVIA, AK	CESSNA	180	NONE	28
995	90574	101188	BONANZA HILLS, AK	DEHAVILLAND	DHC-3	NONE	26
996	61500	092188	CHIP RIVER, AK	CESSNA	185F	NONE	20
997	67207	091188	RUTH LAKE, AK	DEHAVILLAND	DHC-2	NONE	18

File	Aircraft			Air	craft	Injury	
Number	Regist.	Date	Location	Make	Model	Index	Page
				20,0 ES 444			
998	8257K	073088	WEST HELENA, AR	GRUMMAN	G-164B	NONE	48
999	6823K	073088	CHERRY VALLEY, AR	GRUMMAN	G-164B	NONE	46
1000	21779	073088	YORK, NE	CESSNA	188	NONE	270

FILE ORDER LISTING

ISSUE NUMBER 5

CALENDAR YEAR 1988

Brief of Accident

File No 991 9/05/88 OSHETN	A RIVER, AR A/C R	eg. No. N234E		ime (Lc1) -		
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf SUBSTAN	t Damage NTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	0 0	0 0	0 0	1 0
Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750 No. of Seats - 2	Eng Make/Model - LYG Number Engines - 1 Engine Type - REG Rated Power -		Stal	Installed/A 1 Warning S		
Environment/Operations Information						
Veather Data	Itinerary			Proximity		
W× Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		OFF AI	RPORT/STRIP		
Completeness - N/A Basic Weather - VMC	Destination CHUGIAK,AK		Airport Da	ata		
Wind Dir/Speed- CALM			Runway	Ident -	N/A	
Visibility - 30.0 SM	ATC/Airspace		Runway	Lth/Wid -	700/	10
Lowest Sky/Clouds - CLEAR	Type of Flight Plan ·	· NONE	Runway	Surface -	DIRT	
Lowest Ceiling - NONE	Type of Clearance	NONE	Runway	Status -	ROUGH	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						-
		Medical Certificat			IVERS/LIM.	
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review		t Time (Ho		Uno	0
	Current - YES Months Since - 13	Total -	3118 400	Last 24		2
SE LAND,ME LAND,SE SEA	Aircraft Type - PA-18	Make/Model- Instrument- UN	400	Last 30	Days- Days-	7
	AITCTATE IVDE - PA-18	instrument UN	N/INK	Last 90	uavs-	62

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT HE WAS ATTEMPTING TO TAKEOFF FROM AN EXTREMELY NARROW AND SHORT STRETCH OF LAND SITUATED NEAR A RIVER. HE HAD USED THIS OFF-AIRPORT, UNIMPROVED SITE FOR SEVERAL YEARS WITHOUT DIFFICULTY UNTIL THE ACCIDENT FLIGHT. ON THIS OCCASION, THE AIRPLANE HIT A BUMP, BECAME PREMATURELY AIRBORNE AND BOUNCED HARD ON THE RIGHT MAIN GEAR. THE GEAR COLLAPSED, AND THE AIRPLANE RECEIVED DAMAGE TO THE LEFT WING. THE PILOT SAID THAT THE ACCIDENT MAY HAVE BEEN PREVENTED HAD HE ELECTED TO WAIT FOR A HEAD WIND PRIOR TO ATTEMPTING THE TAKEOFF.

Brief of Accident (Continued) Time (Lcl) - 1600 ADT File No. - 991 9/05/88 OSHETNA RIVER,AK A/C Reg. No. N234E LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - ROUGH/UNEVEN 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND MAIN GEAR COLLAPSED Occurrence #2 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 4. LANDING GEAR, MAIN GEAR - OVERLOAD _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

PAGE 3

Brief of Accident

File No 992 9/06/88 FIGUR	9/06/88 FIGURE 8 LAKE,AK A/C Reg. No. N2483F			Time (Lcl) - 2015 ADT				
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL AVIATION)	Aircraft Da SUBSTANTIA Fire NONE	5	Fatal O O	Injur Serious O O		None 1 1	
Aircraft Information Make/Model - CESSNA 180H Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2800 No. of Seats - 4	Number Er Engine Ty	ngines - 1	NENTAL 0-470 ROCATING-CARBURE) HP	St TOR	nstalled/A all Warnin	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- UNK/NR Visibility - 100.0 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 5000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ANCHORAG Destination LOCAL ATC/Airspace Type of F1 EN Type of C1	ĞΕ, ΑΚ)	DNE DNE DRCED LANDING	Airport F OFF AIR Airport Da Runway Runway Runway Runway Runway	Proximity PORT/STRIP Ident - Lth/Wid - Surface - Status -	N/A N/A GRASS/TUI SOFT	٦F	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Biennial Flight Current Months Since	Review - NO 2 - 26	dical Certificat Fligh Total - Make/Model- Instrument- UN Multi-Eng - UN	e - EXPIRE t Time (Ho 1400 500	D purs) Last 24 Last 30	Hrs - Days- Days- aft - UNI	2 8 25	
Narrative HE PRIVATE PILOT AND HIS PASSENGER WERE UNIN ELATED THAT THE AIRPLANE RAN OUT OF FUEL, AN E DID NOT VISUALLY INSPECT THE AIRPLANE'S FU HE LOCAL FLIGHT LOOKING FOR MOOSE. A REVEIW AD EXPIRED SIX YEARS PRIOR TO THE FLIGHT, AN ROCEEDING 24 MONTHS.	ND NOSED-OVER DURI JEL TANKS PRIOR TO OF THE PILOT'S RE	NG THE LANDING DEPARTURE, BU CORDS SHOW TH	G ROLL ON THE SO JT THOUGHT HE HA AT HIS LAST FAA	FT SOIL. H D SUFFICIE MEDICAL CE	E SAID THA NT FUEL FO RTIFICATE	IR		

Brief of Accident (Continued) File No. - 992 9/06/88 FIGURE 8 LAKE, AK A/C Reg. No. N2483F Time (Lcl) - 2015 ADT ______ Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ _ _ _ _ _ _ _ _ _ _ _ _ NOSE OVER Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA)	L AVIATION)	Aircraft Damage	ade		Injuries			
		SUBSTANTIAL		Fatal			or None	
Type of Operation -PERSONAL		Fire	Crew	0	0	-	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		NONE	Pass	0	0	0	0	
-Aircraft Information Make/Model - CESSNA 182TD			0 450 1				·	
Make/Model - CESSNA 182TD Landing Gear - TAILWHEEL-ALL FIXED	Number Engin	el - CONTINENTAL	. U-4/0-L		nstalled/A all Warnin			
Max Gross Wt - 2550		- RECIPROCATI			an warnin	g system	- 165	
No. of Seats - 4		- 230 HP						
-Environment/Operations Information								
Weather Data	Itinerary	D · · ·		Airport P				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departur			UFF AIR	PORT/STRIP			
Completeness - N/A	SAME AS ACC Destination	/ INC		Airport Da	+-			
Basic Weather - VMC	NAKNEK, AK			Arrport Da	la			
Wind Dir/Speed- UNK/NR				Runway	Ident -	N/A		
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NONE			Surface -			
Lowest Ceiling - NONE	Type of Clear			Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lnd	g - None						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information Pilot-In-Command	Ace - 41	Medical	Contificat					
Certificate(s)/Rating(s)	Age - 41 Biennial Flight Rev	iew	Fliah	t Time (Ho	urs)	WAIVERS/	LIMI	
PRIVATE	Current -	YES Tota	.) -	202	Last 24		4	
SE LAND	Months Since -	11 Make	/Model-	145	Last 30	Days-		
	Aircraft Type -	C-172TD Inst	, rument- UN	K/NR	Last 90	Days-		
	Months Since - Aircraft Type -	Mult	i-Eng - UN	K/NR	Rotorcr	aft - UN	NK/NR	
Instrument Rating(s) - NONE								

DIRECTIONAL CONTROL, AND THE AIRPLANE WENT DOWN A SMALL HILL AND RECEIVED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No 9	90 9/06/88	SEPTEMBER LAKE,AK	A/C Reg. No. N5369B	Time (Lcl) - 1300 ADT
Occurrence #1 Phase of Operation				
	AL EXPERIENCE IN T	- INADEQUATE - PILOT IN YPE OF AIRCRAFT - PILOT		
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATER RUN		
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boa	rd determines that the P	robable Cause(s) of this accid	ent

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA		aft Damage			Injurie	c .	
Type operating certificate Noive (GENERA		TANTIAL		Fatal		Minor	None
Type of Operation -BUSINESS	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE		Pass	Ō	0	Ō	0
Accident Occurred During -TAXI							
Aircraft Information							
Make/Model - MAULE M-5-235	Eng Make/Model -	LYCOMING 0-540-	J	ELT I	[nstalled/Act		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -				tall Warning	System	- YES
Max Gross Wt - 2500	Engine Type - I		ARBURE	IOR			
No. of Seats - 4	Rated Power -	235 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt		OFF AIF	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			D	Talamat N	/ •	
Wind Dir/Speed- 270/005 KTS Visibility - 50.0 SM	ATC/Airspace				Ident - N Lth/Wid - N		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla				Surface - N		
Lowest Ceiling - NONE	Type of Clearance				Status - N		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		Kanway		/ ~	
Precipitation - NONE	Type Apolly Endg	NONE					
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 40 Biennial Flight Review	Medical Cert				AIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Fligh	t Time (Ho	ours)		
COMMERCIAL	Current - YES	Total	- 1	1329	Last 24 H	rs -	5
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Mod	el- UNH	<td>Last 30 D</td> <td>ays-</td> <td>43</td>	Last 30 D	ays-	43
HELICOPTER	Months Since - 1 Aircraft Type - PA-2	8 Instrume	nt-	527	Last 90 D	ays-	106
		Multi-En	g - 9	9281	Rotorcraf	t -	106
Instrument Rating(s) - AIRPLANE							
Narrative							

Brief of Accident (Continued) 9/08/88 A/C Reg. No. N362X Time (Lcl) - 2115 ADT File No. - 989 FAIRBANKS, AK ON GROUND COLLISION WITH TERRAIN/WATER Occurrence #1 Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. LIGHT CONDITION - DUSK 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND З. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

National Transportation Safety Board and a faith and the Mashington, D.C. 20594 declarations of the Mashington, C.

Brief of Accident

File No 988 9/09/88 BETHEL	A/C Reg. No. N6470H			Time (Lc1) - 2158 ADT			
Basic Information							
Type Operating Certificate-COMMUTER		Aircraft Damage	<u></u>		Injur		
		SUBSTANTIAL	0	Fatal O			None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	1
Accident Occurred During -TAKEOFF		NONE	rass	U	0	0	1
Aircraft Information							
Make/Model - CESSNA 207		del - CONTINENTA	L IO-520-F1				
Landing Gear - TRICYCLE-FIXED	Number Engi			S	itall Warnir	ng System	- YES
Max Gross Wt - 3800		- RECIP-FUEL	. INJECTED				
No. of Seats - 6	Rated Power	- 300 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu			ON AIR	PORT		
Method - N/A	SAME AS AC	C/INC					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	KWIGILLINO	K,AK		BETHEL			
Wind Dir/Speed- 030/016 KTS						36	150
Visibility - 20.0 SM					Lth/Wid -		150
Lowest Sky/Clouds - 6000 FT SCATT					Surface -		
Lowest Ceiling - 10000 FT OVERC Obstructions to Vision- NONE		ndg - NONE		Runway	Status -	DRY	
Precipitation - NONE	Type Apch/Lh	ag - NUNE					
Condition of Light - NIGHT(DARK)							
Personnel Information							
Pilot-In-Command	Age - 41 Biennial Flight Re	Medical	Certificate	e – VALID	MEDICAL-NO	WAIVERS	/LIMIT
	Biennial Flight Re	view	Fligh	t Time (⊦	lours)		
COMMERCIAL		- UNK/NR Tot					0
SE LAND, ME LAND	Months Since		e/Model-				11
	Aircraft Type	-UNK/NR Ins Mul	ti-Eng -) Days-	19
Instrument Rating(s) - AIRPLANE							

THE PILOT WAS AN AIRCRAFT MECHANIC FOR THE OPERATOR OF THE AIRPLANE, AND WAS ENROUTE TO ANOTHER AIRPORT TO REPAIR A COMPANY AIRPLANE. THE PILOT STATED THAT HE DID NOT DO A COMPLETE JOB OF PREFLIGHTING THE AIRPLANE, AND ATTEMPTED TO TAKEOFF WITH THE CONTROL WHEEL LOCK (A NAIL) STILL IN PLACE. HE TRIED UNSUCCESSFULLY TO REMOVE THE NAIL, AND THEN TRIED TO ABORT THE TAKEOFF, BUT WAS UNABLE TO STOP THE AIRPLANE BEFORE IT RAN OFF THE END OF THE RUNWAY AND NOSED OVER.

Brief of Accident (Continued) 9/09/88 A/C Reg. No. N6470H Time (Lcl) - 2158 ADT File No. - 988 BETHEL,AK Occurrence #1 OVERRUN Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FLIGHT CONTROL, GUST LOCK - ENGAGED 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND 4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND 5. LIGHT CONDITION - DARK NIGHT _____ Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN ----Probable Cause----

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 987 9/11/88 FAI	- 987 9/11/88 FAIRBANKS,AK A/C Reg. No.			N3148M Time (Lcl) - 1800 ADT				
Basic Information Type Operating Certificate-NONE (GENE		craft Damage			Injur			
Type operating ber threate home (dent		BSTANTIAL		Fatal	Serious		None	
Type of Operation -PERSONAL	Fir		Crew	0	0		1	
Flight Conducted Under -14 CFR 91	NO	-	Pass	õ	õ	õ	1	
Accident Occurred During -LANDING				Ū	Ū	Ũ	·	
Aircraft Information								
Make/Model - PIPER PA-12	Eng Make/Model	- LYCOMING 0-320	-B2B	ELT	Installed/A	ctivated	- YES/NO	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines				tall Warnin	g System	- NO	
Max Gross Wt - 1935		- RECIPROCATING-	CARBURE	TOR				
No. of Seats - 2	Rated Power	- 160 HP						
Environment/Operations Information	T t t t t t t t t t t			• • • • • • •	D			
leather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFI				UFF AI	RPORT/STRIP			
Method - N/A	SAME AS ACC/IN	C						
Completeness - N/A	Destination			Airport D	ata			
Basic Weather - VMC	LOCAL			_				
Wind Dir/Speed- LIGHT AND VARIABLE						N/A		
Visibility - UNK/NR	ATC/Airspace					N/A		
Lowest Sky/Clouds - 5000 FT SC					Surface -			
Lowest Ceiling - NONE	Type of Clearanc			Runway	Status -	N/A		
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP						
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 34	Medical Cer	tificat	e - VALTD	MEDICAL-WA	TVERS/LIT	тт	
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H		11200/210		
PRIVATE	Current - YE					Hrs -	1	
SE LAND, SE SEA	Months Since - 3		-	160			24	
of this, of oth	Aircraft Type - PA			13			50	
					Luci 30			

Instrument Rating(s) - NONE

----Narrative----

THE PRIVATE PILOT STATED THAT HE WAS ATTEMPTING TO LAND ON A GRAVEL BAR WHEN THE AIRPLANE ENCOUNTERED A SOFT SPOT AND NOSED OVER. HE SAID THAT A CONTRIBUTING FACTOR IN THE ACCIDENT WAS THAT HE HAD APPLIED HIS BRAKES TOO STRONGLY EARLY IN THE LANDING ROLL, AND HAD LOCKED THE BRAKES PRIOR TO ENCOUNTERING THE SOFT SPOT, ACCENTUATING THE TENDENCY FOR THE AIRPLANE TO NOSE OVER.

		Brief of	Accident (Continued)		
File No 98	9/11/88	FAIRBANKS,AK	A/C Reg. No. N	N3148M	Time (Lc1) - 1800 ADT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - LANDING - ROLL	ON GROUND			
Finding(s) 1. TERRAIN CONDITIC 2. BRAKES(NORMAL) 3. UNSUITABLE TERRA	- IMPROPER USE OF	- PILOT IN COMMAND LOT IN COMMAND			
	NOSE OVER LANDING - ROLL				
Probable Cause	-		· · · · · · · · · · · · · · · · · · ·		· · · ·

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

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

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

	TNA,AK A/C						
Basic Information Type Operating Certificate-NONE (GENERA		ft Damage ANTIAL	Fatal	Injuries Fatal Serious Minor Non			
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Cre	ew O ss O	1 0	0 0	0	
Aircraft Information Make/Model - CESSNA 188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4000 No. of Seats - 1	Eng Make/Model - C Number Engines - Engine Type - R Rated Power -	ONTINENTAL IO-520 1 ECIP-FUEL INJECTEI	ELT	Installed/A Stall Warnin	ctivated		
Environment/Operations Information Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	,	t		IRPORT/STRIP			
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport [
Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	- NONE	Runway Runway Runway	/ Ident - / Lth/Wid - / Surface - / Status -	N/A DIRT SOFT		
Personnel Information Pilot-In-Command	Age - 45	Medical Certific	cate - VALI	MEDICAL-NO			
Certificate(s)/Rating(s) ATP	Biennial Flight Review Current - UNK/N	IR Total -		Last 24	Hrs - UN		
SE LAND,ME LAND,SE SEA HELICOPTER	Months Since - UNK/N Aircraft Type - UNK/N	•	UNK/NR	Last 90	Days- UN Days- UN aft -	K/NR	
Instrument Rating(s) - AIRPLANE,HE	LICOPTER						

THE AIRLINE TRANSPORT RATED FILOT WAS FLYING A LOAD OF GASOLINE IN A CROP DUSTER TYPE AIRPLANE TO A RESIDENCE IN RURAL ALASKA. THE LANDING SITE WAS A RIVER SAND BAR LOCATED NEAR THE RESIDENCE. THE PILOT STATED, AND WITNESSES CONCUR, THAT THE AIRPLANE'S MAIN LANDING GEAR ENCOUNTERED A SOFT SPOT DURING THE LANDING ROLL AND NOSED OVER. THE PILOT SUFFERED SERIOUS NECK INJURIES IN THE MISHAP. ANOTHER PILOT, WHO WAS ALSO ENGAGED IN HAULING GASOLINE TO THE SAME SITE, SAYS THAT THE ACCIDENT AIRPLANE LANDED OFF TO ONE SIDE FROM THE AREA GENERALLY USED AS A LANDING SITE.

Brief of Accident (Continued)

File No 9	86 9/11/88	SKWENTNA, AK	A/C Reg. No. N9037R	Time (Lcl) - 1415 ADT
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. TERRAIN CONDITI 2. DIRECTIONAL C 3. UNSUITABLE TERR	ONTROL - NOT MAINT	AINED - PILOT IN CO LOT IN COMMAND	IMMAND	
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo is/are finding(s) 2		rd determines that	the Probable Cause(s) of this accid	dent

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (G		Aircraft Damac	10		Inju	rios	
Type operating certificate None (G	LNERAL AVIATION)	SUBSTANTIAL	je f	atal	Serious		None
Type of Operation -PERSONA	L	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							· · · · ·
Make/Model - CHAMPION 7GCBC		Model - LYCOMING	0-320-A2B		installed/		
Landing Gear - TAILWHEEL-ALL FIXE		ngines – 1 /pe – RECIPROCA			all Warniı	ng System	n - NU
Max Gross Wt - 1650 No. of Seats - 2		ver - 150 HF		K			
Environment/Operations Information			•				
Weather Data Wx Briefing - NO RECORD OF BRI	Itinerary	rture Point			Proximity RPORT/STRI	D	
Method N/A	BROOKS F			UFF AIM	CFURI/SIRI	F	
Completeness - N/A	Destination		Air	port Da	ata		
Basic Weather - VMC	SAME AS			F			
Wind Dir/Speed- 070/010 KTS				Runway	Ident ·	- N/A	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid	- N/A	
Lowest Sky/Clouds - 5000 FT	SCATTERED Type of Fi	light Plan - NONE				- N/A	
Lowest Ceiling - NONE	Type of Ci Type Apch/	learance - NONE		Runway	Status	- N/A	
Obstructions to Vision- NONE Precipitation - NONE	lype Apch/	Lindg - FURCE	D LANDING				
Precipitation - NONE Condition of Light - NIGHT(DA	RK)						
Personnel Information Pilot-In-Command	Age - 44	Medica	al Certificate ·	- VALTO	MEDICAL-NO	O WATVERS	S/LIMIT
Certificate(s)/Rating(s)			Flight				,
PRIVATE	Current	- YES To	otal - 160	00	Last 24	4 Hrs -	6
SE LAND	Months Since	e – 4 Ma	ke/Model- 140	00	Last 30	0 Days-	
	Aircraft Typ	be - 7GCBC Ir Mu	strument- UNK/N	NR	Last 90	0 Days-	
		Mu	ılti-Eng - UNK∕N	NR	Rotorci	raft - l	JNK/NR
Instrument Rating(s) - NONE				•			
Narrative PRIVATE PILOT AND HIS SON WERE RETUR							
MPTED AN EMERGENCY LANDING ON AN UNL						HE	
OACH. THE AIRPLANE LANDED HARD ON TH							
DT SAID THAT HE HAD ELECTED TO DEVIAT							

File No. - 985 9/11/88 FAIRBANKS.AK A/C Reg. No. N3059G Time (Lcl) - 2220 ADT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND ·_____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ------------Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. LIGHT CONDITION - DARK NIGHT 4. OBJECT - WIRE, TRANSMISSION ----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. - 997 9/11/88 RUTH LAKE, AK A/C Reg. No. N67207 Time (Lc1) - 1600 ADT ----Basic Information----Type Operating Certificate-ON-DEMAND AIR TAXI Aircraft Damage Iniuries Name of Carrier -BRANCH RIVER AIR SERVICE SUBSTANTIAL Fatal Serious Minor None Type of Operation -NON SCHED, DOMESTIC, PASSENGER 0 Fire Crew 0 0 1 Flight Conducted Under -14 CFR 135 NONE 0 0 0 2 Pass Accident Occurred During -LANDING _____ ----Aircraft Information----Make/Model - DEHAVILLAND DHC-2 ELT Installed/Activated - YES/YES Eng Make/Model - P & W R-985-AN1 Landing Gear - FLOAT Number Engines - 1 Stall Warning System - NO Max Gross Wt - 5090 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 8 Rated Power - 450 HP . ---Environment/Operations Information----Weather Data Itinerary Airport Proximity - FSS Wx Briefina Last Departure Point OFF AIRPORT/STRIP Method - IN PERSON KING SALMON,AK Completeness - UNK/NR Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- VARIABLE/007 KTS Runwa∨ Ident - N/A Visibility ~ 20.0 SM ATC/Airspace Runway Lth/Wid - N/A Runway Surface - WATER Lowest Sky/Clouds -N/A Type of Flight Plan - VFR Lowest Ceiling -2500 FT BROKEN Type of Clearance - NONE Runway Status - WATER-CALM Type Apch/Lndg Obstructions to Vision- NONE - FULL STOP Precipitation - NONE Condition of Light - DAYLIGHT --Personnel Information----Pilot-In-Command Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Age -49 Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES - 8900 Last 24 Hrs -2 COMMERCIAL, ATP Total Last 30 Days-SE LAND.ME LAND.SE SEA Months Since - 3 Make/Model-2700 127 Aircraft Type - UNK/NR Instrument-320 Last 90 Days-369 Multi-Eng -350 Instrument Rating(s) - AIRPLANE

----Narrative----

THE AIR TAXI PILOT WAS ATTEMPTING TO LAND HIS FLOAT-EQUIPPED AIRPLANE ON A REMOTE MOUNTAIN LAKE IN GUSTY WIND CONDITIONS. HE STATED THAT HE TOUCHED DOWN WITH A TAILWIND COMPONENT OF APPROXIMATELY 5 KNOTS, BUT THAT THE TAILWIND INCREASED RAPIDLY DURING A GUST, CAUSING THE AIRPLANE TO DECELERATE MUCH LESS QUICKLY THAN HE HAD ANTICIPATED. THE AIRPLANE STRUCK THE BEACH WITH ENOUGH FORWARD VELOCITY TO CAUSE IT TO NOSE OVER.

PAGE 18

File No 9	97 9/11/88	RUTH LAKE,AK	A/C Reg. No. N67207	Time (Lcl) - 1600 ADT	
Occurrence #1 Phase of Operation	OVERRUN LANDING - ROLL				
Finding(s) 1. IN-FLIGHT PLANN 2. DISTANCE - MISJ 3. WEATHER EVALUAT 4. WEATHER CONDITI	UDGED - PILOT IN C ION - INADEQUATE -		IAND		
Occurrence #2 Phase of Operation				· · · · · · · · · · · · · · · · · · ·	
Probable Cause					
The National Transpo	rtation Safety Boa	rd determines that th	ne Probable Cause(s) of this accid	ent	

is/are finding(s) 1,2

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

Brief of Accident

Name of Carrier-CAPE SMYTHE AIR SERVICESUBSTANTIALFatalSeriousMinorNorType of Operation-NON SCHED, DOMESTIC, PAX/CARGOFireCrew0001Flight Conducted Under-14 CFR 135NONEPass0003Accident Occurred During-LANDINGNONEPass0003-Accident Occurred During-LANDINGEng Make/Model - CONTINENTAL IO-520-DELT Installed/Activated - YES/-Aircraft InformationMake/Model - COSSNA 185FEng Make/Model - CONTINENTAL IO-520-DELT Installed/Activated - YES/Landing Gear- TAILWHEEL-ALL FIXEDNumber Engines - 1Stall Warning System - YESMax Gross Wt- 3350Engine Type- RECIP-FUEL INJECTEDStall Warning System - YESNo. of Seats-4Rated Power- 300 HP-Environment/Operations InformationWeather DataOFF AIRPORT/STRIPWeather DataItineraryAirport ProximityWs Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/ADestinationAirport DataBasic Weather- VMCSAME AS ACC/INCRunway Ident- N/AWind Dir/SpeedLIGHT AND VARIABLEType of Flight Plan- VFRRunway SurfaceGRASS/TURFLowest Sky/Clouds- N/AType of Clearance- NONERunway Status- SOFTObstructions to Vision-BLOWING SNOWType Apch/Lndg- NONE- SOFT </th <th>-Basic Information</th> <th></th> <th>Aineneft De</th> <th>ma 20</th> <th></th> <th>Traiur</th> <th>ioc</th> <th></th>	-Basic Information		Aineneft De	ma 20		Traiur	ioc	
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 185F Eng Make/Model - CONTINENTAL IO-520-D ELT Installed/Activated - YES/ Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3350 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Mathed - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Runway Ident - N/A Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 5.0 SM ATC/Airspace Runway Light - N/A Lowest Sky/Clouds - N/A Type of Flight Plan - VFR Runway Surface - GRASS/TURF Lowest Sky/Clouds - N/A Type of Clearance - NONE Runway Status - SOFT Obstructions to Vision- BLOWING SNOW Precipitation - SNOW Condition of Light - DAVLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR Aircoraft Type - 200 Last 30 Days- UNK/NR	Type Operating Certificate-COMMUTER Name of Carrier	ATR SERVICE			Fatal			None
Accident Occurred During -LANDING Aircraft Information Make/Model - CESSNA 185F Eng Make/Model - CONTINENTAL IO-520-D ELT Installed/Activated - YES/ Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3350 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Mathed - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Runway Ident - N/A Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 5.0 SM ATC/Airspace Runway Light - N/A Lowest Sky/Clouds - N/A Type of Flight Plan - VFR Runway Surface - GRASS/TURF Lowest Sky/Clouds - N/A Type of Clearance - NONE Runway Status - SOFT Obstructions to Vision- BLOWING SNOW Precipitation - SNOW Condition of Light - DAVLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR Aircoraft Type - 200 Last 30 Days- UNK/NR	Type of Operation -NON SCHED, DO	MESTIC, PAX/CARGO			w O	0	0	1
-Aircraft Information Make/Model - CESSNA 185F Landing Gear - TAILWHEEL-ALL FIXED No. of Seats - 4 	Flight Conducted Under -14 CFR 135		NONE	Pas	s O	0	0	3
Landing Gear - TAILWHELE-ALL FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3350 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Runway Ident - N/A Lowest Sky/Clouds - N/A Type of Flight Plan - VFR Runway Lth/Wid - N/A Lowest Sky/Clouds - N/A Type of Clearance - NONE Runway Status - SOFT Obstructions to Vision - BLOWING SNOW Type Apch/Lndg - NONE Precipitation - SNOW Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR SE LAND, SE SEA MC	Accident Occurred During -LANDING							
Landing Gear - TAILWHELE-ALL FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3350 Engine Type - RECIP-FUEL INJECTED No. of Seats - 4 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Runway Ident - N/A Lowest Sky/Clouds - N/A Type of Flight Plan - VFR Runway Lth/Wid - N/A Lowest Sky/Clouds - N/A Type of Clearance - NONE Runway Status - SOFT Obstructions to Vision - BLOWING SNOW Type Apch/Lndg - NONE Precipitation - SNOW Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR SE LAND,SE SEA MC						_		
Max Gröss Wt - 3350 No. of Seats - 4 Engine Type - RECIP-FUEL INJECTED Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Last Departure Point BARROW,AK Airport Proximity OFF AIRPORT/STRIP Wethod - N/A Completeness - N/A Destination Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Runway Ident - N/A Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 5.0 Dowest Sky/Clouds - N/A Type of Flight Plan - VFR Runway Surface - GRASS/TURF Lowest Ceiling - 700 FT BROKEN Obstructions to Vision- BLOWING SNOW Precipitation - SNOW Condition of Light - DAYLIGHT Type of Clearance - NONE Type Apch/Lndg - NONE Runway Status - SOFT Wedical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Diennial Flight Review Flight Time (Hours) Flight Time (Hours) COMMERCIAL SE LAND,SE SEA Current - YES Months Since - 3 Make/Model - 200 Last 30 Days - UNK/NR Aircraft Type - C-207 Make/Model - 200 Last 30 Days - UNK/NR								
No. of Seats -ARated Power-300 HPEnvironment/Operations Information Weather DataItineraryAirport ProximityWx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point BARROW.AKOFF AIRPORT/STRIP OFF AIRPORT/STRIPMethod- N/ABARROW.AKOFF AIRPORT/STRIPMethod- N/ADestinationAirport DataBasic Weather- VMCSAME AS ACC/INCRunway Ident- N/AWind Dir/Speed- LIGHT AND VARIABLEATC/AirspaceRunway Ident- N/AVisibility- 5.0SMATC/AirspaceRunway Surface- GRASS/TURFLowest Sky/Clouds- N/AType of Flight Plan- VFRRunway Surface- GRASS/TURFLowest Ceiling- 700 FT BROKENType of Clearance- NONERunway Status- SOFTObstructions to Vision- BLOWING SNOW Condition of Light- DAYLIGHT- NONERunway Status- SOFTPersonnel Information Pilot-In-Command Certificate(s)/Rating(s)Age - 37 Biennial Flight ReviewMedical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Gurrent- 3500 Last 24 Hrs - UNK/NR Aircraft Type - C-207- 3500 Itast 20 Last 30 Days- UNK/NR Aircraft Type - C-207						tall warnir	ng system	- YES
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A BARROW,AK OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Runway Ident - N/A Wind Dir/Speed-LIGHT AND VARIABLE Runway Lth/Wid - N/A Runway Surface - RASS/TURF Lowest Sky/Clouds N/A Type of Flight Plan - VFR Runway Surface - GRASS/TURF Lowest Ceiling - 700 FT BROKEN Type of Clearance - NONE Runway Status - SOFT Obstructions to Vision BLOWING SNOW Type Apch/Lndg - NONE Runway Status - SOFT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR SE LAND,SE SEA Months Since - 3 Make/Model- 200 Last 30 Days- UNK/NR								
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A BARROW,AK OFF AIRPORT/STRIP Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Runway Ident - N/A Wind Dir/Speed LIGHT AND VARIABLE Runway Ident - N/A Visibility - 5.0 SM ATC/Airspace Runway Surface - GRASS/TURF Lowest Sky/Clouds N/A Type of Flight Plan - VFR Runway Surface - GRASS/TURF Lowest Ceiling - 700 FT BROKEN Type of Clearance - NONE Runway Status - SOFT Obstructions to Vision BLOWING SNOW Type Apch/Lndg - NONE Runway Status - SOFT Precipitation - SNOW - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR SE LAND,SE SEA Months Since <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>								
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A BARROW, AK Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Runway Ident - N/A Wind Dir/Speed- LIGHT AND VARIABLE ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - N/A Type of Flight Plan - VFR Runway Surface - GRASS/TURF Lowest Ceiling - 700 FT BROKEN Type of Clearance - NONE - SOFT Obstructions to Vision- BLOWING SNOW Type Apch/Lndg - NONE - SOFT Precipitation - SNW Type Apch/Lndg - NONE Condition of Light - DAYLIGHT - - Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR SE LAND, S	· ·	Itinerary			Airport	Proximitv		
Method- N/ABARROW,AKCompletenessN/ADestinationAirport DataBasic Weather- VMCSAME AS ACC/INCRunway Ident- N/AWind Dir/Speed-LIGHT AND VARIABLERunway Ident- N/AVisibility- 5.0SMATC/AirspaceRunway Lth/Wid- N/ALowest Sky/Clouds- N/AType of Flight Plan- VFRRunway Surface- GRASS/TURFLowest Ceiling- 700 FT BROKENType of Clearance- NONERunway Status- SOFTObstructions to Vision-BLOWING SNOWType Apch/Lndg- NONE- NONE- SOFTObstruction of Light- DAYLIGHT- SNOW- OAYLIGHT			ure Point				>	
Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- LIGHT AND VARIABLE Runway Ident - N/A Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - N/A Type of Flight Plan - VFR Runway Surface - GRASS/TURF Lowest Ceiling - 700 FT BROKEN Type of Clearance - NONE Runway Status - SOFT Obstructions to Vision- BLOWING SNOW Type Apch/Lndg - NONE Runway Status - SOFT Personnel Information - SNOW - Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - UNK/NR COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR SE LAND, SE SEA Months Since - 3 Make/Model- 200 Last 30 Days- UNK/NR	Method - N/A	BARROW,AK						
Wind Dir/Speed- LIGHT AND VARIABLERunway IdentN/AVisibility-5.0SMATC/AirspaceRunway Lth/Wid-N/ALowest Sky/Clouds-N/AType of Flight Plan- VFRRunway Surface-GRASS/TURFLowest Ceiling-700 FT BROKENType of Clearance-NONERunway Status-SOFTObstructions to Vision-BLOWING SNOWType Apch/Lndg-NONE-SOFTObstructions to Vision-BLOWING SNOWType Apch/Lndg-NONE-Precipitation-SNOW-SOFTPersonnel InformationAge -37Medical Certificate -VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)-OMARS Since -3Make/Model-200Last 24 Hrs -UNK/NRSE LAND, SE SEAMonths Since -3Make/Model-200Last 30 Days-UNK/NR					Airport D	ata		
Visibility - 5.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - N/A Type of Flight Plan - VFR Runway Surface - GRASS/TURF Lowest Ceiling - 700 FT BROKEN Type of Clearance - NONE Runway Status - SOFT Obstructions to Vision- BLOWING SNOW Type Apch/Lndg - NONE Runway Status - SOFT Obstructions of Light - SNOW - NONE - SOFT Personnel Information - Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR SE LAND, SE SEA Months Since - 3 Make/Model- 200 Last 30 Days - UNK/NR		SAME AS AC	C/INC		Bubbook	Idont	- NI/A	
Lowest Sky/Clouds - N/A Type of Flight Plan - VFR Runway Surface - GRASS/TURF Lowest Ceiling - 700 FT BROKEN Type of Clearance - NONE Runway Status - SOFT Obstructions to Vision- BLOWING SNOW Type Apch/Lndg - NONE Precipitation - SNOW Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR SE LAND,SE SEA Months Since - 3 Make/Model- 200 Last 30 Days- UNK/NR Aircraft Type - C-207 Instrument- 120 Last 90 Days- UNK/NR		ATC/Airspace						
Obstructions to Vision- BLOWING SNOW Type Apch/Lndg - NONE Precipitation - SNOW - OAYLIGHT Personnel Information Pilot-In-Command Age - 37 Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES SE LAND, SE SEA Months Since - 3 Make/Model- 200 Last 30 Days- UNK/NR			ght Plan - VF	R				RF
Precipitation - SNOW Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR SE LAND,SE SEA Months Since - 3 Make/Model - 200 Last 30 Days- UNK/NR Aircraft Type - C-207 Instrument- 120 Last 90 Days- UNK/NR	Lowest Ceiling - 700 FT BROK	EN Type of Clea			Runway	Status -	- SOFT	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR SE LAND,SE SEA Months Since - 3 Make/Model - 200 Last 30 Days- UNK/NR Aircraft Type - C-207 Instrument- 120 Last 90 Days- UNK/NR		Type Apch/Lr	ndg - NC	NE				
Personnel Information Pilot-In-Command Age - 37 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR SE LAND,SE SEA Months Since - 3 Make/Model- 200 Last 30 Days- UNK/NR Aircraft Type - C-207 Instrument- 120 Last 90 Days- UNK/NR								
Pilot-In-CommandAge -37Medical Certificate -VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent- YESTotal- 3500Last 24 Hrs - UNK/NRSE LAND,SE SEAMonths Since -3Make/Model-200Last 30 Days- UNK/NRAircraft Type -C-207Instrument-120Last 90 Days- UNK/NR	Condition of Light - DAYLIGH							
COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR SE LAND,SE SEA Months Since - 3 Make/Model- 200 Last 30 Days- UNK/NR Aircraft Type - C-207 Instrument- 120 Last 90 Days- UNK/NR		1 ma 07	Maa	ingl Contifie				TMTT
COMMERCIAL Current - YES Total - 3500 Last 24 Hrs - UNK/NR SE LAND,SE SEA Months Since - 3 Make/Model- 200 Last 30 Days- UNK/NR Aircraft Type - C-207 Instrument- 120 Last 90 Days- UNK/NR		Age - 37 Biennial Flight Re	Mec	Flin	ale - VALID abt Time (H	MEDICAL-NU	J WAIVERS/	
SE LAND,SE SEA Months Since - 3 Make/Model- 200 Last 30 Days- UNK/NR Aircraft Type - C-207 Instrument- 120 Last 90 Days- UNK/NR		Current	- YES	Total -	3500	Last 24	4 Hrs - UN	K/NR
Aircraft Type - C-207 Instrument- 120 Last 90 Days- UNK/NR	SE LAND, SE SEA	Months Since	- 3	Make/Model-	200	Last 30		
		Aircraft Type	- C-207	Instrument-	120	Last 90) Days- UN	
Instrument Rating(s) - AIRPLANE	Instrument Rating(s) - AIRPLANE							

Brief of Accident (Continued)									
File No 9	96 9/21/88	CHIP RIVER,AK	A/C Reg. N	o. N61500	Time (Lc1) - 0947 ADT				
Occurrence #1 Phase of Operation	LOSS OF CONTROL - LANDING - ROLL	ON GROUND							
_	RRAIN - SELECTED - I	PILOT IN COMMAND DPER - PILOT IN COMMA							
Occurrence #2 Phase of Operation	NOSE OVER LANDING - ROLL								
Probable Cause									
The National Transpo is/are finding(s) 2		d determines that the	e Probable Cause(s) of this accic	dent				

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

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Brief of Accident

			4724M 				
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	F	ircraft Damage SUBSTANTIAL ire NONE	Crew Pass	Fatal O O	Injur Serious O O		None O 1
Accident Occurred During -DESCENT							
Aircraft Information Make/Model - PIPER PA-11 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Number Engine	- RECIPROCATI		S	Installed/A tall Warnin		
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/	INC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- CALM	LOCAL				*		
Visibility - 40.0 SM	ATC /A imposed					N/A	
Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight				Lth/Wid - Surface -	•	
Lowest Ceiling - NONE	Type of Cleara				Status -		
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg			Kuliway	Status	N/ A	
Personnel Information							
Pilot-In-Command	Age - 50		Certificat				
Certificate(s)/Rating(s)	Biennial Flight Revi	ew	Fligh	nt Time (H	ours)		
NONE		N/A Tota		100	Last 24		2
	Months Since - I	N/A Make N/A Inst	/Model- rument-	60	Last 30		5
	Aircraft Type - I	N/A INST	rument-	0	Last 90	Days-	10
Instrument Rating(s) - NONE							

THE AIRPLANE WAS AT APPROXIMATELY 250 TO 300 FEET ABOVE SEA LEVEL, AND WAS EXECUTING A 360 DEGREE TURN TO THE LEFT WHEN THE AIRPLANE STALLED AND CRASHED IN THE RIVER. THE PILOT REPORTED THAT HE HAS NEVER HELD A FAA PILOT OR MEDICAL CERTIFICATE.

Brief of Accident (Continued)									
File No 8	84 10/02/88	LEVELOCK,AK	A/C Reg. No. N472	24M Ti	me (Lcl) - 1545 ADT				
Occurrence #1 Phase of Operation	LOSS OF CONTROL - MANEUVERING	IN FLIGHT							
Finding(s) 1. AIRCRAFT HANDLI 2. STALL - NOT UND	NG - IMPROPER - UNG ERSTOOD - UNQUALIFI	_							
Occurrence #2 Phase of Operation		-	R						
Probable Cause					· · · · · · · · · · · · · · · · · · ·				
The N									

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

Brief of Accident

File No 885 10/0	3/88 KODIAK,AK		A/C Reg. No	. N122SC	Time (Lc1) - 1500 ADT			
Basic Information Type Operating Certificate Name of Carrier Type of Operation Flight Conducted Under Accident Occurred During	-ON-DEMAND AIR TAX -PENINSULA AIRWAYS -NON SCHED,DOMESTI -14 CFR 135 -DESCENT	I , INC. C,PASSENGER	Aircraft Dama SUBSTANTIAL Fire NONE	lge Crew Pass	-			None O O
Aircraft Information Make/Model - CESSNA 206 Landing Gear - FLOAT Max Gross Wt - 3500 No. of Seats - 6		Number Engir	- RECIP-FU	EL INJECTED	S	Installed/A tall Warnir	ng System	- YES
Environment/Operations Infor Weather Data Wx Briefing - NO RECOR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/010 Visibility - 10.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	CD OF BRIEFING KTS SM N/A 1500 FT OVERCAST NONE		Y,AK C/INC nt Plan - COMP		OFF AI Airport D Runway Runway Runway		N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND,SE SEA	Bier	- 40 nial Flight Rev Current - Months Since - Aircraft Type -	view -YES T -1 M -C-206 I	'otal -	ht Time (H 6700 3750 60	ours) Last 24		1 1 75 240
Instrument Rating(s)	- AIRPLANE							

File No	885 10/03/88	KODIAK,AK	A/C Reg. No. N122SC	Time (Lc1) - 1500 ADT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL - MANEUVERING	IN FLIGHT	· · · · · · · · · · · · · · · · · · ·		
	ION - HIGH WIND DLING - IMPROPER - F MAINTAINED - PILOT				
Occurrence #2 Phase of Operation		ON WITH TERRAIN/WATER OLLED			
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

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Basic Information	TAXI Aincreft	Domovio		Todium	ine	
Type Operating Certificate-ON-DEMAND AI	R TAXI Aircraft SUBSTANT		Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew			0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	õ		1
Accident Occurred During -LANDING					-	
-Aircraft Information						
Make/Model - DEHAVILLAND DHC-3	3 .	W R-1340	ELT I	nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			all Warnin	ig System	- YES
Max Gross Wt - 8000 No. of Seats - 9	Engine Type - RECI		ETOR			
	Rated Power - 6	00 HP 				
-Environment/Operations Information						
Weather Data	Itinerary		Airport P			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point PORT ALSWORTH.AK		ON AIRS	IRIP		
Completeness - N/A	Destination		Airport Da	+ -		
Basic Weather - VMC	SAME AS ACC/INC			STRIP		
Wind Dir/Speed- 006 KTS	SAME AS ACC/ INC				UNK/NR	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Skv/Clouds - UNK/NR	Type of Flight Plan -	NONE		Surface -		
Lowest Ceiling - UNK/NR	Type of Clearance -		Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg -	FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 41 N Biennial Flight Review	edical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (Ho	urs)		
COMMERCIAL	Current - UNK/NR				Hrs - UN	
SE LAND,ME LAND,SE SEA HELICOPTER	Months Since - UNK/NR	Make/Model-		Last 30	Days- UN	
HELICOPTER	Aircraft Type - UNK/NR	Multi-Eng - U	NK/NR	Rotorcr	aft - UN	K/NR K/NR
Instrument Rating(s) - NONE						
-Narrative		N RURAL ALASKA.				

Brief of Accident (Continued) Time (Lcl) - 1600 ADT File No. - 995 10/11/88 BONANZA HILLS,AK A/C Reg. No. N90574 _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - SNOW COVERED 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND _____ _________ Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL ----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircrat	ft Damage		Iniur	ies	
	•	ANTIAL	Fatal	-		None
Type of Operation -PERSONAL	Fire	Crew	0	0	-	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
Accident occurred buring -LANDING						
-Aircraft Information	<u>,</u>					
Make/Model - CESSNA 180		NTINENTAL 0-470-U				
Landing Gear - TAILWHEEL-ALL FIXED				all Warnin	g Syster.	- YES
Max Gross Wt - 2800 No. of Seats - 4	Rated Power -	ECIPROCATING-CARBURE	IUR			
Environment/Operations Information	-					
Weather Data	Itinerary	L	Airport F			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point ANCHORAGE,AK	C	UFF AIN	PORT/STRIP		
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- CALM			Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	SOFT	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 41	Medical Certificat				1 T 84 T T
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (Ho		WAIVER5/	
PRIVATE		- · · ·	734	Last 24	Hrs -	2
SE LAND	Months Since - 23	Make/Model-	573	Last 30	Days-	20
	Aircraft Type - C-180	Instrument- UN Multi-Eng - UN	K/NR	Last 90	Days-	50
		Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - NONE						
-Narrative						
PRIVATE PILOT WAS ATTEMPTING TO LAND HIS	CESSNA 180 AIRPLANE ON THE	BEACH NEAR SELDOVIA	, AK. THE	MAIN		
DING GEAR ENCOUNTERED A SOFT SPOT DURING T	HE LANDING ROLL AND THE AT	RPLANE NOSED OVER	AFTERWARD	THE PILOT		

Brief of Accident (Continued)									
File No	994 1	0/21/88	SELDOVIA,AK	A/C Reg.	No. N820AK	Time (Lcl) - 1700 ADT			
Occurrence #1 Phase of Operation			- ON GROUND						
Finding(s) 1. TERRAIN CONDI 2. UNSUITABLE	-	ELECTED -	PILOT IN COMMAND						
Occurrence #2 Phase of Operation									
Probable Cause									
The National Trans is/are finding(s)		afety Boa	rd determines that	t the Probable Cause	(s) of this ac	cident			
Factor(s) relating	to this ac	cident is	/are finding(s)	1					

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)	Aircraft Dam	ade		Injur	ries	
Type operating ber throate none (denergy		SUBSTANTIAL		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Cre	ew O	1	0	0
Flight Conducted Under -14 CFR 91		ON GROUND	Pas	is O	1	0	0
Accident Occurred During -DESCENT							
-Aircraft Information							
Make/Model - PIPER PA-18		odel - LYCOMIN	G 0-320-A2A		Installed/#		
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng				tall Warnin	ng System	n - NO
Max Gross Wt - 1750		e - RECIPRO		IRETOR			
No. of Seats - 2	Rated Powe	r - 150	HP 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRI)	
Method - N/A	SAME AS A						
Completeness - N/A	Destination LOCAL			Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- CALM	LUCAL			Ририал	Ident -	- N/A	
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR		ght Plan - NON	F		Surface -		
Lowest Ceiling - NONE		arance - NON		,	-	- N/A	
Obstructions to Vision- NONE		ndg - NON					
Precipitation - NONE	2	-					
Condition of Light - DAYLIGHT							
 -Personnel Information							
Pilot-In-Command	Age - 44	Medi	cal Certific) WAIVERS	S/LIMIT
Certificate(s)/Rating(s)				ght Time (⊦			
PRIVATE	Current	- UNK/NR	Total -				
SE LAND	Months Since	- UNK/NR	Make/Model-	UNK/NR	Last 30) Days- L	
	Aircraft Type	- UNK/NR	Instrument- Multi-Eng -		Last 90) Days- L raft - L	
			Multi-Eng -	UNK/NR	Rotorci	rart - L	JNK/NR
Instrument Rating(s) - NONE							
-Narrative					0.00401150		
PRIVATE PILOT AND HIS ADULT MALE PASSENGE BURNED FOLLOWING A LOW ALTITUDE STALL AND							
THAT HE WAS SHOWING A LOW ALTITUDE STALL AND						r	
Y WERE NOT INJURED ON IMPACT, BUT DURING T						I	

Brief of Accident (Continued)									
File No 9	993 10/23/88	HUSLIA,AK	A/C Reg. No	D. N7688L	Time (Lcl) - 1100 ADT				
Occurrence #1 Phase of Operation	LOSS OF CONTROL MANEUVERING	- IN FLIGHT							
2. ALTITUDE - IMPR	TENTION - PILOT IN	MMAND							
Occurrence #2 Phase of Operation			TER						
Probable Cause									
The National Transpo is/are finding(s) 1		rd determines that t	the Probable Cause(s)) of this acc	ident				

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

Type of Operation -AERIAL APPLICATI Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING ircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3725 No. of Seats - 1 invironment/Operations Information leather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A	Eng Make/Model - P Number Engines - 1 Engine Type - RE Rated Power - Itinerary	Cre Pas W R-1340 CIPROCATING-CARBL	ew O ss O ELT S	Serious O O Installed//	0 0 Activate	1 0 ∋d - N0 -N/
Accident Occurred During -LANDING ircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3725 No. of Seats - 1 invironment/Operations Information leather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Eng Make/Model - P Number Engines - 1 Engine Type - RE Rated Power - Itinerary	Pas & W R-1340 CIPROCATING-CARBL	ELT S	Installed/	Activate	0
Accident Occurred During -LANDING ircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3725 No. of Seats - 1 invironment/Operations Information leather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Eng Make/Model - P Number Engines - 1 Engine Type - RE Rated Power - Itinerary	& W R-1340 CIPROCATING-CARBL	ELT S	Installed/	Activate	ed - NO -N/
Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3725 No. of Seats - 1 	Number Engines - 1 Engine Type - RE Rated Power - Itinerary	CIPROCATING-CARBL	S	Installed// tall Warnir	Activate ng Syste	≥d - NO -N, ≥m - YES
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3725 No. of Seats - 1 	Number Engines - 1 Engine Type - RE Rated Power - Itinerary	CIPROCATING-CARBL	S	Installed// tall Warnin	Activate ng Syste	∋d - NO -N, ∋m - YES
Max Gross Wt - 3725 No. of Seats - 1 Invironment/Operations Information leather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Engine Type - RE Rated Power - Itinerary	CIPROCATING-CARBL	IRETOR	itall Warnin	ng Syste	∋m − YES
No. of Seats - 1 Invironment/Operations Information leather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Rated Power -					
invironment/Operations Information leather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary					
leather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A						
Wx Briefing - NO RECORD OF BRIEFING Method - N/A				Dubicius		
Method - N/A	Last Departure Point			Proximity RPORT/STRI	D	
	GRUBBS, AR		UFF AI	KFURI/SIRII	-	
	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC					
Wind Dir/Speed- LIGHT AND VARIABLE				Ident		
Visibility - UNK/NR	ATC/Airspace	NONE		Lth/Wid		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			Surface · Status ·		
Obstructions to Vision- NONE	Type Apch/Lndg		Kanway	Julus	11/ 4	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
ersonnel Information Pilot-In-Command Age	- 16	Medical Contific				TMTT
Certificate(s)/Rating(s) Bie	e - 46 ennial Flight Review	Fli	ant Time (F	lours)	AIVER5/E	.1011
COMMERCIAL	Current - YES	Total -	6616	Last 24	4 Hrs -	
SE LAND	Months Since - 11	Make/Model-	3316	Last 30) Days-	
	Months Since - 11 Aircraft Type - UNK/NR	Instrument-	0	Last 90) Days-	
		Multi-Eng -	0	ROTOPCI	raft -	0
Instrument Rating(s) - NONE						
larrative						
ILOT STATED THAT HE EXPERIENCED A TOTAL LOSS NEAR GRUBBS, ARKANSAS. THE PILOT EXECUTED A				CULTURE		

File No	864	5/26/88	GRUBBS, AR	A/C Reg. No	. N4237	Time (Lcl) - 1500 CDT
Occurrence #1 Phase of Operation	-	DF ENGINE P FF - INITIA	· · ·	I-MECHANICAL		
Finding(s) 1. UNDETERMINED						
Occurrence #2 Phase of Operation	FORCE) LANDING NT - EMERGE	NCY			· · · · · · · · · · · · · · · · · · ·
Occurrence #3 Phase of Operation				WATER		
Finding(s) 2. TERRAIN CONDII	ION - WAT					
Probable Cause-						
The National Transr	ortation	Safety Boa	and determines that	t the Probable Cause(s)	of this accider	1

The National Transpor is/are finding(s) 1

File No 952 5/29/88 SILOAM	SPRINGS, AR	A/C Reg. No. N24	/C Reg. No. N246PC Time (Lcl) - 1930 C				
Basic Information Type Operating Certificate-NONE (GENERAL		Aircraft Damage			Injur	ioc	
Type uperating centificate-none (General	AVIATION)	SUBSTANTIAL	F	atal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE		. 0	õ	õ	Ó
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - PITTS S-2		del - LYCOMING IO-5	540-D4A5AB		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi			S	tall Warnin	g System	- YES
Max Gross Wt - 1575		e - RECIP-FUEL IN	NJECTED				
No. of Seats - 2	Rated Power	~ 300 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu			ON AIR	PORT		
Method - N/A	SAME AS AC	C/INC					
Completeness - N/A	Destination			port Da			
Basic Weather - VMC	FORT SMITH	1, AR			SPRINGS		
Wind Dir/Speed- 140/012 KTS						18	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds - 25000 FT SCATT					Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clea Type Apch/Lr	arance - NUNE		Runway	Status -	DRY	
UDSTRUCTIONS TO VISION- NUNE	Type Apch/Lr	ndg - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT	•						
Personnel Information Pilot-In-Command	Age - 33	Medical Ce	ontificato -				
Certificate(s)/Rating(s)	Age - 33 Rieppial Elight Po	eview	Flight T			WAIVER5/	LIMII
COMMERCIAL			- 149		Last 24	Hrs ~	2
SE LAND, ME LAND	Months Since		Model- 2			Days-	35
JE EAND, ME EAND	Aircraft Type		ument~ 34			Days-	75
	An oralle Type		-Eng - 40			Jayo	
Instrument Rating(s) - NONE							

THE PILOT SAID THAT AFTER TAKEOFF AND REACHING A SAFE ALTITUDE, HE MADE AN IMMEDIATE HARD LEFT TURN RESULTING IN A LOSS OF CONTROL. PILOT DID NOT RECOVER FROM THE RESULTANT STALL.

File No 95	5/29/88	SILOAM SPRINGS,AR	A/C Reg. No. N246PC	Time (Lc1) - 1930 CDT
Occurrence #1 Phase of Operation		L CLIMB		
Finding(s) 1. MANEUVER - EXCES 2. FLIGHT CONTROLS 3. STALL/MUSH - NOT	- IMPROPER USE OF	- PILOT IN COMMAND		
Occurrence´#2 Phase of Operation		ION WITH TERRAIN/WATER ROLLED		
Probable Cause				

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

Time (Lcl) - 1330 CDT File No. - 946 5/31/88 HICKORY RIDGE.AR A/C Reg. No. N9653 ----Basic Information----Type Operating Certificate-AGRICULTURAL AIRCRAFT Aircraft Damage Injuries DESTROYED Fatal Serious Minor None Type of Operation -AERIAL APPLICATION Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 137 ON GROUND Pass 0 0 0 0 Accident Occurred During -DESCENT ----Aircraft Information----Make/Model - GRUMMAN G-164A Eng Make/Model - P & W R-1340-AN1 ELT Installed/Activated - NO -N/A Number Engines - 1 Landing Gear - TAILWHEEL-ALL FIXED Stall Warning System - NO Max Gross Wt - 4500 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 600 HP _____ ----Environment/Operations Information----Weather Data Airport Proximity Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP - N/A Method WYNNE.AR Destination Completeness - N/A Airport Data Basic Weather - VMC LOCAL HESS PVT Wind Dir/Speed- 120/008 KTS Runway Ident - 36 Visibility - 20.0 SM ATC/Airspace Runway Lth/Wid - 2500/ 100 Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceilina – NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT _____ -Personnel Information----Pilot-In-Command 47 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Age -Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 2300 Last 24 Hrs -7 Make/Model- 1978 SE LAND Months Since - 11 Last 30 Davs-86 Aircraft Type - C-180 Instrument- UNK/NR Last 90 Days-86 Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE

----Narrative----

WHILE EXECUTING A STANDARD PROCEDURE AERIAL APPLICATION TURN AROUND MANEUVER, THE ACFT BEGAN TO SETTLE. THE PLT DUMPED HIS REMAINING CHEMICAL LOAD, BUT ACFT CONTINUED TO SETTLE, AND MUSHED INTO THE TREES. POST ACCIDENT FIRE DESTROYED THE ACFT, BUT THE PLT ESCAPED WITH NO INJURIES. THE PLT SAID THAT THERE WERE NUMEROUS DUST DEVILS IN THE AREA AND HE CLASSIFIED THE TURBULENCE AS SEVERE.

Brief of Accident (Continued) File No. - 946 5/31/88 HICKORY RIDGE, AR A/C Reg. No. N9653 Time (Lcl) - 1330 CDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. WEATHER CONDITION - TURBULENCE 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND 3. LOAD JETTISON - PERFORMED - PILOT IN COMMAND 4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. STALL/MUSH - ENCOUNTERED - 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) 4,5

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION) Airo	craft Damage			Inj	uries	
		BSTANTIAL		Fatal	Serious		n None
Type of Operation -TEST FLI			Crew	0	0	0	
Flight Conducted Under -14 CFR 9 Accident Occurred During -TAKEOFF	1 NOP	NE	Pass	0	0	0	0
Aircraft Information Make/Model - AERO COMMANDER 685	Eng Make/Model ·				Inctalled	/Activoto	
Landing Gear - TRICYCLE-RETRACTABL			GISIU-520		tall Warn		ed - UNK/NF
Max Gross Wt - 9000	Engine Type		NUECTED	3	tari warn	ing syste	an, - 165
No. of Seats - 9	Rated Power		NOLCIED				
Environment/Operations Information Weather Data	- Itinerarv			Ainpont	Proximity		
Wx Briefing - NO RECORD OF BRIE	5			ON AIR			
Method - N/A	SCRANTON, AR	Jint		UN AIR	SIRIF		
Completeness - N/A	Destination			Airport D	ata	,	
Basic Weather - VMC	CLARKSVILLE, AR				LANDING		
Wind Dir/Speed- 360/008 KTS	,				Ident	- 12	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid		-UNK/NR
Lowest Sky/Clouds - 8000 FT	SCATTERED Type of Flight P	lan - NONE		Runway	Surface	- GRASS/	TURF
Lowest Ceiling - 25000 FT (OVERCAST Type of Clearance	e - NONE		Runway	Status	- DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 63	Medical C	ertificat	e - VALID	MEDICAL-	MAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review			nt Time (H		···· - , -	
COMMERCIAL	Current - YES	S Total	- 1			24 Hrs -	0
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/	Model-	820	Last :	30 Days-	UNK/NR
	Aircraft Type - UNH	<td>ument-</td> <td></td> <td>Last 9</td> <td>90 Days-</td> <td>120</td>	ument-		Last 9	90 Days-	120
		Multi	-Eng -	5120			
Instrument Rating(s) - AIRPLAN	E						
Narrative							
DRTLY AFTER TAKEOFF FROM A 2400 FOOT SOI	N STRIP THE PIC SAID THE AC	ΩΕΤ ΒΕGΔΝ ΤΟ S	ETTLE AL	THOUGH BO	TH ENGINE	S	

POWERPLANTS OR FUEL SYSTEMS. A CHECK OF THE AIRSPEED INDICATOR WAS MADE AND IT WAS WITHIN TOLERANCE LIMITS.

File No 951	6/16/88 SCRA	NTON, AR	A/C Reg. No. N165SE	Time (Lc1) - 0630 CDT	
Phase of Operation TAKE 1. WEATHER CONDITION - T	AILWIND	IB			
2. WRONG RUNWAY - SELE Probable Cause	CTED - PILOT IN CO	IMMAND			

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

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File No 966 7/15/88 ENGLAN	NU,AK 	A/C Reg. No. N4186X Time (Lc1) - 0910					
Basic Information Type Operating Certificate-AGRICULTURAL		ircraft Damage SUBSTANTIAL		Fatal	Injur Serious		n None
Type of Operation -AERIAL APPLIC		ire	Crew	0	0	0	
Flight Conducted Under -14 CFR 137		NONE	Pass	ŏ	ŏ	ő	ò
Accident Occurred During -DESCENT				Ū	Ū	Ũ	Ū.
-Aircraft Information							
Make/Mode1 - ROCKWELL S2R		1 - P & W R-1340					ed - NO -N//
Landing Gear - TAILWHEEL-ALL FIXED		s - 1			tall Warnin	g Syste	em – YES
Max Gross Wt - 6000		- RECIPROCATIN	IG-CARBURE	TOR			
No. of Seats - 1	Rated Power	- 600 HP					
-Environment/Operations Information							
Weather Data	Itinerary	a			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			UFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS ACC/ Destination	INC		Airport Da	a+a		
Basic Weather - VMC	LOCAL			A Inpont D	ala		
Wind Dir/Speed- 180/014 KTS	EDEAL			Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Cleara				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			······,			
Precipitation ~ NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 42 Biennial Flight Revi	Medical C	ertificat	e - VALID	MEDICAL-NO	WAIVER	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi	ew	Fligh	t Time (H	ours)		
COMMERCIAL,CFI	Current - Months Since -	YES IOTAI	-	7631	Last 24	Hrs -	UNK/NR
SE LAND	Aircraft Type ~		Model- ument-				
	Anciait Type -	0 182 INSU		551	Last 90	Days-	UNIN/ NIK
Instrument Rating(s) - AIRPLANE							

THE PLT SAID HE HAD BEEN FLYING UNDER POWER LINES DURING AN AERIAL APPLICATION OPERATION, AND WHILE PERFORMING HIS DOWNWIND PASS, AN UPDRAFT CAUSED HIM TO COLLIDE WITH THE BOTTOM WIRES. HE LOST CONTROL OF THE AIRCRAFT AND COLLIDED WITH THE TERRAIN.

File No 9	66 7/15/88	ENGLAND, AR	A/C Reg. No. N4186X	Time (Lc1) - 0910 CDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLIS MANEUVERING - AEF			
Finding(s) 1. WEATHER CONDITI 2. CLEARANCE - M 3. OBJECT - WIRE,T	ISJUDGED - PILOT IN	I COMMAND		
Occurrence #2 Phase of Operation		ON WITH TERRAIN/WATER ROLLED		
Probable Cause				
The National Transpo is/are finding(s) 2		d determines that the	Probable Cause(s) of this accide	nt

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

File No 910 7/23/88	BRINKLEY, AR	A/C Reg. No.	N4080X	Time (Lcl) - 0900 CDT			
Basic Information Type Operating Certificate-AGRIC	JLTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Fatal Serious Minor N			
Type of Operation -AERIA Flight Conducted Under -14 CFI Accident Occurred During -LANDII	R 137	Fire NONE	Crew O Pass O	0 0	0 0	1 0	
Aircraft Information Make/Model - ROCKWELL S2R Landing Gear - TAILWHEEL-ALL FIX Max Gross Wt - 6000 No. of Seats - 1	KED Number E	/Model - P & W R-13 ngines - 1 ype - RECIPROCAT wer - 600 HP		[Installed// Stall Warnin			
Environment/Operations Information							
Weather Data Wx Briefing - NO.RECORD OF BI Method - N/A	Itinerary RIEFING Last Depa SAME AS			t Proximity IRSTRIP			
Completeness - N/A Basic Weather - VMC	Destinatio LOCAL		Airport	Data			
Wind Dir/Speed- 230/003 KTS Visibility - 10.0 SM	ATC/Airspac		Runwa	ay Lth/Wid			
Lowest Sky/Clouds - 15000 H Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	Type of C Type Apch	light Plan - NONE learance - NONE /Lndg - FULL S	Runw	ay Surface – ay Status –	- GRASS/TUI - DRY	RF	
Personnel Information Pilot-In-Command	Age - 27	Medical	Certificate - VAL				
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight Time		S WAIYENS/1		
COMMERCIAL	Current	- UNK/NR Tot	al - 1620		4 Hrs - UN		
SE LAND	Months Sinc	e -UNK∕NR Mak	e/Model- UNK/NR	Last 30) Davs- UNI		

Instrument Rating(s) - NONE

----Narrative----

DURING THE TAKE-OFF ROLL FOR AN AERIAL APPLICATION OPERATION, THE PILOT SAID HE LOST HIS LEFT WHEEL BRAKING CAPABILITY. HE CONTINUED THE TAKE-OFF, FLEW TO THE FARM FIELD TO BE TREATED, APPLIED THE LOAD, THEN RETURNED TO A NEAR BY ALTERNATE LANDING STRIP BECAUSE OF A LONGER RUNWAY AND FACILITIES. DURING THE LANDING ROLL, DIRECTIONAL CONTROL WAS LOST. THE ACFT VEERED TO THE RIGHT, RAN OFF THE RUNWAY AND STRUCK A DITCH.

Brief of Accident (Continued) 7/23/88 File No. - 910 BRINKLEY, AR A/C Reg. No. N4080X Time (Lcl) - 0900 CDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND ------_____ Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 3. 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

Brief of Accident

File No 959 7/27/88 GOULD,A	- 959 7/27/88 GOULD,AR A/C Reg			C Reg. No. N54JS Time (Lcl)				
Basic Information Type Operating Certificate-AGRICULTURAL A Type of Operation -AERIAL APPLICA Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	Aircraft Damage SUBSTANTIAL Fire NONE	Fata Crew O Pass O	0	Minor	None 1 0			
5	Engine Type	del - P&W R-1340- nes - 1 - RECIPROCATI - 600 HP	AN1 E		ctivated	- NO -N// - YES		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 110/004 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 4000 FT SCATTE Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	RED Type of Flig Type of Clea	C/INC ht Plan - NONE	ON Airpor RAL Run Run Run Run	ΞY	CONCRETE			
-Personnel Information Pilot-In-Command A Certificate(s)/Rating(s) E COMMERCIAL SE LAND Instrument Rating(s) - NONE	ge - 45 iennial Flight Re Current Months Since Aircraft Type	Medical view - YES Tota - UNK/NR Make - G-164-B Inst Mult	Certificate - VA Flight Time 1 - 6500 /Model- 4000 rument- UNK/NR i-Eng - UNK/NR	-ID MEDICAL-WA (Hours) Last 24 Last 30 Last 90 Rotorcr	IVERS/LIM Hrs - UN Days- UN Days- aft - UNI	250		

LDG. HE VEERED OFF THE CONCRETE RUNWAY, INTO THE SOFT, TALL GRASS BORDER, AND NOSED OVER.

File No 95	9 7/27/88 GOULD,AR	A/C Reg. No. N54JS	Time (Lcl) - 1730 CDT
	LOSS OF CONTROL - ON GROUND LANDING - ROLL		
Finding(s) 1. DIRECTIONAL CONT	ROL - NOT MAINTAINED - PILOT IN COMMAND		
	NOSE OVER LANDING - ROLL		
Finding(s) 2. TERRAIN CONDITIO 3. TERRAIN CONDITIO	N - SOFT N - HIGH VEGETATION		
Probable Cause	- /		
The National Transpor is/are finding(s) 1	tation Safety Board determines that the Prob	pable Cause(s) of this accident	

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

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Brief of Accident

Basic Information Type Operating Certificate	AGRICULTUR	AL AIRCRAFT	Aircraft	Damage		Injur	ies	
			SUBSTAN		Fatal	Serious		None
Type of Operation	-AERIAL APP	LICATION	Fire	Cre		0		1
Flight Conducted Under			NONE	Pas	ss 0	0	0	0
Accident Occurred During	-LANDING							
Aircraft Information								
Make/Model - GRUMMAN G-			Make/Model - P &					
Landing Gear - TAILWHEEL-	ALL FIXED		er Engines - 1			tall Warnin	ig System	- YES
Max Gross Wt - 5200		•	ne Type - REC		JRETOR			
No. of Seats - 1		кате	d Power -	600 HP				
Environment/Operations Infor	mation							
Weather Data	_	Itinera			•	Proximity		
Wx Briefing - NO RECOR	D OF BRIEFI		Departure Point		ON AIR	STRIP		
Method - N/A Completeness - N/A		Destin	RRY VALLEY,AR		Airport D	a + a		
Basic Weather - VMC		LOC			BURNET			
Wind Dir/Speed- 340/008	ктѕ	200				Ident -	UNK/NR	
Visibility - 8.0		ATC/Air				Lth/Wid -		
Lowest Sky/Clouds -		ATTERED Type	of Flight Plan -	NONE		Surface -		
Lowest Ceiling -	NONE		of Clearance -		Runway	Status -	SOFT	
Obstructions to Vision-		Туре	Apch/Lndg -	FORCED LANDING				
Precipitation - Condition of Light -								
Personnel Information Pilot-In-Command			·					/
Certificate(s)/Rating(s)		Age - 3 Riennial Fl	4 ight Review	Medical Certific	ight Time (H		WAIVERS	
COMMERCIAL		Current	- UNK/NR	Total -	4583	Last 24	Hrs -	10
SE LAND			Since - UNK/NR		3000	Last 30		-
			t Type - UNK/NR	Instrument-	UNK/NR	Last 90	Days-	310
				Multi-Eng -	UNK/NR	Rotorcr	aft - U	NK/NR
Instrument Rating(s)	- NONE							
Narrative	TANGOLE							
PLT SAID THAT SHORTLY AFTER ETURN FOR LANDING. WHILE TUR								
LIUKN IUK LANDING. WHILE IUK	NING THE ENV	ATINE SOLLEKED	A COMPLETE LUSS	E FAILURE WAS UN		AND, DUI UN	1	

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		Brief of Acc	ident (Continued)	
File No 9	99 7/30/88	CHERRY VALLEY,AR	A/C Reg. No. N6823K	Time (Lcl) - 0800 CDT
Occurrence #1 Phase of Operation		POWER(PARTIAL) - MECH FAI AL CLIMB	LURE/MALF	
Finding(s) 1. POWERPLANT - UN 2. LOAD JETTISON -		T IN COMMAND	: : 	· · · · · · · · · · · · · · · · · · ·
Occurrence #2 Phase of Operation	LOSS OF ENGINE MANEUVERING - T	POWER(TOTAL) - MECH FAILU URN TO LANDING AREA (EMER	RE/MALF GENCY)	· · · · · · · · · · · · · · · · · · ·
Occurrence #3 Phase of Operation		ENCY		
Occurrence #4 Phase of Operation				· ·
Finding(s) 3. TERRAIN CONDITI	ON - SOFT			
Probable Cause				
The National Transpo is/are finding(s) 1		ard determines that the P	robable Cause(s) of this accid	dent

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

Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT Air	Aircraft Damage			Injuries				
· · · · · · · · · · · · · · · · · · ·		BSTANTIAL		Fatal			None		
Type of Operation -AERIAL APPLI	CATION Fir	`e	Crew	0	0	0	1		
Flight Conducted Under -14 CFR 137	NC	NE	Pass	0	0	0	0		
Accident Occurred During -DESCENT									
Aircraft Information									
Make/Model - GRUMMAN G-164B		- P & W R-1340-4			installed/A				
Landing Gear - TAILWHEEL-ALL FIXED		- 1			all Warnin:	g System	- YES		
Max Gross Wt - 5200		- RECIPROCATING-	-CARBURE	TOR					
No. of Seats - 1	Rated Power	- 600 HP							
Environment/Operations Information									
Weather Data	Itinerary			Airport F					
Wx Briefing - NO RECORD OF BRIEFING				OFF AIF	PORT/STRIP				
Method - N/A	SAME AS ACC/IN	ic			• -				
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport Da WEST HE					
Wind Dir/Speed- 220/003 KTS	LUCAL					27			
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		80		
Lowest Sky/Clouds - CLEAR	Type of Flight F	lan - NONE			Surface -		00		
Lowest Ceiling - NONE	Type of Clearance					- N/A			
Obstructions to Vision- NONE	Type Apch/Lndg		NDING						
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 43	Medical Cer				WAIVERS,	/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review			nt Time (Ho					
COMMERCIAL	Current - YE	S Total	-	7000	Last 24		6		
SE LAND	Months Since - 17 Aircraft Type - C-	Make/Mc	odel-	5000	Last 30	,	100		
	Aircraft lype - C-	182 Instrum	ment- UN		Last 90	,	300		
		Multi-E	ng -	0	Rotorcr	art -	0		
Instrument Rating(s) - NONE									

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7/30/88 A/C Reg. No. N8257K Time (Lc1) - 1030 CDT File No. - 998 WEST HELENA, AR _____ Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation CRUISE Finding(s) 1. ENGINE ASSEMBLY, VALVE, INTAKE - FAILURE, TOTAL _____ _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - EMERGENCY Finding(s) 2. OBJECT - TREE(S) 3. TERRAIN CONDITION - NONE SUITABLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1

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

-Basic Information									
Type Operating Certificate-NONE (G	ENERAL AVIATION)	ATION) Aircraft Damage			Injuries				
· · · · · · · · · · · · · · · · · · ·		SUBSTANTIAL	_	Fatal	Serious		None		
Type of Operation -INSTRUC		Fire	Crew	0	0	-	2		
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NONE	Pass	0	0	0	0		
Aircraft Information									
Make/Model - CESSNA 180A		Model - CONTINENTAL	_ 0-470-К		Installed/A				
Landing Gear - TAILWHEEL-ALL FIXE		9			Stall Warnir	ng System	- YES		
Max Gross Wt - 2550		De - RECIPROCATI	NG-CARBURE	TOR					
No. of Seats - 4	Rated Pow	er - 230 HP							
-Environment/Operations Information									
Weather Data	Itinerary	tuna Daint		•	Proximity				
Wx Briefing - FSS Method - TELEPHONE	Last Depar			ON AIF	PURI				
Method - TELEPHONE Completeness - WEATHER NOT PERT	LOS LUNA INENT Destination			Airport [12+2				
Basic Weather - VMC	SAME AS			LOVE F					
Wind Dir/Speed- 310/008 KTS	SAME AS	ACC/INC				03			
Visibility - 65.0 SM	ATC/Airspace			-	/Lth/Wid -		150		
Lowest Sky/Clouds - 28000 FT		ight Plan - VFR			Surface -		100		
Lowest Ceiling - NONE		earance - VFR							
Obstructions to Vision- NONE		Lndg - TRAFFIC	PATTERN		otatao	2			
Precipitation - NONE		FULL ST							
Condition of Light - DAYLIGHT	·								
-Personnel Information		· · · ·							
Pilot-In-Command	Age - 42				MEDICAL-NO	WAIVERS	/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight		Fligh	nt Time (H	lours)				
	Current	- YES Tota	al -	8245	Last 24		7		
COMMERCIAL, ATP, CFI			Nodel-	52	Last 30		40		
COMMERCIAL,ATP,CFI SE LAND,ME LAND,SE SEA	Months Since	~ 1 Make				Days			
	Current Months Since Aircraft Typ		e/Model- trument- ti-Eng -	-	Last 90) Days-			

CESSNA 120 & 180 MODEL AIRCRAFT.

File No. - 890 2/24/88 PRESCOTT, AZ A/C Reg. No. N26AW Time (Lcl) - 1640 MST ------------. LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, STEERING SYSTEM - LOSS, PARTIAL 2. DIRECTIONAL CONTROL - RESTRICTED -3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI) _____ _____ Occurrence #2 GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT 6. 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) 4,5

File No 874 6/13/88 SCOTI	SDALE, AZ	_E,AZ A/C Reg. No. N49792			Time (Lc1) - 1800 MST				
Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor None						
Type of Operation -INSTRUCTIONA	۱L	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 152	Eng Make/M								
Landing Gear - TRICYCLE-FIXED	· Eng Make/Model - LYCOMING 0-235-L2C Number Engines - 1				tall Warni				
Max Gross Wt - 1675 No. of Seats - 2	Engine Typ	e - RECIPROCA r - 110 HP	TING-CARBURE						
-Environment/Operations Information									
Weather Data	Itinerary Last Depart	ing Daint		Airport F					
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	SAME AS A			ON AIRF					
Completeness - N/A	Destination	507 INC		Airport Da	ata				
Basic Weather - VMC	LOCAL			SCOTTS					
Wind Dir/Speed- 130/006 KTS					Ident				
Visibility - 45.0 SM	ATC/Airspace				Lth/Wid				
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	lype of Flip	ght Plan - NONE arance - NONE			Surface				
Obstructions to Vision- NONE		ndg - TRAFF	TC PATTERN	Runway	Status	- DRY			
Precipitation - NONE	Type Apen/L	ing ikan	IC FAITERN						
Condition of Light - DAYLIGHT									
-Personnel Information Pilot-In-Command	Age - 26	Medica	1 Contificat				./I TMTT		
Certificate(s)/Rating(s)	Biennial Flight R	eview	Fligh	t Time (Ho	ours)	J WAIVERS	/LIMII		
STUDENT	Current	- N/A To	tal -	36	Last 24	4 Hrs - L	INK/NR		
	Months Since	- N/A Ma	ke/Model-	36	Last 30) Days-	13		
	Biennial Flight R Current Months Since Aircraft Type	- N/A - In	strument-	0	Last 90) Days-	36		
Instrument Rating(s) - NONE									

VEERED OFF THE RUNWAY. THE AIRPLANE CAME TO REST INVERTED. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE PRIOR TO THE ACCIDENT.

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File No 8	74 6/13/88	SCOTTSDALE, AZ	A/C Reg. No. N49792	Time (Lc1) - 1800 MST
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. DIRECTIONAL CON	TROL - NOT MAINTAI	NED - PILOT IN COMMANE)	
Occurrence #2 Phase of Operation			× .	
Finding(s) 2. TERRAIN CONDITI	ON - SOFT			
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that the	e Probable Cause(s) of this accide	nt

is/are finding(s) 1

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

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File No 882 2/22/88 SAN	ANDREAS, CA A/C	Reg. No. N3178C	٦	Time (Lc1) - 0030 PDT					
-Basic Information Type Operating Certificate-NONE (GENE		L AVIATION) Aircraft Damage DESTROYED			Injuries Fatal Serious Minor No				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Cr	ew O ss O	1 0	0	0			
Accident Occurred During -LANDING	NUNE	Pa	55 0	0	1	0			
-Aircraft Information Make/Model - CESSNA R182 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3100 No. of Seats - 4	Number Engines -	RECIPROCATING-CARB	\$	Installed/A Stall Warnir					
-Environment/Operations Information									
Weather Data	Itinerary			Proximity					
Wx Briefing - FSS	Last Departure Poi	nt	ON AIF	RPORT					
Method - TELEPHONE Completeness - FULL	SAN JOSE,CA Destination		Adampent F						
Basic Weather - VMC	SAME AS ACC/INC		Airport [ERAS CO.					
Wind Dir/Speed- CALM	SAME AS ACC/ INC			/ Ident -	- 13				
Visibility - 25.0 SM	ATC/Airspace			/Lth/Wid -		60			
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE		/ Surface -					
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	/ Status -	DRY				
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTER	N						
Precipitation - NONE		GO AROUND							
Condition of Light - NIGHT(DARK)									
-Personnel Information									
Pilot-In-Command	Age - 29	Medical Certifi) WAIVERS/	LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (H						
PRIVATE	Current - YES Months Since - 14 Aircraft Type - C-15					0			
SE LAND, SE SEA					1 112/2-	0			

Instrument Rating(s) - NONE

----Narrative----

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> DURING A NIGHT FLIGHT THE PLT ATTEMPTED TO LAND ON A 3600-FT-LONG RWY. HE MISJUDGED HIS ALTITUDE, TOUCHED DOWN LONG & ATTEMPTED TO GO-AROUND. THE ACFT BECAME AIRBORNE & UPON PASSING THE AIRPORT'S BOUNDARY IT COLLIDED WITH A FENCE & CRASHED. THE PLT DID NOT FILE AN ACC REPORT.

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		Brief of a	Accident (Continued)	
File No 882	2/22/88	SAN ANDREAS,CA	A/C Reg. No. N3178C	Time (Lcl) - 0030 PDT
Occurrence #1 IN F Phase of Operation LAND		ION WITH OBJECT		
Finding(s) 1. LIGHT CONDITION - DAR 2. PLANNED APPROACH - 3. PROPER TOUCHDOWN POIN 4. GO-AROUND - DELAYED - 5. OBJECT - FENCE	IMPROPER - P T - NOT ATTA	INED - PILOT IN COMMAN	ND	
Probable Cause				
The National Transportatic is/are finding(s) 2,3,4	n Safety Boa	rd determines that the	e Probable Cause(s) of this accid	ent

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

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-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Da	amage		Injuri	es	
	· · · · ·	DESTROYED		Fatal	-	Minor	None
Type of Operation -MAINTENANCE		Fire	Crew	0	0	2	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - BELL 47G-2A-1			NG VO-435		nstalled/Ac		
Landing Gear - SKID					all Warning	Syste	m - NO
Max Gross Wt - 2850 No. of Seats - 2		ype - RECIPH wer - 265	ROCATING-CARBURE	IUR			
NO. OF Seats - 2		wer - 20;					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depa SAME AS	rture Point		UFF AIR	PORT/STRIP		
Completeness - N/A	Destinatio			Airport Da	ita		
Basic Weather - VMC		ACC/INC					
Wind Dir/Speed- LIGHT AND VARIABLE				Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspac					N/A	
Lowest Sky/Clouds - CLEAR		light Plan - NG			Surface -	• .	
Lowest Ceiling - NONE		learance - N		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch	/Lndg - Ni	JNE				
Precipitation - NONE Condition of Light - DAYLIGHT							
-Personnel Information			·				
Pilot-In-Command Certificate(s)/Rating(s)	Age - UNK/NR Biennial Flight	Peviow	lical Certificat	t Time (Ho			
UNK/NR	Current	- UNK/NR			Last 24	Hrs -	
	Months Sinc		Make/Model- UN	•	Last 30		•
	Aircraft Ty	pe – UNK/NR	Instrument- UN		Last 90		
	-		Multi-Eng - UN	K/NR	Rotorcra	ft -	UNK/NR
Instrument Rating(s) - NONE							
· · · · · · · · · · · · · · · · · · ·							
-Narrative							
NON-U.S. CERTIFICATED PILOT LOST CONTROL			G 3-FT AGL DURI GLISH SPEAKING P				

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		Brief of A	Accident (Continued)		
File No 88	31 3/11/88	OCEANSIDE,CA	A/C Reg. No.	N73969	Time (Lcl) - 1230 PST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - HOVER	- IN FLIGHT			
Finding(s) 1. AIRCRAFT CONTROL 2. REMEDIAL ACTION					
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATER ROLLED	2		
Probable Cause					

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

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File No 818 3/15/88 LODI,CA	A/CR	eg. No. N714FJ	т	Time (Lcl) - 1539 PST				
-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Injuries Fatal Serious Minor				
Type of Operation -PERSONAL	Fire	Crew		0	0	1		
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	1		
-Aircraft Information								
Make/Model - CESSNA 150M	Eng Make/Model - CO			Installed/#				
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnir	ng Systems	~ YES		
Max Gross Wt - 1600	Engine Type - RE	100 HP	EIOR					
No. of Seats - 2	Rated Power -							
-Environment/Operations Information								
Weather Data	Itinerary		Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point FRESNO.CA		OFF AI	RPORT/STRIF	>			
Completeness - N/A	Destination		Airport D	ata				
Basic Weather - VMC	SAME AS ACC/INC		LODI					
Wind Dir/Speed- 320/011 KTS			Runway	Ident -	- 08			
Visibility - 10.0 SM	ATC/Airspace		Runway	Lth/Wid -	- 3090/	24		
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	- STRAIGHT-IN						
Precipitation - NONE		FORCED LANDING						
Condition of Light - DAYLIGHT								
 -Personnel Information								
	Age - 32	Medical Certifica	te - VALID	MEDICAL-NO	WATVERS			
	Siennial Flight Review		ht Time (H					
PRIVATE		Total -			4 Hrs -	2		
SE LAND	Months Since - 6	Make/Model-	22			5		
**	Aircraft Type - C-150			Last Q	Davs-	13		

Instrument Rating(s) - NONE

----Narrative----

ON THE DAY OF THE ACCIDENT, THE PILOT DEPARTED LANCASTER, CALIFORNIA, FLEW TO FRESNO TO PICK UP A PASSENGER AND THEN CONTINUED ON TO LODI, THE ULTIMATE DESTINATION. WHILE BEING VECTORED TOWARD THE AIRPORT AT LODI, THE ENGINE QUIT AND THE AIRCRAFT COLLIDED WITH GRAPE VINES DURING THE SUBSEQUENT FORCED LANDING. FAA INSPECTORS REPORTED THAT THE FUEL TANKS WERE EMPTY AND THAT THE FUEL SYSTEM CONTINUITY WAS INTACT. THE PILOT SAID THAT HE DEPARTED LANCASTER WITH FULL FUEL TANKS. AT FRESNO, THE PILOT ONLY LOOKED VISUALLY IN THE TANKS AND REPORTED THAT HE SAW "ABOUT HALF FUEL LEVEL CHECK AT FRESNO. THE HOBBS METER LOG REVEALED THAT THE PILOT FLEW THE AIRCRAFT 3.5 ELAPSED HOURS FROM LANCASTER TO THE ACCIDENT.

Brief of Accident (Continued) File No. - 818 3/15/88 LODI,CA A/C Reg. No. N714FJ Time (Lcl) - 1539 PST ------Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND 3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND 4. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. TERRAIN CONDITION - NONE SUITABLE ON GROUND COLLISION WITH TERRAIN/WATER Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - HIGH VEGETATION _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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

Brief of Accident

Type Operating Certificate-NONE (GENER	AL AVIATION) Aircr	aft Damage		Injuri	ies	
	DEST			Serious		None
Type of Operation -PERSONAL	Fire	Crei		0	0	• O
Flight Conducted Under -14 CFR 91	ON G	ROUND Pas	s 0	0	0	0
Accident Occurred During -CRUISE						
-Aircraft Information						
Make/Model - GULFSTREAM AMERICAN AAS		LYCOMING 0-320-E2G		Installed/Ac		
Landing Gear - TRICYCLE-FIXED		1		Stall Warning	g System	- YES
Max Gross Wt - 2400		RECIPROCATING-CARBU	RETOR			
	Rated Power -					
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	E Last Departure Poi	nt	OFF AI	RPORT/STRIP		
Method - N/A	PLACERVILLE, CA					
Completeness - N/A	Destination		Airport [Data		
Basic Weather - IMC	PALO ALTO,CA					
Wind Dir/Speed- 340/005 KTS	_			/Ident -		
Visibility - 3.000 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - UNK/NR					N/A	
Lowest Ceiling - 600 FT BROM	(EN Type of Clearance	- NUNE	Runway	/ Status -	N/A	
Obstructions to Vision- FOG	Type Apch/Lhdg	- NUNE				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 50	Medical Certific				MIT
Certificate(s)/Rating(s)	Age - 50 Biennial Flight Review	Fli	att Time (F	ours)	.veks/en	
PRIVATE	Current - YES	Total -	605	Last 24	Hrs - U	NK/NR
SELAND	Months Since - 12	Make/Model- I	JNK/NR	Last 30	Davs- U	NK/NR
	Aircraft Type - PA-2	8 Instrument- I	JNK/NR	Last 90	Days- U	NK/NR
	Months Since - 12 Aircraft Type - PA-2	Multi-Eng - U	JNK/NR	Rotorcra	aft - U	NK/NR
Instrument Rating(s) - AIRPLANE						
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Brief of Accident (Continued) File No. - 833 3/23/88 UNION CITY, CA A/C Reg. No. N26851 Time (Lcl) - 0745 PST IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. OBJECT - TOWER, UNMARKED 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 3. WEATHER CONDITION - FOG 4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED . ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

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Basic Information Type Operating Certificate-NONE (GENER/	AL AVIATION) Airc	raft Damage		Injur	ies	
·) - · · · · · · · · · · · · · · ·		TROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	C C	rew O	0	0	1
Flight Conducted Under -14 CFR 91	NON	E P	ass O	0	0	1
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - CESSNA 172RG		LYCOMING 0-360-F1	AG ELT	Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -			Stall Warnin	g System	- YES
Max Gross Wt - 2650		RECIPROCATING-CAR	BURETOR			
No. of Seats - 4	Rated Power -	180 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - TV WX	Last Departure Po		OFF A	IRPORT/STRIP		
Method - TV/RADIO	SANTA MONICA,CA			D = 1 =		
Completeness - UNK/NR Basic Weather - VMC	Destination LOCAL		Airport	Data		
Wind Dir/Speed- 310/010 KTS	LUCAL		Bunua	vIdent -	N/A	
Visibility - 20.0 SM	ATC/Airspace			v Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	an - NONF		y Surface -		
Lowest Ceiling - NONE	Type of Clearance				N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE		,	.,	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 38	Medical Certif			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (
PRIVATE SE LAND		Total Maka (Mada)		Last 24		1
SE LAND	Months Since - 15 Aircraft Type - C-1	72 Instrument	- 14	Last 30 Last 90		16 20
		12 Instrument	80	Last 50	Days-	20
Instrument Rating(s) - AIRPLANE						
Nonnotivo						
Narrative PILOT STATED THAT THE PURPOSE OF THE FLIG				<u>~</u>		

the state statement was an and the statement of the

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				Brief of	Accident (Contin	ued)	
	File No	822	3/27/88	MALIBU,CA	A/C Reg.	No. N9609B	Time (Lc1) - 1320 PST
	rrence #1 e of Operation			- IN FLIGHT			
1. 2. 3. 4.	DIVERTED A ALTITUDE - IMF STALL/MUSH - I	TTENTION ROPER - I	- PILOT IN PILOT IN CON NT - PILOT 1	MAND			
	rrence #2 e of Operation			ION WITH TERRAIN/WATE ROLLED	ĒR		
	ling(s) TERRAIN CONDII	ION - WA	ſER				
	Probable Cause-						
	National Transp re finding(s)		Safety Boa	rd determines that th	ne Probable Cause	(s) of this acci	dent
Fact	or(s) relating	to this a	accident is,	/are finding(s) 2,3,	,5,6		

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-Basic Information									
Type Operating Certificate	AGRICUL	URAL AIRCRAF		aft Damage ROYED		Fatal	Injur Serious		None
Type of Operation Flight Conducted Under	-AERIAL A	APPLICATION	Fire	ROUND	Crew Pass	0	0	0	1 0
Accident Occurred During				Reenb		Č.	Ŭ		J
-Aircraft Information									
Make/Model - HILLER UH-	12E		Eng Make/Model -				[nstalled/A tall Warnin		
Landing Gear - SKID Max Gross Wt - 3100			Number Engines - Engine Type -				tali warnin	ig system -	- NU
No. of Seats - UNK/NR				250 HP	ING CARDORE				
-Environment/Operations Infor	mation								
Weather Data			nerary			Airport			
Wx Briefing - NO RECOR	D OF BRIE		ast Departure Poi	nt		OFF AI	RPORT/STRIP	•	
Method - N/A Completeness - N/A			SAME AS ACC/INC stination			Airport Da	+-		
Basic Weather - VMC		De	LOCAL			A Inpoint Da	ata .		
Wind Dir/Speed- VARIABLE	/005 KTS		LUUAL			Runwa∨	Ident -	N/A	
Visibility - 30.0		ATC	/Airspace				Lth/Wid -		
Lowest Sky/Clouds -	CLEAR	Т	ype of Flight Pla	n - NONE		Runway	Surface -	N/A	
	NONE		ype of Clearance			Runway	Status -	N/A	
Obstructions to Vision-		T	ype Apch/Lndg	- NONE					
Precipitation -									
Condition of Light -	DAYLIGHT								
-Personnel Information Pilot-In-Command		Age -	40	Medical	Certificat	e - VALID	MEDICAL-NO	WATVERS/I	TMTT
Certificate(s)/Rating(s)		Biennia	l Elight Review		Fliat	t Time (H	ours)		
COMMERCIAL		Cur	rent - YES ths Since - 4	Tota	al -	9342	Last 24	Hrs -	0
SE LAND		Mon	ths Since - 4	Make			Last 30) Days- UN	
HELICOPTER		Air	craft Type - UNK/	NR Ins	trument-	32) Days- aft -	200 1472
Instrument Rating(s)	- AIRPLAN	١E							
Namativa									
-Narrative PILOT WAS TAKING OFF FROM A								'n	
S BECAUSE THE WINDS HAD BECOM		F THE HELTO	OPTER DESCENDED T	NTO GROUND	FFFFCT WHE	RE TT NOR		0	
AINS TRANSLATIONAL LIFT. THE									

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File No 8	89 5/04/88	WINTERS,CA	A/C Reg.	No. N62391	Time (Lcl) - 1330 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL TAKEOFF	- IN FLIGHT			
	HT CONTROLS - IMPR CONTROL - DELAYED	DPER USE OF - PILOT - PILOT IN COMMAND	IN COMMAND		
Occurrence #2 Phase of Operation			TER		
Probable Cause	·				
The National Transpo is/are finding(s) 1		rd determines that t	the Probable Cause(s) of this acci	ident

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Basic Information		_				
Type Operating Certificate-NONE (GENERAL		t Damage		Injur		
	SUBSTA Fire	NIIAL Crew	Fatal	Serious	Minor O	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	NONE	Pass	-	0	0	1
Accident Occurred During -LANDING	NONE	rass	U	U	Ū	
Aircraft Information						
Make/Model - SCHWEIZER SGS 2-33A	Eng Make/Model - N/			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - N/		S	tall Warnin	g System	- NU
Max Gross Wt ~ 1040 No. of Seats - 2	Engine Type - N/ Rated Power - N/					
NO. OF Seats - 2	Rated Power - N/	A				
Environment/Operations Information						
leather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		VACAVI			
Wind Dir/Speed- 180/010 KTS	<i>(</i>				18	
Visibility - 50.0 SM	ATC/Airspace				2100/	75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information					_	
Pilot-In-Command	Age - 62	Medical Certifica			IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
PRIVATE	Current - YES	Total -	109	Last 24		0
	Months Since - 12	Make/Model-		Last 30		0
GLIDER	Aircraft Type - 2-33A	Instrument-	0	Last 90	Days-	0

----Narrative----

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AT THE END OF A PLEASURE FLT, THE PLT EXTENDED THE DOWNWIND LEG FOR LANDING, THINKING THAT THE TOUCHDOWN ALTITUDE WAS 12 FT INSTEAD OF, IN ACTUALITY, 220 FT. THE PLT NORMALLY FLEW OUT OF ANOTHER AIRPORT WITH AN ALT OF 12 FT. FROM THE EXTENDED DOWNWIND, THE GLIDER DID NOT HAVE SUFFICIENT ALT TO LAND ON THE RWY. THE GLIDER TOUCHED DOWN SHORT AND DURING THE LANDING ROLL COLLIDED WITH A FENCE.

6/03/88 File No. - 838 VACAVILLE,CA A/C Reg. No. N7768S Time (Lcl) - 1638 PDT Occurrence #1 UNDERSHOOT Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 2. HABIT INTERFERENCE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - FENCE _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Brief of Accident (Continued)

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

Type Operating Certificate-NONE (GENERAL A	VIATION) Aircraft	t Damage		Iniur	ios	
Type operating certificate-none (deneral a	SUBSTA		Fatal			None
Type of Operation -BUSINESS	Fire		ew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pa	ss 0	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - CESSNA 180	Eng Make/Model - CO			[nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 2550	Engine Type - RE		URETOR			
No. of Seats - 3	Rated Power -	225 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	SAME AS ACC/INC		Adamant D			
Basic Weather - VMC	Destination LOCAL		Airport Da LAMPSO			
Wind Dir/Speed- 220/008 KTS	LUCAL				N/A	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - UNK/NR SCATTER		- NONE		Surface -		
	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	-		HIGH VEG	ETATION
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Age	e - 35	Medical Certifi	cate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s) Bi	ennial Flight Review Current - UNK/NR	Fl	ight lime (He	ours)		
COMMERCIAL SE LAND	Months Since - UNK/NR	Iotal -	11000 UNK/NR	Last 24	Hrs - UN Davs- UN	
HELICOPTER	Aircraft Type - UNK/NR				Days- UN Days- UN	,
HELICOFILK	All chart Type - UNK/NR			Potoron	aft - UN	•
				No tor er		
Instrument Rating(s) - AIRPLANE						

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Brief of Accident (Continued) File No. - 836 6/04/88 LAKEPORT,CA A/C Reg. No. N9124C Time (Lcl) - 1230 PDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 1. SIGN TOWING EQUIPMENT - IMPROPER 2. INSTALLATION - IMPROPER -3. LOAD JETTISON - NOT ATTAINED - PILOT IN COMMAND _____ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 4. STALL - INADVERTENT - PILOT IN COMMAND 5. DIVERTED ATTENTION - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED ----------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER/	L AVIATION) Aircr	aft Damage		Iniu	uries	
·)		TANTIAL	Fatal			None
Type of Operation -INSTRUCTION	L Fire	Cr	rew O	0	2	0
Flight Conducted Under -14 CFR 91	NONE	Pa	ass O	0	0	0
Accident Occurred During -CRUISE						
Aircraft Information						
Make/Model - ROBINSON R22		LYCOMING 0-320	EL	T Installed,		
Landing Gear - SKID	Number Engines -			Stall Warn	ing System	- NO
Max Gross Wt - 1370	Engine Type - Rated Power -	RECIPROCATING-CARE	SURETOR			
No. of Seats - 2	Rated Power -	160 HP				
-Environment/Operations Information						
Weather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF BRIEFING		nt	OFF .	AIRPORT/STRI	[P	
.Method - N/A Completeness - N/A	PORTERVILLE,CA Destination		Airport	Data		
Basic Weather - VMC	VAN NUYS,CA		Ampont	Dala		
Wind Dir/Speed- CALM	VAN NOTS,CA		Runw	ay Ident	- N/A	
Visibility - 20.0 SM	ATC/Airspace			ay Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE				
Lowest Ceiling - NONE	Type of Clearance				- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 27	Medical Certif			VAIVERS/LI	TIN
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time			-
COMMERCIAL, CFI	Current - YES Months Since - 3	Total - Make/Model-		Last 2	24 Hrs - 30 Davs-	7 79
SE LAND HELICOPTER	Aircraft Type - R-22		- 14/5 - UNK/ND			
HELICOPTER	Allenant Type - R-22	Multi-Eng				
		Martielig		ROTOPI	chart -	1000
Instrument Rating(s) - NONE						
-Narrative						
-Narrative LE ON AN INSTRUCTIONAL FLT, THE CFI INSTRU	CTED THE STUDENT TO ELV A	BOVE THE DOWED IT		ALL TIMES		

And states and states of

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File No 834	6/05/88 BAKERSFIELD,CA	A/C Reg. No. N2634N	Time (Lcl) - 1845 PDT
	IGHT COLLISION WITH OBJECT E - NORMAL		
3. VISUAL LOOKOUT - NOT M	T MAINTAINED - DUAL STUDENT		
Probable Cause			· · · · · · · · · · · · · · · · · · ·

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

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

File No 880 6/07/88 RAMONA	A,CA A/C R	eg. No. N66167	T 	Time (Lcl) - 1305 PDT			
Basic Information Type Operating Certificate-NONE (GENERAL	. AVIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Injur Serious	ies Minor	None	
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass		0 0	0 0	2 0	
Aircraft Information Make/Model - CESSNA 150M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBUR	S	Installed/A tall Warnin			
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
W× Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point SAME AS ACC/INC		OFF AI	RPORT/STRIP			
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	RIVERSIDE,CA						
Wind Dir/Speed- 250/025 KTS					N/A		
Visibility - 10.0 SM	ATC/Airspace			•	N/A		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan				DIRT		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information		Ma diani oranisti			LA TYPE	/	
	Age - 28	Medical Certifica			WAIVERS	/LIMII	
	Biennial Flight Review		ht Time (⊦				
COMMERCIAL, CFI	Current - YES	Total -		Last 24		4	
SE LAND, ME LAND	Months Since - 3	•				112	
	Aircraft Type - C-172	Instrument- Multi-Eng -	155 38	Last 90	Days-	332	

Instrument Rating(s) - AIRPLANE

----Narrative----

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DURING THE CLIMB TO CRUISE PHASE OF THE FLT, THE ENGINE EXPERIENCED A LOSS OF POWER. THE PILOT APPLIED CARBURETOR HEAT AND THE POWER BEGAN TO RETURN. DUE TO THE LOSS IN ALTITUDE, THE PLT OPTED TO MAKE A FORCED LANDING IN A FIELD WHERE JUST PRIOR TO TOUCHDOWN, A GUST OF WIND PUSHED THE AIRPLANE INTO A POWER POLE. THERE WERE NO REPORTED MECHANICAL FAILURES OF MALFUNCTIONS.

File No 88	0 6/07/88	RAMONA,CA	A/C Reg. No.	N66167	Time (Lc1) - 1305 PDT
Occurrence #1 Phase of Operation 1. FUEL SYSTEM,CARB 2. CARBURETOR HEA	CLIMB - TO CRUISE URETOR - ICE		MECHANICAL		
Occurrence #2 Phase of Operation		сү			
Occurrence #3 Phase of Operation					
Finding(s) 3. OBJECT - POLE					
Probable Cause	-				
The National Transpor	tation Safety Boar	d determines that t	the Probable Cause(s)	of this accider	It

is/are finding(s) 1,2

Brief of Accident

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Da	amage		Injur	ries	
		SUBSTANTI		Fatal	Serious		None
Type of Operation -BUSINES		Fire			0	0	1
Flight Conducted Under -14 CFR		NONE	Pas	s O	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model ~ ROCKWELL INTERNATI		/Model - GARREI	TT TPE-331-525		Installed/#		
Landing Gear - TRICYCLE-RETRACTAE		ngines - 2		S	tall Warnir	ng System	- YES
Max Gross Wt - 10375		ype - TURBO					
No. of Seats - 8	Rated Po	wer - 715) HP 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS		rture Point		OFF AI	RPORT/STRIF	>	
Method - TELEPHONE	ROGERS,						
Completeness - UNK/NR	Destinatio			Airport D	ata		
Basic Weather - VMC	SAME AS	ACC/INC		_			
Wind Dir/Speed- 270/009 KTS						• N/A	
Visibility - 30.0 SM	ATC/Airspac				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR		light Plan - If			Surface -		
Lowest Ceiling - 4000 FT				Runway	Status -		
Obstructions to Vision- NONE	Type Apch	/Lndg - F(JRCED LANDING			HIGH VE	GETATION
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information		•					<i></i>
Pilot-In-Command	Age - 53	Med	dical Certific			D WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			ght Time (H			-
PRIVATE		- YES	Total -		Last 24		5
SE LAND, ME LAND	Months Sinc	e - 1	Make/Model-	10	Last 30) Days~	
	Aircraft ly	pe - MERLIN	Make/Model~ Instrument-	3/2	Last 90) Days-	48
			Multi-Eng -	2931			
Instrument Rating(s) - AIRPLA							
Narrative	• • • • •						

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NEARLY EMPTY OF FUEL.

Brief of Accident (Continued) File No. - 832 6/08/88 HAYWARD,CA A/C Reg. No. N47TT Time (Lc1) - 1535 PDT _____ LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FLUID.FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ------Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DITCH _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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

Brief of Accident

File No 879 6/10/88 REDDI	NG,CA	A/C Reg. No. N2	5409	T	ime (Lcl) -	0930 PD	Г
-Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -INSTRUCTIONA Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	L F	ircraft Damage SUBSTANTIAL ire NONE	Crew Pass	Fata1 0 0	Injur Serious O O		None 1 0
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engine	- RECIPROCATIN		S	Installed/A tall Warnir		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 030/007 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS ACC/ Destination LOCAL ATC/Airspace Type of Flight Type of Cleara	INC Plan - NONE		ON AIR Airport Da REDDIN Runway Runway Runway Runway	ata G Ident - Lth/Wid - Surface -	- 34 - 7003/ - ASPHALT - DRY	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 31 Biennial Flight Revi Current - Months Since - Aircraft Type -	ew N/A Total	Fligh	it Time (He		1 Hre -	4IT 1 12 16
Instrument Rating(s) - NONE							

----Narrative----

DURING A SOLO INSTRUCTIONAL FLT, THE PILOT STATED THAT HE MAY HAVE HAD HIS FOOT ON THE LEFT RUDDER PEDAL ON LANDING. WHEN THE AIRPLANE TOUCHED DOWN IT VEERED TO THE LEFT OFF THE RUNWAY AND INTO A DITCH. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRPLANE PRIOR TO THE ACCIDENT.

File No 8	79 6/10/88	REDDING, CA	A/C Reg. No. N25409	Time (Lc1) - 0930 PDT
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. RUDDER - IMPROP 2. LACK OF TOT	ER USE OF - PILOT AL EXPERIENCE - PI			
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WA	TER	
Finding(s) 3. TERRAIN CONDITI	DN - DITCH			
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boa	rd determines that	the Probable Cause(s) of this acc	ident

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GEN	JERAL AVIATION) Aircra	ft Damage		Injur	ies	
		ANTIAL	Fatal	Serious		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 - GROB G-103A	Eng Make/Model - N,			Installed/A		
Landing Gear - HULL	Number Engines - N		S	tall Warnir	ig System"	- NO
Max Gross Wt - 1279	Engine Type - N					
No. of Seats - 2	Rated Power - N,	/ A 				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEF		t	OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	FREMONT,CA Destination		Admont D	- + -		
Basic Weather - VMC	LOCAL		Airport D	ата		
Wind Dir/Speed- 010 KTS	EUCAE		Punway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -	•	
Lowest Sky/Clouds - 2800 FT S		- NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING	-			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 24	Medical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s) CFI.COMMERCIAL	Biennial Flight Review	Fiig	ht Time (H	ours)	Line	4
SE LAND	Months Sinco - 9	Mako/Modol-	2800	Last 24	Days-	4 140
GLIDER	Current - YES Months Since - 8 Aircraft Type - AA-1C	Instrument-	15	Last 90		390
GLIDEN		This trailert	15		Days	350
Instrument Rating(s) - NONE						
Narrative						
NG A LOCAL FLT, THE GLIDER ENCOUNTERED) A WINDSHFAR AND LOST ALTITUDI					

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File No 8	75 6/11/88	FREMONT, CA	A/C Reg. No. N103BK	Time (Lcl) - 1930 PDT
Occurrence #1 Phase of Operation		ER WITH WEATHER		
Finding(s) 1. WEATHER EVALUAT 2. WEATHER CONDITI 3. ALTITUDE - NO				
Occurrence #2 Phase of Operation		ICY		
Occurrence #3 Phase of Operation		ON WITH TERRAIN/WATE	R	
Finding(s) 4. TERRAIN CONDITI	DN - ROUGH/UNEVEN		· · · · · · · · · · · · · · · · · · ·	
Probable Cause				
The National Transpo is/are finding(s) 1		d determines that the	e Probable Cause(s) of this accide	ent

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

Basic Information						
Type Operating Certificate-NONE (GENERAL	-	5		Injur		Nama
Type of Operation -PERSONAL	SUBSTANT: Fire	Crew	Fatal O	Serious O	Minor O	None
Flight Conducted Under -14 CFR 91	NONE	Pass	ŏ	0	0	1
Accident Occurred During -LANDING	NONE	1 4 3 3	U	0	0	-
Aircraft Information				~ ~ ~ ~		
Make/Model - CESSNA 210M	Eng Make/Model ~ CONT:	INENTAL TSIO-520-F		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 3400	Engine Type - TURBO					
No. of Seats - 6	Rated Power - 3	10 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A	PASO ROBLES,CA					
Completeness - N/A	Destination	A	Airport Da	ata		
Basic Weather - VMC	SAN JOSE,CA					
Wind Dir/Speed- UNK/NR					N/A	
Visibility - 20.0 SM	ATC/Airspace			•	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - Y				DIRT	
Lowest Ceiling - NONE	Type of Clearance - I		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg - I	FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
		edical Certificate			IVERS/LIM	IT
	Biennial Flight Review		: Time (He			
PRIVATE	Current - YES	Total -	287	Last 24		2
SE LAND	Months Since - 12 Aircraft Type - C-210M	Make/Model-	113	Last 30		7
	Aircraft Type - C-210M	Instrument-	0	Last 90	Days-	9

----Narrative----

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DURING CRUISE FLIGHT THE ENGINE SUDDENLY QUIT. THE PILOT WAS UNABLE TO RESTART THE ENGINE AND A FORCED LANDING WAS MADE IN A VINEYARD. INSPECTION OF THE AIRPLANE REVEALED THAT 15 GALLONS OF FUEL WAS IN THE LEFT TANK AND THE RIGHT WAS EMPTY. THE ENGINE WAS STARTED AND FOUND TO RUN SMOOTHLY AND ALL INDICATIONS WERE NORMAL.

File No. - 878 6/19/88 TRES PINOS,CA A/C Reg. No. N732KS Time (Lcl) - 1930 PDT LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - CROP _____ _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident (Continued)

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL .	AVIATION) Aircraft SUBSTANT	5	Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	MITION O	1
Flight Conducted Under -14 CFR 91	NONE	Pass	-	õ	õ	ò
Accident Occurred During -TAKEOFF			-		-	-
-Aircraft Information						
Make/Model - CONSOLIDATED LAKE LA-4-20	0 Eng Make/Model - LYCC	MING ID-360	ELT	Installed/	Activated	- YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1		S	tall Warni	ng System	- YES
Max Gross Wt ~ 2600	Engine Type - RECI					
No. of Seats - 4	Rated Power - 2	00 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRI	Р.	
Method - N/A	SAME AS ACC/INC					
Completeness ~ N/A	Destination		Airport D	ata		
Basic Weather - VMC	LAKEPORT, CA		-			
Wind Dir/Speed- 225/010 KTS					- N/A	
Visibility - 25.0 SM	ATC/Airspace	NONE	-	,	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -		•		- N/A	
Lowest Ceiling - NONE	Type of Clearance -		Runway	' Status	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -	NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
	5	ledical Certifica				
	iennial Flight Review		ht Time (H			_
PRIVATE		Total -			4 Hrs -	0
SE LAND, SE SEA	Months Since - 26				0 Days- 0 Days-	0
	Aircraft Type - UNK/NR	Instrument-				0

Instrument Rating(s) - NONE

----Narrative----

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THE PILOT REPORTED THE AIRPLANE'S RIGHT WING STRUCK A SWELL DURING TAKEOFF FROM A LAKE. THE SURFACE WINDS, HOWEVER, WERE OUT OF THE SOUTHWEST AT 10 KNOTS. THE PILOT HAD NOT FLOWN WITHIN THE PRECEDING 24 CALENDAR MONTHS. THERE WERE NO REPORTED AIRPLANE MECHANICAL MALFUNCTIONS OR FAILURES.

File No. - 821 6/19/88 CLEARLAKE, CA A/C Reg. No. N6026V A/C Reg. No. N6026V Time (Lcl) - 1930 PDT _____ Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - WATER 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND з. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - 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) 3

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Brief of Accident

Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING ircraft Information Make/Model - BELLANCA 7GCBC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2 nvironment/Operations Information eather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A		Crew Pass COMING 0-320-A2B	O ELT 1 S1 ETOR	0 0	0 0 	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING ircraft Information Make/Model - BELLANCA 7GCBC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2 nvironment/Operations Information eather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	NONE Eng Make/Model - Ly Number Engines - 1 Engine Type - RE Rated Power - Itinerary	Pass COMING 0-320-A2B CIPROCATING-CARBUR	O ELT 1 S1 ETOR	O Installed/A all Warnir	0 	1 - UNK/N
Accident Occurred During -LANDING ircraft Information Make/Model - BELLANCA 7GCBC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2 nvironment/Operations Information eather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power - Itinerary	COMING 0-320-A2B CIPROCATING-CARBUR	ELT I S1 ETOR	installed/A all Warnir		- UNK/N
Make/Model - BELLANCA 7GCBC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2 	Number Engines - 1 Engine Type - RE Rated Power - Itinerary	COMING 0-320-A2B CIPROCATING-CARBUR	ELT 1 S1 ETOR	installed/A all Warnir	ctivated	
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1650 No. of Seats - 2 	Number Engines - 1 Engine Type - RE Rated Power - Itinerary	CIPROCATING-CARBUR	ST	all Warnir		
Max Gross Wt - 1650 No. of Seats - 2 nvironment/Operations Information eather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Engine Type - RE Rated Power - Itinerary	CIPROCATING-CARBUR	ETOR		ig system	- NU
No. of Seats - 2 nvironment/Operations Information eather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Rated Power - Itinerary					
eather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A						
Wx Briefing - NO RECORD OF BRIEFING Method - N/A						
Method - N/A	last Nonarturo Point		Airport F			
	MONTAGUE, CA		ON AIRF	VORT		
	Destination		Airport Da	ata .		
Basic Weather - VMC	DORRIS, CA		BUTTE V			
Wind Dir/Speed- CALM			Runway	Ident -	- 34	
	ATC/Airspace			Lth/Wid -		50
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- TRAFFIC PATTERN FULL STOP				
Condition of Light - DAYLIGHT		FULL STUP				
ersonnel Information						
Pilot-In-Command Age Certificate(s)/Rating(s) Bier	- 40 nnial Flight Review	Medical Certifica Flig	edical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours)			
					l Hrs -	0
SE LAND	Months Since - 1	Make/Model-		Last 30		4
	Aircraft Type - C-182	Instrument-) Days-	10
					raft -	2
Instrument Rating(s) - NONE						
arrative						
G A LOCAL PLEASURE FLT, JUST AS THE AIRPLANE	TOUCHED DOWN, AN ANTEL	OPE RAN ACROSS THE	RWY. THE F	LT SWERVED)	

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Brief of Accident (Continued) File No. - 877 6/22/88 DORRIS,CA A/C Reg. No. N5042P Time (Lcl) - 0945 PDT Occurrence #1 ABRUPT MANEUVER Phase of Operation LANDING - ROLL Finding(s) 1. OBJECT - ANIMAL(S) 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND З. DIVERTED ATTENTION - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - HIGH VEGETATION ----Probable Cause----002 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

Brief of Accident

File No 852 6/22/88 STON	FORD,CA A/C Reg. No. N4792B			Time (Lc1) - 2035 PDT					
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION		NN) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor None				
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	0 0	1 0	0	0 0		
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number E	/Model - LYCOMING (ngines - 1 ype - RECIPROCA wer - 110 HP		S	Installed/A tall Warnin				
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 270/021 KTS Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- UNK/NR Precipitation - NONE Condition of Light - DAYLIGHT	RED BLU Destinatio HAYWARD ATC/Airspac Type of F Type of C	Last Departure Point RED BLUFF,CA			Airport Proximity OFF AIRPORT/STRIP Airport Data Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - N/A Runway Status - N/A				
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 22 Biennial Flight	Review		t Time (H	ours)				
PRIVATE SE LAND	Current Months Sino	-YES To e-1 Mal	tal -				5 40		

Instrument Rating(s) - NONE

----Narrative----

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DURING A CROSS COUNTRY FLIGHT, THE PILOT WAS FLYING 500 FEET AGL OVER MOUNTAINOUS TERRAIN WHEN A STRONG DOWNDRAFT WAS ENCOUNTERED. THE AIRPLANE WAS UNABLE TO CLIMB OUT OF IT AND SUBSEQUENTLY COLLIDED WITH THE TERRAIN.

File No 8	352 6/22/88	STONYFORD,CA	A/C Reg. No. N4792B	Time (Lcl) - 2035 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL CRUISE - NORMAL	- IN FLIGHT		
3. IN-FLIGHT PLANN	NADEQUATE - PILOT I	R - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONT	ION WITH TERRAIN/WATER ROLLED		
Probable Cause				

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

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

File No 845 6/23/88 WEAVE	RVILLE,CA A/	C Reg. No. N5354E	1	Time (Lcl) - 1745 PDT			
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		raft Damage STANTIAL	Fatal	-			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NON		rew O Pass O	0	0 0	. 1	
Aircraft Information Make/Model - BEECH B35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 5	Number Engines - Engine Type -	CONTINENTAL IO-47 1 RECIP-FUEL INJECT 250 HP	S	Installed/# Stall Warnir			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Po WEAVERVILLE,CA Destination TRINITY,CA ATC/Airspace Type of Flight P1 Type of Clearance Type Apch/Lndg	an - NONE - NONE	ON AIF Airport [LONNIE Runway Runway Runway	Data E POOL / Ident - / Lth/Wid - / Surface -	- 36 - 3380/ - UNK/NR - UNK/NR	50	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 38 Biennial Flight Review	Medical Certif	icate - VALIE light Time (H		WAIVERS/	'LIMIT	
PRIVATE SE LAND	Current - YES Months Since - 7	Total	- 4000	Last 24 Last 30		0	
	Months Since - 7	Make/Model	- 4000	1251 20	112/2-	0	

Instrument Rating(s) - NONE

----Narrative----

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> DURING THE INITIAL CLIMB, THE AIRPLANE STRUCK A TREE RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRPLANE. THE PILOT WAS ABLE TO LAND THE AIRPLANE WITHOUT FURTHER INCIDENT. IT WAS FOUND THAT THE RWY IS ONE WAY. THE PILOT DID NOT REALIZE THIS AND TOOK OFF ON THE WRONG RUNWAY.

Brief of Accident (Continued) 6/23/88 WEAVERVILLE, CA A/C Reg. No. N5354E Time (Lc1) - 1745 PDT File No. - 845 ______ -----Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. OBJECT - TREE(S) 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND _____ ----Probable Gause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

Brief of Accident

		-				
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraft	Damage		Inju	ries	
	SUBSTAN		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 172N	Eng Make/Model - LYC	OMING D-320-H2AD	ELT	Installed/	Activated	- YES-UNK/
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ng System	- YES
Max Gross Wt - 2150	Engine Type - REC	IPROCATING-CARBURE	TOR			
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 AI	RPORT/STRI	Р	
Method - N/A	GROVELAND, CA					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	PALO ALTO,CA					
Wind Dir/Speed- 300/003 KTS					- N/A	
Visibility - 40.0 SM	ATC/Airspace				- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -				- DIRT	
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING			HIGH VEG	ETATION
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
		Medical Certificat			AIVERS/LIM	IT
	Biennial Flight Review		it Time (H			
PRIVATE	Current - YES	Total -	151		4 Hrs -	0
SELAND	Months Since - 5	•			,	0
	Aircraft Type - C-172	Instrument-	3	Last 9	0 Days-	8

Instrument Rating(s) - NONE

----Narrative----

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DURING CRUISE FLIGHT, THE PILOT WAS ADJUSTING THE MIXTURE, WHEN THE ENGINE LOST POWER. AN EMERGENCY LANDING WAS MADE IN A FIELD WHERE DURING THE LANDING ROLL THE AIRPLANE COLLIDED WITH A TREE STUMP. INSPECTION OF THE ENGINE REVEALED THAT THE MIXTURE CONTROL LINKAGE WAS NOT CONNECTED AT THE CARBURETOR. IT WAS FOUND THAT AN AD WAS NOT PROPERLY COMPLIED WITH IN REGARDS TO THE SERIAL NUMBERED PARTS USED WERE NOT CORRECT FOR THE ACCIDENT AIRPLANE.

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		Brief of A	ccident (Continued)	
File No 9	09 6/26/88	LA GRANGE, CA	A/C Reg. No. N4833E	Time (Lc1) - 1145 PDT
Occurrence #1 Phase of Operation		OWER(TOTAL) - MECH FAI	LURE/MALF	
Finding(s) 1. MIXTURE CONTROL 2. MAINTENANCE,C		ECTED - IMPROPER - OTHER MAI		
Occurrence #2 Phase of Operation	DESCENT - EMERGE			· · · · · · · · · · · · · · · · · · ·
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 3. OBJECT - TREE(S)			
Probable Cause				
The National Transpo is/are finding(s) 1		rd determines that the	Probable Cause(s) of this accid	dent

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

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Brief of Accident

Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	aft Damage			Ini	juries		
		TANTIAL		Fatal	Serious	Min	or	None
Type of Operation -INSTRUCTIONA	L Fire		Crew	0 0	2		0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	NONE		Pass	0	0		0	0
-Aircraft Information Make/Model - CESSNA 152							!	
Landing Gear - TRICYCLE-FIXED	Eng Make/Model - L Number Engines -				nstallec all Warr			
Max Gross Wt - 1670	Engine Type - R				an wan	ing sys	tem	163
No. of Seats - 2		110 HP	ROOKLI	UK				
Environment/Operations Information								
Weather Data	Itinerary			Airport F				
Wx Briefing - NO RECORD OF BRIEFING		nt		OFF AIR	PORT/STR	RIP		
Method - N/A	SAME AS ACC/INC							
Completeness - N/A Basic Weather - VMC	Destination		A	irport Da				
Wind Dir/Speed- 360/005 KTS	CAMERON PARK,CA			VAN VLE		24		
Visibility - 20.0 SM	ATC/Airspace				Ident Lth/Wid		\sim	30
Lowest Sky/Clouds - CLEAR	Type of Flight Plar				Surface			30
Lowest Ceiling - NONE	Type of Clearance				Status		C L	
Obstructions to Vision- NONE	Type Apch/Lndg			Kuliway	Status			
Precipitation - NONE	Type Apeny Endg	INCINE						
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 35 Biennial Flight Review	Medical Certi				WAIVERS	/LIMI	
	Biennial Flight Review	T - (-)		Time (Ho				
ATP, CFI	Current - YES	Total	, - 2	900	Last	24 Hrs	-	1
SE LAND, ME LAND	Months Since - 8 Aircraft Type - C-152	Make/Mode 2 Instrumen	el -	250	Last	30 Days	-	6
	Aircraft Type - C-152				Last	90 Days	-	13
		Multi-Eng	j - 1	400				
Instrument Rating(s) - AIRPLANE								
Narrative								

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Brief of Accident (Continued) 6/27/88 File No. - 908 LAKE TAHOE,CA A/C Reg. No. N23TW Time (Lcl) - 0830 PDT ---------Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI) 3. AIRCRAFT PERFORMANCE - EXCEEDED 4. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND(CFI) 5. OBJECT - TREE(S) _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

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Brief of Accident

Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraf	ft Damage		Inju	uries	
	SUBSTA	ANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Cre		0		0
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 206F	Eng Make/Model ~ CC		_			
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warni	ing System	- YES
Max Gross Wt - 3600	Engine Type - RE					
No. of Seats - 6	Rated Power -	285 HP				
Environment/Operations Information						
leather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRI	[P	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL		HEALDS			
Wind Dir/Speed- 360/015 KTS					- N/A	
Visibility - 50.0 SM	ATC/Airspace				- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface		
Lowest Ceiling - NONE	Type of Clearance		Runway	' Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING			ROUGH	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 47	Medical Certific	ate - VALID	MEDICAL-W	VAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Fli	ght Time (⊦	lours)		
	Current - YES	Total -			24 Hrs -	0
SE LAND, ME LAND	Months Since - 10					
	Aircraft Type - B-767	Instrument- Multi-Eng -		Last 9	90 Days-	109
Instrument Rating(s) - AIRPLANE						

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> > WERE NO OTHER NOTED MECHANICAL FAILURES OR MALFUNCTIONS.

INJECTION THROTTLE BODY FUEL SCREEN. THE MAIN FUEL SUMP BOWL SCREEN WAS DAMAGED AND INSTALLED UPSIDE DOWN. THERE

Brief of Accident (Continued) 6/29/88 File No. - 944 HEALDSBURG, CA A/C Reg. No. N33284 Time (Lc1) - 0730 PDT _____ _____ Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, SCREEN - IMPROPER 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND 3. FLUID, FUEL - CONTAMINATION Occurrence #2 FORCED LANDING Phase of Operation LANDING - ROLL Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircra	ft Damage		Inju	ries	
· · · · · · · · · · · · · · · · · · ·		ANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Crev		0		1
Flight Conducted Under -14 CFR 91	NONE	Pass	s O	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER J3		ONTINENTAL A65-8		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -		5	tall Warni	ng System	- NO
Max Gross Wt - 1220		ECIPROCATING-CARBU	RETOR			
No. of Seats ~ 2	Rated Power -	65 HP				
Environment/Operations Information				_		
Weather Data	Itinerary			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFIN	•	it	OFF AI	RPORT/STRI	Р	
Method - N/A Completeness - N/A	RIVERSIDE,CA Destination		Airport D	a t a		
Basic Weather - VMC	LOCAL		Arrport D	ala		
Wind Dir/Speed- 280/015 KTS	LOCAL		Runway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface		
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING			ROUGH	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 38	Medical Certifica			AIVERS/LIN	AIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (H		4 11	
COMMERCIAL,CFI SE LAND.ME LAND	Current - YES Months Since - 5	Total - Make/Model-	5495	Last 2	4 Hrs - O Davs-	3
SE LAND, ME LAND	Aircraft Type - C-130		1900	Last 3	0 Days- 0 Days-	
	Anchart Type = C=13C	Multi-Eng -		Last 5	U Days	101
Instrument Rating(s) - AIRPLANE						
RING A LOCAL FLIGHT, THE ENGINE QUIT WHILE	DESCENDING TO THE AIRPORT.	A FORCED LANDING	WAS MADE ON	I A ROAD WH	ERE	
RING THE LANDING ROLL A GUST OF WIND PUSHE	D THE AIRPLANE OFF THE ROAD	. THE AIRPLANE GRO	DUND LOOPED	, COLLIDED	•	
TH THE TERRAIN AND NOSED OVER. INSPECTION	OF THE ENGINE REVEALED THA	T THE MANIFOLD CRA	CKED AND SE	PARATED JU	ST	
IVE THE CARBURETOR.						

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Brief of Accident (Continued) File No. - 947 6/30/88 RIALTO,CA A/C Reg. No. N6868H Time (Lcl) - 1715 PDT LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation DESCENT - NORMAL Finding(s) EXHAUST SYSTEM, MANIFOLD - SEPARATION _____ FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 2. WEATHER CONDITION - GUSTS 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENER		craft Damage STROYED	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fir NO		rew 1 ass O	0 3	0 0	0 0
-Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Engines	- LYCOMING 0-320-E3 - 1 - RECIPROCATING-CAR - 150 HP	9	Installed/Ad Stall Warning		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary G Last Departure Pd SAME AS ACC/IN Destination LOCAL ATC/Airspace Type of Flight P Type of Clearance Type Apch/Lndg	C lan - NONE e - NONE	ON AIF Airport [COMPTC Runway Runway Runway	Data DN y Ident - y Lth/Wid - y Surface -	25R 3760/ ASPHALT DRY	60
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 57 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	A Total A Make/Model	light Time (H - 186 - 186 - 4		Hrs - Days-	4IT 0 0 7

----Narrative----

THE STUDENT PLT WAS TAKING HIS 2 GRANDCHILDREN & 1 OF THEIR FRIENDS ON A LOCAL FLT. GROUND WITNESSES OBSERVED THE AIRPLANE LIFT OFF AND CONTINUE IN AN EXCESSIVELY HIGH ANGLE OF ATTACK CLIMB ATTITUDE. WHEN THE AIRPLANE REACHED ABT 150 FT A.G.L. IT STALLED, ENTERED A LEFT SPIN, AND CRASHED. THE POSTCRASH WRECKAGE EXAM DSCLSD NO EVIDENCE OF ANY PREEXISTING AIRCRAFT MALFUNCTIONS OR FAILURES. THE STUDENT PLT BEGAN HIS FLYING ON 7/22/79; HE HAD LOGGED 186 HOURS OF WHICH 51 WERE AS PIC.

Brief of Accident (Continued)								
File No 8	883 7/16/88	COMPTON, CA	A/C Reg. No. N40808	Time (Lcl) - 1615 PDT				
Occurrence #1 Phase of Operation								
2. STALL/SPIN - IN	MAINTAINED - PILOT ADVERTENT - PILOT ENT EXPERIENCE - P	IN COMMAND						
Occurrence #2 Phase of Operation			ER					
Probable Cause								
The National Transpo is/are finding(s) 1	,	rd determines that t	he Probable Cause(s) of this accid	ent				

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

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Brief of Accident

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Basic Information							
Type Operating Certificat	e-NONE (GENERAL	-	5		Injurie		
Type of Operation	-PERSONAL	DESTROY Fire			Serious O	Minor O	None 0
Flight Conducted Under		IN FLIG	Crew HT Pass		0	0	. 0
Accident Occurred During		INTER	F F 433	Ū	0	U	. 0
Aircraft Information							
Make/Model - CESSNA T-		Eng Make/Model - CON			stalled/Ac		
Landing Gear - TRICYCLE-	RETRACTABLE	Number Engines - 1		Sta	11 Warning	System	i - YES
Max Gross Wt - 3800		Engine Type - REC					
No. of Seats - 6		Rated Power -	300 HP 				
Environment/Operations Info	rmation	Thingson		tinnent Du			
Weather Data Wx Briefing ~ NO RECO	ORD OF BRIEFING	Itinerary Last Departure Point		Airport Pr	OX1M1TY ORT/STRIP		
Method - N/A	RD OF BRIEFING	POMONA, CA		UFF AIRP	URI/SIRIP		
Completeness - N/A		Destination		Airport Dat	2		
Basic Weather - VMC		CORONA, CA		BRACKETT			
Wind Dir/Speed- LIGHT A	ND VARIABLE	concina, ca		Runway I		261	
Visibility - 20.0		ATC/Airspace		•	th/Wid -		75
Lowest Sky/Clouds -		Type of Flight Plan -	NONE		urface - [•	
Lowest Ceiling -		Type of Clearance -		2	tatus - [
Obstructions to Vision-	NONE	Type Apch/Lndg -					
Precipitation -							
Condition of Light -	DAYLIGHT						
Personnel Information							
Pilot-In-Command			Medical Certifica			/ERS/LI	MIT
	Ļ	-				1	
			lotal -	1494	Last 24 H	Irs - U	
SE LAND, ME LAND			Make/Model- U				
		All Chart Type - 6-76					
			Multi-Eng - 0		Rotorcha	- U	INK/INK
Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	E	Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - B-76	Flig Total - Make/Model- U Instrument- U Multi-Eng - U	NK/NR		Days- U	NK/

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Brief of Accident (Continued) A/C Reg. No. N79Y Time (Lc1) - 1638 PDT File No. - 891 8/02/88 BREA,CA IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. OBJECT - WIRE, STATIC 2. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 3. LOW PASS - PERFORMED - PILOT IN COMMAND 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 4

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

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Brief of Accident

Basic Information		ft Domono		Toria	(niec	
Type Operating Certificate-NONE (GENERA	•	ft Damage ANTIAL	Fata]	Serious	uries Minor	None
Type of Operation -INSTRUCTIONA			rew O	0	2	0
Flight Conducted Under -14 CFR 91	NONE	Pa	ass O	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - L					- YES-UNK/I
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warn [.]	ing Syst em	- YES
Max Gross Wt - 1670	Engine Type - R		BURETOR			
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information			,			
Weather Data	Itinerary			Proximity		
Wx Briefing - UNK/NR	Last Departure Poin	it	ON AI	RPORT		
Method - ACFT RADIO	CORONA, CA					
Completeness - UNK/NR	Destination		Airport			
Basic Weather - VMC	SAME AS ACC/INC		CHINO			
Wind Dir/Speed- 270/008 KTS				y Ident	- 26	150
Visibility - 5.0 SM	ATC/Airspace	NONE		y Lth/Wid		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance			y Surface y Status	- ASPHALT	
Obstructions to Vision- HAZE	Type Apch/Lndg		Runwa	y status	- DRY	
Precipitation - NONE	Type Apch/Endg	NONE				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 30	Medical Certif	iooto - VALT			
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (NU WAIVERS	
COMMERCIAL, CFI	Current - YES	Total -			24 Hrs -	1
SE LAND, ME LAND	Months Since - 12	Make/Model			30 Days- U	-
JE LAND, ME LAND	Aircraft Type - UNK/N				90 Days -	
		Multi-Eng		2001		
Instrument Rating(s) - AIRPLANE		·				
Narrative						
ILE ON FINAL APPROACH, THE INSTRUCTOR NOTIO	ED THE AIRSPEED FALL BELOW	55 KNOTS HE TOO	OK CONTROL O	FTHF		

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Brief of Accident (Continued)

File No 8	20 8/27/88	CHINO,CA	A/C Reg. No.	N67649	Time (Lc1) - 1303 PDT
Occurrence #1 Phase of Operation		- IN FLIGHT PATTERN - FINAL APPROAG	СН		
Finding(s) 1. AIRSPEED(VSO) - 2. SUPERVISION - I 3. STALL - NOT COR	NADEQUATE - PILOT				
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATE	2		
Probable Cause					

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER)		ft Damago		Toju		
Type operating centricate-none (General		ft Damage ANTIAL	Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire	. –	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	F	Pass 0	Ō	Ō	2
Accident Occurred During -TAXI						
ircraft Information						
Make/Model - CESSNA 172N	Eng Make/Model - L					
Landing Gear - TRICYCLE-FIXED				Stall Warnin	ng System	- YES
Max Gross Wt - 2300	o ,,	ECIPROCATING-CAR	RBURETOR			
No. of Seats - 4	Rated Power -	160 HP				
nvironment/Operations Information						
leather Data	Itinerary			t Proximity		
Wx Briefing - FSS	Last Departure Poin	t	ON A	IRPORT		
Method - TELEPHONE	SAME AS ACC/INC		•			
Completeness - WEATHER NOT PERTINEN			Airport			
Basic Weather - VMC	HESPERIA,CA		CAMAF			
Wind Dir/Speed- LIGHT AND VARIABLE	. = . (- UNK/NR	
Visibility - 15.0 SM	ATC/Airspace			ay Lth/Wid		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan				- ASPHALT	
Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runwa	ay Status ·	- DRY	
Precipitation - NONE	Type Apch/Lhdg	- NUNE				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 45	Medical Certif	icate - VALI		WATVERS/	ITMTT
Certificate(s)/Rating(s)						
PRIVATE,CFI	Biennial Flight Review Current - YES	Total	- 1102	Last 24	1 Hrs -	0
SE LAND, ME LAND, SE SEA	Months Since - 9	Make/Model	- 78	Last 30	Days-	ŏ
	Aircraft Type - C-172		- 126	Last 90) Days-	1
		Multi-Eng	- 33			
Instrument Rating(s) - AIRPLANE						

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Brief of Accident (Continued)

File No 876	8/28/88 CAMARILLO,CA	A/C Reg. No. N789CE	Time (Lcl) - 1130 PDT
	ROUND COLLISION WITH OBJECT - TO TAKEOFF		
Finding(s) 1. OBJECT - AIRPORT FACIL 2. VISUAL LOOKOUT - INA	ITY ADEQUATE - PILOT IN COMMAND		
The National Transportation	Safety Board determines that the	he Probable Cause(s) of this accide	nt

is/are finding(s) 2

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

Brief of Accident

Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Dam	age		Injur	ies	
		SUBSTANTIAL	0	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew		0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	; O	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 150L		del – CONTINE	NTAL 0-200-A		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engi				Stall Warnir	ng System	- YES
Max Gross Wt - 1600		- RECIPRO		ETOR			
No. of Seats - 2	Rated Power	- 100	HP 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu			OFF AI	RPORT/STRIP)	
Method - N/A	CARLSBAD, C	Α					
Completeness - N/A Basic Weather - VMC	Destination			Airport D	Data		
Wind Dir/Speed- 090/015 KTS	OAKLAND, CA			Dupus	/Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace				/ Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flig	ht Plan - VFP			/ Surface -		
Lowest Ceiling - NONE	Type of Clea				/ Status -		
Obstructions to Vision- HAZE	Type Apch/Ln			Rannay	otatao	30	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 29 Biennial Flight Re	Medi	cal Certifica) WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	view		ht Time (F			
PRIVATE	Current		Total -			Hrs - UN	
SE LAND	Months Since	- 4	Make/Model-	859	Last 30		
	Aircraft Type	- C-172	Instrument-	0	Last 90) Days- UN	NK/NR
			Multi-Eng -	62			
Instrument Rating(s) - NONE							
 Narrative							

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Brief of Accident (Continued) File No. - 837 9/14/88 SALINAS,CA A/C Reg. No. N6804G Time (Lcl) - 1335 PDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA		aft Damage		Injur		
		TANTIAL	Fatal			None
Type of Operation -PERSONAL			rew O	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	P	ass O	0	0	0
Aircraft Information			*			
Make/Model - CESSNA 172L	Eng Make/Model -			Installed/A		
Landing Gear - TRICYCLE-FIXED				tall Warnin	ng System	- YES
Max Gross Wt - 2300	Engine Type -		BURFLOR			
No. of Seats - 4	Rated Power -	150 / HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt	OFF AI	RPORT/STRIP	>	
Method - N/A	LAKE HAVASU,CA					
Completeness - N/A	Destination		Airport D	Airport Data		
Basic Weather - VMC	SAME AS ACC/INC		_			
Wind Dir/Speed- 290/007 KTS	170 (1)				N/A	
Visibility - 4.000 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Pla Type of Clearance		-		GRAVEL DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg			status -	DRT	
Precipitation - NONE	Type Apeny Endg	TORCED LANDIN	G			
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 26	Medical Certif	icate - VALID	MEDICAL-NO		
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (H		, whitehold	-1011
PRIVATE	Current - YES	Total	- 162	Last 24	Hrs -	7
SELAND	Months Since - 14					8
	Aircraft Type - UNK/	NR Instrument	- 0	Last 90		21

----Narrative----

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DURING A CROSSCOUNTRY FLT, WHILE ENROUTE FROM LAKE HAVASU CITY, AZ, TO BANNING, CA, THE ENGINE EXPERIENCED A LOSS OF POWER. THE AIRPLANE COLLIDED WITH THE TERRAIN AFTER A FORCED LANDING. INSPECTION OF THE FUEL SYSTEM REVEALED THERE WAS NO FUEL ON BOARD.

		Brief of	Accident (Continued)	
File No 8	9/19/88	BANNING,CA	A/C Reg. No. N7233Q	Time (Lcl) - 1700 PDT
Occurrence #1 Phase of Operation		OWER(TOTAL) - NON-ME	CHANICAL	
Finding(s) 1. FLUID,FUEL - EX 2. IN-FLIGHT PLANN		R - PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation	LANDING - ROLL	-	ER	
Probable Cause				
The National Transpo is/are finding(s) 1		rd determines that t	he Probable Cause(s) of this accide	ent

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

Brief of Accident

File No 868 6/07/88 LIMO	6/07/88 LIMON,CO A/C Reg.		N8678L	L Time (Lc1) - 0715 MDT			
-Basic Information Type Operating Certificate-AGRICULTURA		ircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -AERIAL APPL		ire	Crew		0	0	1
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
-Aircraft Information							
Make/Model - PIPER PA-25-235 Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Mode Number Engine	I - LYCOMING O	-540		Installed/A tall Warnir		
Max Gross Wt - 2900		- RECIPROCAT				ig system	123
No. of Seats - 1	Rated Power			LION			
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Departure	Point		OFF AI	RPORT/STRIF)	
Method - N/A	SAME AS ACC/	INC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			_	_		
Wind Dir/Speed- VARIABLE/005 KTS						- N/A	
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace					• N/A	
Lowest Sky/clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Type of Cleara				Surface -		
Obstructions to Vision- NONE	Type Apch/Lndg			Runway	Status -	· N/A	
Precipitation - NONE	Type Apen/Endg	FURCED	LANDING				
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 43	Medical	Certifica		MEDICAL-NO) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi			ht Time (H			
COMMERCIAL	Current -				Last 24		5
SE LAND, ME LAND	Months Since -			1580) Days-	150
	Aircraft Type - I		trument- ti-Eng -	85 70	Last 90) Days-	250
Instrument Rating(s) - AIRPLANE							

THE PLT REPORTED THAT HE WAS MAKING HIS THIRD SWATHRUN WHEN THE ENG QUIT. HE ATTEMPTED A FORCED LANDING BUT THE ACFT NOSED OVER. THE PLT SAID HE HAD 15 GAL OF FUEL ON BOARD AT TAKEOFF AND HAD BEEN AIRBORNE ABOUT 15 MIN. THE FAA A/W INSP WHO EXAMINED THE WRECKAGE DID NOT FIND ANY EVIDENCE OF A MECHANICAL FAILURE. THE WX WAS CONDUCIVE TO CARBURETOR ICING.

Brief of Accident (Continued)

File No 8	68 6/07/88 LIMON,CO	A/C Reg. No. N8678L	Time (Lc1) - 0715 MDT
	LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL MANEUVERING - AERIAL APPLICATION	-	
	DN - CARBURETOR ICING CONDITIONS AT - IMPROPER USE OF - PILOT IN COMMAND	·	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation			
Finding(s) 3. TERRAIN CONDITI	DN - SOFT		
Probable Cause			
The National Transpo	rtation Safety Board determines that the Proba	able Cause(s) of this accid	lent

is/are finding(s) 2

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

Brief of Accident

Basic Information					_		
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -INSTRUCTIONA		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	ŏ	o	ŏ
Accident Occurred During -DESCENT				-			-
Aircraft Information							
Make/Model - CESSNA 172	Eng Make/Mode	el - LYCOMING 0-3	320-H2AD	ELT	Installed/A	ctivated	I - YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engine				tall Warnin	ng System	ı - YES
Max Gross Wt - 2150	Q 1	- RECIPROCATIN	NG-CARBURE	TOR			
No. of Seats - 4	Rated Power	- 160 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departure			OFF AI	RPORT/STRIP	•	
Method - TELEPHONE	SAME AS ACC	/INC					
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - VMC	MONTROSE, CO			_			
Wind Dir/Speed- UNK/NR						N/A	
Visibility - 15.0 SM	ATC/Airspace					N/A	
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 – None					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information		· · · · ·					
Pilot-In-Command	Age - 17				MEDICAL-NO	WAIVERS	5/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			t Time (H			
STUDENT		N/A Total				Hrs - L	
	Months Since -		Model-				
	Aircraft Type -	N/A Instr	rument-	0	Last 90) Days- L	INK/NR

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT WAS FLYING A X-COUNTRY TRAINING FLT. THE FLT WAS NOT ON THE PLANNED ROUTE. THE PLT FLEW INTO A BOX CANYON TOO NARROW TO COMPLETE A TURN AND COULD NOT CLIMB FAST ENOUGH TO CLEAR THE TERRAIN AT THE END OF THE CANYON. THE PILOT ATTEMPTED A TURN AND THE AIRPLANE STALLED. THE AIRPLANE STRUCK TREES AND FELL TO THE TERRAIN ABOUT 300 FEET BELOW THE CANYON RIDGE.

Brief of Accident (Continued)

6/14/88 File No. - 942 RIFLE,CO A/C Reg. No. N2262E Time (Lcl) - 1230 MDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation CLIMB - TO CRUISE Finding(s) 1. TERRAIN CONDITION - BOX CANYON 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND З. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY 5. STALL _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. OBJECT - TREE(S) -----------Probable Cause----16568 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

Brief of Accident

File No 867 7/01/88 GUNN	A/C Reg.	No. N231PG	۲. 	ime (Lcl) -	1020 MD	·	
-Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL AVIATION)	Aircraft Da SUBSTANTIA Fire NONE		-	Injur Serious O O	ries Minor O O	None 1 0
-Aircraft Information Make/Model - MOONEY M-20K Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2740 No. of Seats - 4	Number E	ngines - 1 ype - RECIP	NENTAL TSIO-360 -FUEL INJECTED D HP		Installed/A tall Warnir		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 345/002 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	TULSA,C Destinatio SAME AS ATC/Airspac Type of F Type of C	n ACC/INC e light Plan - N learance - N /Lndg - T	ONE	ON AIR Airport D GUNNIS Runway Runway Runway	ata ON Ident - Lth/Wid - Surface -		150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 45 Biennial Flight Current Months Sind Aircraft Ty	Review - YES e - 3	Total - Make/Model-	ht Time (H 2048	ours) Last 24	1 Hrs -) Days-	/LIMIT 3 15 30

Instrument Rating(s) - NONE

----Narrative----

1

THE PLT STATED THAT THE AIRCRAFT HAD AN ELECTRICAL PROBLEM APPROXIMATELY 20 MILES FROM GUNNISON. HE CONTINUED HIS FLIGHT AND ENTERED THE TRAFFIC PATTERN AT GUNNISON AIRPORT. HE SAID THAT AS HE TURNED TO BASE LEG, THE ENGINE QUIT. THERE REMAINED INSUFFICIENT ALTITUDE TO REACH THE RUNWAY. SUBSEQUENT EXAMINATION AND TESTING OF THE ENGINE-DRIVEN FUEL PUMP/CONTROLLER REVEALED A LARGE FUEL LEAK AROUND THE MIXTURE CONTROL SHAFT LIMITING THE AMOUNT AND PRESSURE OF FUEL THAT COULD REACH THE ENGINE.

Brief of Accident (Continued)

File No. - 867 7/01/88 GUNNISON, CO A/C Reg. No. N231PG Time (Lcl) - 1020 MDT -------Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation APPROACH - VFR PATTERN - BASE TURN Finding(s) 1. FLUID, FUEL - STARVATION 2. MIXTURE CONTROL - LEAK Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY -----Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - SOFT ------_____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

Brief of Accident

File No 827 7/01/88 ENGLE Basic Information		eg. No. N250TH		ime (Lc1) - 		
Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL	SUBSTAN Fire	NTIAL Crew	Fatal O	0	Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	• 0	0	0	0
Aircraft Information Make/Model - HELFRICH-LEONARD BD-5B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 1100	Eng Make/Model - HON Number Engines - 1 Engine Type - REC		S	Installed/Ac tall Warning		•
No. of Seats - 1	Rated Power -	70 HP	IUR			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A Completeness - N/A	SAME AS ACC/INC Destination		Airport D	a+a		
Basic Weather - VMC	LOCAL		CENTEN			
Wind Dir/Speed- 020/005 KTS	LOCAL				UNK/NR	
Visibility - 50.0 SM	ATC/Airspace				10000/	100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE			ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		-		DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information	A					() - M
Pilot-In-Command	Age - 39 Biennial Flight Review	Medical Certificat			WAIVERS/	LIMII
Certificate(s)/Rating(s) COMMERCIAL	Current - YES	Total -	nt Time (H			0
SE LAND		Make/Model-				0
JL LAND	Aircraft Type - MUSTAN					0
						<u> </u>

----Narrative----

THIS EXPERIMENTAL ACFT IS POWERED BY A MODIFIED HONDA 1250 CC, WATERCOOLED ENG. THE PLT REPORTED THAT AFTER TAKEOFF THE ENG TEMP REACHED THE REDLINE AND THE ENG LOST POWER. DURING THE FORCED LANDING THE MAIN LANDING GEAR COLLAPSED. EXAMINATION OF THE ENG AFTER THE ACDT REVEALED THAT A HOLE WAS BURNED IN THE #4 PISTON AND A PORTION OF THE HEAD GASKET BETWEEN THE #3 AND #4 CYL WAS MISSING. THE OWNER AND TECHNICIANS FAMILIAR WITH THE ENG SUGGEST A LARGER RADIATOR, RETIMING OF THE IGNITION, AND/OR A RICHER MIXTURE MAY PRECLUDE RECURRENCE OF THE PROBLEM.

		Brief of A	Accident (Continued)	
File No 8	27 7/01/88	ENGLEWOOD, CO	A/C Reg. No. N250TH	Time (Lcl) - 1235 MDT
Phase of Operation 1. POWERPLANT - OV 2. ENGINE ASSEMBLY	TAKEOFF - INIT ERTEMPERATURE ,PISTON - BURNED		2	
Occurrence #2 Phase of Operation		GENCY		
Occurrence #3 Phase of Operation				
Finding(s) 4. TERRAIN CONDITI 5. LANDING GEAR,NO 6. LANDING GEAR,NO	SE GEAR - OVERLO	AD		
Probable Cause				
The National Transpo is/are finding(s) 1		oard determines that the	Probable Cause(s) of this acc	ident

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

Brief of Accident

File No 940 7/02/88	COLORADO SPRING,CO	A/C Reg. No.	N4878S	T	ime (Lcl) -	1850 MD1	Г
Basic Information Type Operating Certificate-NONE (G Type of Operation -PERSONA Flight Conducted Under -14 CFR	L 91	Aircraft Damag SUBSTANTIAL Fire NONE	e Crew Pass	Fatal O O	Injur Serious O O	ries Minor O O	None 1 5
Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-32-260 Landing Gear - TRICYCLE-RETRACTAB	Eng Make/ LE Number En	Model - LYCOMING (gines - 1		S	Installed/A tall Warnir		
Max Gross Wt - 3400 No. of Seats - 6	Engine ly Rated Pow	pe - RECIPROCA er - 260 HP					
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 190/012 KTS Visibility - 65.0 SM Lowest Sky/Clouds - 11000 FT Lowest Sky/Clouds - 11000 FT Destructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depan TOPEKA,K Destination SAME AS ATC/Airspace SCATTERED Type of F1 Type of C1 Type Apch/	ACC/INC ight Plan - NONE		ON AIR Airport Da COLORAI Runway Runway Runway	ata DO SPRINGS Ident - Lth/Wid - Surface -	17 11021/	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 48 Biennial Flight Current Months Since Aircraft Typ	Review -YES To -O Ma		t Time (Ho 66 18	ours)	Hrs -) Days-	4IT 7 19 47

Instrument Rating(s) - NONE

----Narrative----

THE PLT AND PAX DEPARTED ST. LOUIS AND STOPPED TWICE ENROUTE DUE TO WX. THE PLT WAS GIVEN LANDING CLEARANCE ON RWY 17 AT COLORADO SPRINGS AND THE WIND WAS REPORTED TO BE FROM 190 DEGREES AT 12 KTS. WITNESSES AT THE ARPT STATED N4878S "PORPOISED" SEVERAL TIMES DURING THE LANDING BEFORE THE NOSE GEAR COLLAPSED. THE PLT WAS RECENTLY CERTIFICATED AND HAD A TOTAL FLIGHT TIME OF 66 HOURS WITH 18 HOURS IN THE PA-32-260. THE PLT WAS INVOLVED IN A SIMILAR ACCIDENT IN KANSAS SEVERAL WEEKS AFTER THIS ACCIDENT.

Brief of Accident (Continued) File No. - 940 7/02/88 COLORADO SPRING,CO A/C Reg. No. N4878S Time (Lcl) - 1850 MDT ------. Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. FLARE - MISJUDGED - PILOT IN COMMAND 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. PORPOISE - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

Brief of Accident

-Basic Information								
Type Operating Certificate-NONE (GENERAL		aft Damage			Inju			
	NONE			atal	Serious		None	
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	ł	ass	0	1	0	1	
Make/Model - RAVEN S55A	Eng Make/Model - I	•			Installed/#			
Landing Gear - N/A	Number Engines - I			S	tall Warnir	ng System	- NO	
Max Gross Wt - 1435	Engine Type - I	•						
No. of Seats - UNK/NR	Rated Power - I	N/A 						
-Environment/Operations Information								
Weather Data	Itinerary				Proximity	_		
Wx Briefing - FSS	Last Departure Poi	nt	I	JFF AI	RPORT/STRIE	5		
Method - TELEPHONE	SAME AS ACC/INC		• •					
Completeness - PARTIAL,LMTD BY PILOT	Destination		Air	port D	ata			
Basic Weather - VMC	LOCAL			-	Talaut	NI / A		
Wind Dir/Speed- 015/015 KTS	ATC/Airspace		Runway Ident - N/A Runway Lth/Wid - N/A					
Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR						- N/A - GRASS/TL	IDE	
Lowest Ceiling - NONE		Type of Flight Plan - NONE Type of Clearance - NONE			Runway Surface - GRASS/TURF Runway Status - DRY			
Obstructions to Vision- NONE	Type Apch/Lndg			Kunway	Status	DKT		
Precipitation - NONE	Type Apeny Endg	STRAIGHT IN						
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 41							
Certificate(s)/Rating(s)	Biennial Flight Review		light T					
PRIVATE	Current - YES	Total		3		4 Hrs -	1	
	Months Since - 2	Make/Mode	- 4	3	Last 30		22	
FREE BALLOON	Aircraft Type - S-55	A Instrumen	t- (J	Last 90	Days-	32	
Instrument Rating(s) - NONE								

THE PLT REPORTED THAT AT THE TIME OF TAKEOFF, THE WINDS WERE "LIGHT TO MODERATE FROM O15 DEG AT 5 KTS OR LESS." SHORTLY AFTER TAKEOFF, THE WINDS INCREASED TO 10-15 KTS AND THE PLT DECIDED TO LAND ON "GRASSY, RELATIVELY SMOOTH TERRAIN." THE PLT SAID HE INSTRUCTED HIS TWO PAX TO "BEND THEIR KNEES" AT OR JUST BEFORE TOUCHDOWN. ONE PAX LOCKED HER KNEES AND SUSTAINED A FRACTURED ANKLE. THERE WERE NO INJURIES TO THE PLT OR THE OTHER PAX, AND THE BALLOON WAS NOT DAMAGED.

Brief of Accident (Continued)								
File No 85	5 8/27/88	FORT MORGAN,CO	A/C Reg. No. N779TV	Time (Lc1) - 0900 MDT				
Occurrence #1 Phase of Operation	MISCELLANEOUS/OTHE LANDING - FLARE/TO							
Finding(s) 1. INSTRUCTIONS,WRI 2. TERRAIN CONDITION 3. TERRAIN CONDITION 4. WEATHER CONDITION	N - OPEN FIELD N - BERM	FOLLOWED - PASSENGER	ĸ					
Probable Cause	-							
The National Transport	tation Safety Board	determines that the	Probable Cause(s) of this accider	nt				

- 140

is/are finding(s) 1

- 1

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

Brief of Accident

VIATION) Aircraft SUBSTAN Fire NONE Eng Make/Model - LYCC	TIAL Crew Pass	Fatal O O	Injur Serious O O	Minor	None 1 1
Fire NONE Eng Make/Model - LYCC	Crew Pass	0	0	0	1
Eng Make/Model - LYC		0	0	0 	1
	MING AFI0-320-525				
	IMING AFTO-320-F26				
Numbon Engines	JULING ALIO DZU EZE		nstalled/A		
Number Engines - 1		St	all Warnin	g System -	NO
Engine Type - REC					
Rated Power -	150 HP				
		•	-		
		ON AIRP	URT		
· · · · · · · · · · · · · · · · · · ·					
LUCAL				26	
ATC /A increase					
	NONE				5
Type Apch/Inda -	STRAIGHT-IN	Kanway	Statub		
, j.po Apon, chag	FORCED LANDING				
e - 33 I	Medical Certificat	e - VALID:	MEDICAL-WA	IVERS/LIMI	г
ennial Flight Review	Fligh	it Time (Ho	urs)		
Current - YES	Total -	2224	Last 24	Hrs -	1
Months Since - 10	Make/Model-	12			
Aircraft Type - UNK/NR	Instrument-	477	Last 90	Days-	85
	Multi-Eng -	284			
	Itinerary Last Departure Point ORLANDO,FL Destination LOCAL ATC/Airspace ED Type of Flight Plan - Type of Clearance - Type Apch/Lndg - E - 33 Ennial Flight Review Current - YES Months Since - 10	Itinerary Last Departure Point ORLANDO,FL Destination LOCAL ATC/Airspace ED Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN FORCED LANDING e - 33 Medical Certificat ennial Flight Review Fligh Current - YES Total - Months Since - 10 Make/Model- Aircraft Type - UNK/NR Instrument-	Itinerary Airport P Last Departure Point ON AIRP ORLANDO,FL Destination Airport Da LOCAL Airport Da LOCAL LUST AI Runway ATC/Airspace Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type Apch/Lndg - STRAIGHT-IN FORCED LANDING Airport P Airport P Airport P Airport P Airport P Airport P Airport P Airport P Airport P Airport P Runway Runway Runway Type Apch/Lndg - STRAIGHT-IN FORCED LANDING Airport Da Runway Runway Type Apch/Lndg - STRAIGHT-IN FORCED LANDING Airport Da Runway Type Apch/Lndg - STRAIGHT-IN FORCED LANDING Airport Da Runway Type Apch/Lndg - STRAIGHT-IN FORCED LANDING Airport Da Runway Type Apch/Lndg - STRAIGHT-IN FORCED LANDING AIRPORT AIRPORT Runway Type Apch/Lndg - STRAIGHT-IN FORCED LANDING AIRPORT AIRPORT Runway Type Apch/Lndg - STRAIGHT-IN FORCED LANDING AIRPORT AIRPORT Runway Type Apch/Lndg - STRAIGHT-IN FORCED LANDING AIRPORT AI	Itinerary Airport Proximity Last Departure Point ON AIRPORT ORLANDO,FL Destination Airport Data LOCAL LUST AIRPORT ATC/Airspace Runway Ident - ATC/Airspace Runway Lth/Wid - ED Type of Flight Plan NONE Runway Surface Type of Clearance - NONE Runway Status - Type Apch/Lndg - STRAIGHT-IN FORCED LANDING ennial Flight Review Flight Time (Hours) Current - YES Current - YES Total - 2224 Last 24 Months Since - 10 Make/Model- 12 Last 30 Aircraft Type - UNK/NR Instrument- 477 Last 90	Itinerary Airport Proximity Last Departure Point ON AIRPORT ORLANDO,FL Destination Destination Airport Data LOCAL LUST AIRPORT ATC/Airspace Runway Ident - 36 ED Type of Flight Plan - NONE Runway Surface - GRASS/TURI Type of Clearance - NONE Runway Status - WET Type Apch/Lndg - STRAIGHT-IN FORCED LANDING Flight Time (Hours) Current - YES Total - 2224 Months Since - 10 Make/Model- 12 Last 30 Days- UNK/

i.

1

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File No 8	387 7/13/88	ZELLWOOD,FL	A/C Reg. No. N144TH	Time (Lc1) - 1945 EDT	
Occurrence #1 Phase of Operation	LOSS OF ENGINE P CRUISE - NORMAL	OWER(TOTAL) - NON-MEC	HANICAL		
2. IGNITION SYSTEM 3. EMERGENCY PRO	M,MAGNETO - NOT SEC DCEDURE - IMPROPER				
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY			
Occurrence #3 Phase of Operation		TOUCHDOWN	¥. U +		
Finding(s) 5. TERRAIN CONDITI 6. TERRAIN CONDITI	ION - HIGH VEGETATI	ON			

Brief of Accident (Continued)

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

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

Brief of Accident

Type Operating Certificate-NONE (GENE					T 1 1 1 1			
31- 1	RAL AVIATION)	Aircraft E SUBSTANTI		Fatal	Injuries Fatal Serious Minor None			
Type of Operation -SIGHTSEEIN	G	Fire					1	
Flight Conducted Under -14 CFR 91	-	NONE			ŏ	-	2	
Accident Occurred During -TAXI				-				
vircraft Information								
Make/Model - CLASSIC YMF-5 Eng Make/M			Model - JACOBS R-755-B2 ELT Installed/Activate			ctivated	- YES/NO	
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng	gines - 1 Stall Warning System -				~ NO		
Max Gross Wt - 2650			ROCATING-CARBU	RETOR				
No. of Seats - 3	Rated Powe	r - 27	75 HP					
Invironment/Operations Information								
Weather Data Itinerary					Proximity			
Wx Briefing - NO RECORD OF BRIEFI				ON AIR	PORT			
Method - N/A	SAME AS A	CC/INC						
Completeness - N/A	Destination			Airport D		TONIAL		
Basic Weather - VMC Wind Dir/Speed- 020/005 KTS	LOCAL				ST INTERNAT Ident -	UNK/NR		
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - 500 FT SC		aht Plan - N	IONE		Surface -			
Lowest Ceiling - 8000 FT BR								
Obstructions to Vision- NONE	Type Apch/L				0.11.120	2		
Precipitation - NONE		5						
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 58 Biennial Flight R	Me	edical Certifica	ate - VALID	MEDICAL-WA	IVERS/LIN	AIT	
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flig					
COMMERCIAL, ATP	Current		Total -			Hrs - UN		
SE LAND, ME LAND	Months Since			JNK/NR	Last 30	Days- UN		
	Aircraft lype	- UNK/NR	Instrument- l		Last 90) Days- UN		
			Multi-Eng - l	JNK/NR	Rotorcr	aft - UN	NK/NR	
Instrument Rating(s) - AIRPLANE								
larrative								

i.

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File No 886	7/13/88 KEY WEST,FL	A/C Reg. No. N99Y	Time (Lc1) - 1350 EDT	
	OUND COLLISION WITH OBJECT - FROM LANDING			
	NOT OBTAINED – PILOT IN COMMAND PTION – PILOT IN COMMAND			
Probable Cause	Safety Roard determines that t	he Probable Cause(s) of this acci		

. _ .

is/are finding(s) 2,3

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

Brief of Accident

asic Information						
Type Operating Certificate-NONE (GENERAL A	VIATION) Aircraf SUBSTA	t Damage NTIAL	Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0
ircraft Information						
Make/Model - CESSNA 150G	Eng Make/Model - CO			Installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600	Number Engines - 1 Engine Type - RE			tall Warni	ny system	- 162
No. of Seats - 2	Rated Power -	100 HP	LIUK			
nvironment/Operations Information						
eather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL			NE AIRPARK		
Wind Dir/Speed- 220/008 KTS					- 22	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid		100
	Type of Flight Plan			Surface		
Lowest Ceiling - 2500 FT BROKEN	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE		TOUCH AND GO				
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command Ag	e- 57	Medical Certifica	te - EXPIR	ED		
Certificate(s)/Rating(s) Bi	ennial Flight Review	Flig	nt Time (H	ours)		
PRIVATE	Current - YES	Total -			4 Hrs - UN	IK/NR
SE LAND	Months Since - 14				O Days-	2
	Aircraft Type - C-172	Instrument-	0	Last 9	0 Days-	6

Instrument Rating(s) - NONE

----Narrative----

WHILE ON A PERSONAL FLT DURING THE SEVENTH TOUCH & GO LANDING, THE ACFT BOUNCED & DRIFTED OFF THE LEFT SIDE OF THE RWY. THE PLT ADDED POWER & ROLLED THE ACFT INTO A RIGHT BANK TO CORRECT THIS BUT THE RIGHT WING COLLIDED WITH TERRAIN. THE ACFT THEN NOSED OVER & CAME TO REST AFTER TOUCHING DOWN ON THE NOSE LANDING GEAR.

File No 8	88 7/16/88	KEYSTONE HEIGHT,FL	A/C Reg. No. N3983J	Time (Lc1) - 1250 EDT
Occurrence #1 Phase of Operation		OUCHDOWN		
Finding(s) 1. FLARE - IMPROPE	R - PILOT IN COMMAN			
Occurrence #2 Phase of Operation				
	T - NOT MAINTAINED DUNCED LANDING - IM	- PILOT IN COMMAND PROPER - PILOT IN COMMAND)	
Occurrence #3 Phase of Operation				
Finding(s) 4. TERRAIN CONDITI	DN - GRASS			· · · · · · · · · · · · · · · · · · ·
Occurrence #4 Phase of Operation	NOSE OVER LANDING - FLARE/T	OUCHDOWN		
Probable Cause				

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

Brief of Accident

 Basic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Dama DESTROYED	ge	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0 0	0 0	0 0	1 0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 172		lodel - CONTINEN	ITAL 0-300-C				
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200	Number Eng Engine Tyr	jines - 1 De - RECIPROC			tall Warnir	ig system	- YES
No. of Seats - 4	Rated Powe						
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depar			ON AIR	PORT		
Method - N/A	TALLAHAS	SEE,FL		Ainmont D			
Completeness - N/A Basic Weather - VMC	Destination SAME AS			Airport D PANACE			
Wind Dir/Speed- 360/005 KTS	SAME AS /					18	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		100
Lowest Sky/Clouds - CLEAR		ght Plan - NONE			Surface -		
Lowest Ceiling - NONE	21	arance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/I	.ndg - GO A	ROUND				
Precipitation ~ NONE							
Condition of Light - DAYLIGHT							
Personnel Information			1				
	Age - 27		al Certificat			WAIVERS/	LIMIT
	Biennial Flight A		otal -	nt Time (H			3
PRIVATE SE LAND	Current Months Since		lake/Model-				3 14
JL LAND	MULTUS STICE	e - C-152 I		14	Last 90		30

Instrument Rating(s) - NONE

----Narrative----

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THE PILOT STATED THAT WHILE ATTEMPTING A GO-AROUND HE INADVERTENTLY SELECTED ALL FLAPS UP AND THE AIRCRAFT CRASHED INTO THE TREES AT THE END OF THE RUNWAY.

9/21/88 PANACEA,FL File No. - 927 A/C Reg. No. N7048A Time (Lc1) - 1030 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation GO-AROUND (VFR) Finding(s) 1. RAISING OF FLAPS - IMPROPER USE OF - PILOT IN COMMAND 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Brief of Accident (Continued)

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

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Aircraf	t Damage		Inju	ries	
	SUBSTA		Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crev		0	О	1
	NONE	Pass	s 0	0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - NORTH AMERICAN T-6G	Eng Make/Model - P8	W R-1340		Installed/		
Landing Gear ~ TAILWHEEL-RETRACTABLE				tall Warni	ng system	- YES
Max Gross Wt ~ 5300 No. of Seats ~ 2	Engine Type - RE Rated Power -		EIUR			
Environment/Operations Information	T 1 1 m m m m m		• • •			
Weather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary NG Last Departure Point		ON AIR	Proximity		
Method - N/A	SAME AS ACC/INC	-	UN AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		BERRY			
Wind Dir/Speed~ CALM					- 29	
Visibility - 20.0 SM	ATC/Airspace		Runway	Lth/Wid	- 3000/	40
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface	- ASPHALT	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - NONE						
Condition of Light - DAYLIGHT		·				
Personnel Information						
Pilot-In-Command	Age - 30	Medical Certifica			O WAIVERS,	LIMIT
Certificate(s)/Rating(s) PRIVATE.COMMERCIAL	Biennial Flight Review Current - YES		ght Time (H	Last 2	4 4	0
SE LAND, ME LAND, SE SEA	Nonthe Since - 10	Make/Model-	3500		4 Hrs - O Days-	0
JE LAND, ME LAND, JE JEA	Months Since - 10 Aircraft Type - PT-17	Tostrument-	255	Last 9	0 Days- 0 Days-	50
	Andrait Type 11 17	Multi-Eng -	205	Last 5	0 Days	50
			200			
Instrument Rating(s) - NONE						
Narrative E AIRPLANE LANDED WITH THE LEFT WHEEL LOC AM REVEALED THAT THE LEFT WHEEL COULD NOT T BY HAND ONLY WITH CONSIDERABLE EFFORT. S DISCONNECTED FROM THE LEFT BRAKE ASSY. MALFUNCTION. THE PLT INDICATED THAT BRA EEL.	KED, AND SUBSEQUENTLY NOSED O BE ROTATED IN THE FWD DIRECT THE WHEEL REMAINED LOCKED IN DISASSEMBLY OF THE BRAKE ASS	OVER DURING THE LDC TION BY HAND, AND T N THE FWD DIRECTION SY REVEALED NO EVII	A ROLL. PO THAT IT COU N AFTER THE DENCE OF ME	ST-CRASH LD BE ROTA HYD BRAKE CHANICAL F	TED LINE AILURE	

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		Brief of	Accident (Continued)	
File No 8	39 4/02/88	STOCKBRIDGE,GA	A/C Reg. No. N9871C	Time (Lcl) - 1123 EST
Occurrence #1 Phase of Operation	AIRFRAME/COMPONE	ENT/SYSTEM FAILURE/MAL	FUNCTION	
Finding(s) 1. LANDING GEAR,NO 2. FLUID,HYDRAULIC		- BINDING(MECHANICAL)		
Occurrence #2 Phase of Operation				
Finding(s) 3. DIRECTIONAL CON	TROL - NOT POSSIBI	-E -		
Probable Cause				

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

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Brief of Accident

File No 906 4/07/88 FUNSTON,GA			. No. N7956Z	ا 	ime (Lcl) -	• 1915 EDT	
	Type Operating Certificate-NONE (GENERAL AVIATION)		Damage IAL	Fatal	Injuries al Serious Minor		
Type of Operation -FERRY Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Cre Pa:		0 0	0 0	1 0
Aircraft Information Make/Model - CESSNA 150C Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1500 No. of Seats - 2	Number E Engine 1	Engines – 1	INENTAL 0-200-/ PROCATING-CARBU 00 HP	5	Installed/A Stall Warnir		
 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/017 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT 	SAME AS Destinatic NORMAN ATC/Airspac Type of F	on PARK,GA ce light Plan - Clearance -		OFF A] Airport [Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -	- 30 - 1750	RF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 41 Biennial Flight Current Months Sinc Aircraft Ty	t Review - NO ce - 30	edical Certific Fl Total - Make/Model- Instrument-	ight Time (H 550 25	Hours) Last 24	Hrs -) Days-	LIMIT O O O

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT THE ENGINE LOST PWR AT 200-250 FT AGL AFTER DEPARTING RWY 30 AT THE PRIVATE 1,750' SOD AIRSTRIP. HE STRETCHED HIS GLIDE TO AVOID WIRES OFF OF THE END OF THE RWY. AFTER CLEARING THE LINES. THE AIRPLANE NOSE "FELL THROUGH", AND THE AIRPLANE IMPACTED THE TERRAIN NOSE DOWN. A WX STATION ABOUT 25 MI AWAY WAS REPORTING WINDS FROM 300 AT 17 KTS GUSTING TO 22 KTS AT THE TIME. TWO WITNESSES WHO LIVED ADJACENT TO THE AIRSTRIP REPORTED THAT THE ACFT WAS TOSSED FROM SIDE TO SIDE IN THE GUSTY WINDS AS IT WAS CLIMBING; IT SUBSEQUENTLY "STALLED OUT" AS THE PLT MADE AN APPARENT ATTEMPT TO PULL UP, TO AVOID HITTING THE WIRES. THE WITNESSES DID NOT REPORT ANY CHANGES IN THE ENGINE SOUND. THE REPORTED PURPOSE OF THE FLT WAS TO REPOSITION THE ACFT FOR AN ANNUAL INSPECTION. THE LAST ANNUAL TOOK PLACE ABOUT 5 YRS EARLIER. NO FERRY PERMIT HAD BEEN OBTAINED FOR THE FLT. THE ACFT WRECKAGE WAS EXAMINED BY AN FAA INSPECTOR AND NO PREEXISTING MECHANICAL DEFICIENCIES WERE FOUND.

File No. - 906 4/07/88 FUNSTON, GA A/C Reg. No. N7956Z Time (Lc1) - 1915 EDT _____ _____ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - GUSTS 2. WEATHER CONDITION - TURBULENCE 3. WEATHER EVALUATION - POOR - PILOT IN COMMAND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 5. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

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Brief of Accident (Continued)

Brief of Accident

File No 904 4/24/88 WA	A/C Reg. No	5. N5921T	T 	ime (Lc1) -	1930 EDT		
Basic Information Type Operating Certificate-NONE (GEN	NERAL AVIATION)	Aircraft Dama SUBSTANTIAL	age	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	I	Fire NONE	Crew Pass	0	0	0 0	1 0
Aircraft Information Make/Model - CESSNA 150D Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2		2	CATING-CARBURE	S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE	Itinerary Last Depa	arture Point 5 ACC/INC		•	Proximity RPORT/STRIP		
Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 290 Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Destinatio WINDER ATC/Airspac Type of F	on GA ce light Plan - NONI Clearance - NONI	Ē	Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A DIRT SOFT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Biennial Fligh [.] Current Months Sind	t Review - YES ce - 3		t Time (H 89 81	ours) Last 24	Hrs - Days- UN	5

Instrument Rating(s) - NONE

----Narrative----

STRONG HEADWINDS WERE ENCOUNTERED DURING THE X-C FLT. THE PLT LANDED AT AN ARPT TO REFUEL BUT FOUND THE ARPT FBO TO BE CLOSED. HE CONTINUED ON TOWARD HIS DESTINATION. ABOUT 10 MILES FROM HIS DESTINATION, HE MADE A PRECAUTIONARY LDG IN A FIELD DUE TO A CRITICAL LOW-FUEL SITUATION. AFTER OBTAINING 5 GALS OF AVGAS FROM A NEARBY ARPT, HE ATTEMPTED TO TAKEOFF; BUT THE AIRPLANE SUBSEQUENTLY CRASHED IN AN ADJACENT PLOWED FIELD. THE PLT INITIALLY REPORTED THAT HE HAD ABORTED THE T/O AT 30-40 FT AGL AFTER HEARING THE STALL WARNING SOUND. A FEW MONTHS AFTER THE ACCIDENT HOWEVER, THE PLT RPTD THAT HIS ORIGINAL STORY WAS INACCURATE; HE INDICATED THAT THE ENGINE HAD COMPLETELY LOST POWER SHORTLY AFTER T/O WHICH RESULTED IN A FORCED LDG. HE NOTED THAT HE HAD TOLD THE ORIGINAL, ERRONEOUS STORY BASED ON THE ADVICE OF THE ACFT OPERATOR.

File No 90	04 · 4/24/88 WATKINSVILLE,GA	A/C Reg. No. N5921T	Time (Lc1) - 1930 EDT
	LOSS OF ENGINE POWER TAKEOFF - INITIAL CLIMB		
2. WEATHER CONDITIO	NG/DECISION - INADEQUATE - PILOT IN COMMAND IN - UNFAVORABLE WIND IADEQUATE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	NOSE OVER LANDING		
Finding(s) 4. TERRAIN CONDITIC	N - SOFT		
Probable Cause	-		· · · · · · · · · · · · · · · · · · ·
The National Transpor is/are finding(s) 1,	tation Safety Board determines that the Proba 3	able Cause(s) of this accident	

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENEI		aft Damage		Injur	ios	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		TANTIAL Cre				None 0 0
Aircraft Information Make/Model - CESSNA 172F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engines -	RECIPROCATING-CARBU	S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 110/005 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 Poi MARIETTA,GA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	in - VFR - VFR - NONE	ON AIR Airport D BARBOU Runway Runway Runway Runway	ata R INSLAND Ident - Lth/Wid - Surface - Status -	GRASS/TU DRY	URF
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - NONE	Age - 55 Biennial Flight Review Current - YES Months Since - 8 Aircraft Type - C-17	Medical Certific Fli	ate - VALID ght Time (H 143 143 3	ours)	IVERS/LIN Hrs - UN Days- Days- Days-	MIT NK/NR 4

THE PLT WAS MAKING A PERSONAL FLT TO A PVT UNCHARTED AIRSTRIP ON A COASTAL ISLAND. APPROACHING HIS DESTINATION, THE PLT CANCELLED HIS VFR FLT PLAN WITH FSS. THE PLT STATED THAT HE APPROACHED THE SOFT 2500 FOOT STRIP HIGH AND BALLOONED AT TOUCHDOWN. HE LANDED BEYOND HIS DESIRED TOUCHDOWN POINT AND ELECTED TO TAKEOFF AGAIN WHEN HE FELT HE COULD NOT STOP PRIOR TO REACHING THE CREEK AT THE END OF THE RWY. HE ADDED FULL PWR AND THE AIRPLANE FAILED TO COMPLETELY CLEAR BUSHES AT THE END OF THE RWY. AFTER CONTACTING THE BUSHES THE AIRPLANE LOST ALTITUDE AND TOUCHED DOWN IN THE MARSH BEYOND THE CREEK.

			Time (Lcl) - 1300 EDT
LOT IN COMMAN T - NOT ATTAI	D NED - PILOT IN COMMANE)	
	•		
IGH VEGETATIO	N		
	- PILOT IN CO LOT IN COMMAN IT - NOT ATTAI AYED - PILOT 	DING - ABORTED - PILOT IN COMMAND LOT IN COMMAND	DING - ABORTED - PILOT IN COMMAND LOT IN COMMAND IT - NOT ATTAINED - PILOT IN COMMAND AYED - PILOT IN COMMAND

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

Brief of Accident

Type Operating Certificate-AGR	ICULTURAL AIRCRAFT	Aircra	aft Damage			Injuri	es	
·		SUBS	TANTIAL		Fatal	Serious	Minor	None
Type of Operation -AER	IAL APPLICATION	Fire		Crew		0		1
Flight Conducted Under -14		NONE		Pass	0	0	0	0
Accident Occurred During -LAN	DING							
Aircraft Information								
Make/Model - CESSNA 188	Eng	Make/Model - (CONTINENTAL IC)-520-D	ELT I	nstalled/Ac	tivated.	- YES/N
Landing Gear - TRICYCLE-FIXED		ber Engines -			St	all Warning	, System	- YES
Max Gross Wt - 4200		ine Type - F		IECTED				
No. of Seats - 1	Rat	ed Power -	300 HP				_	
Invironment/Operations Informati	on							
leather Data	Itiner	ary		•	Airport P	roximity		
Wx Briefing - NO RECORD OF		Departure Poir	nt		OFF AIR	PORT/STRIP		
Method - N/A		ME AS ACC/INC						
Completeness - N/A		nation			Airport Da	ta		
Basic Weather - VMC	LO	CAL					_	
Wind Dir/Speed- CALM							N/A	
Visibility - 10.0 SM		rspace	·			Lth/Wid -	•	
Lowest Sky/Clouds - CLEA		of Flight Plan				Surface -		
Lowest Ceiling - NONE		of Clearance			Runway	Status -		
Obstructions to Vision- NONE		Apch/Lndg	- FURCED LAN	DING			ROUGH	
Precipitation - NONE Condition of Light - DUSK	•							
Personnel Information Pilot-In-Command	Age -	46	Medical Cer	tificat	te - VALID	MEDICAL-WAI	VERS/LIM	IT
Certificate(s)/Rating(s)	Biennial F	46 light Review		Fligh	nt Time (Ho	urs)		
PRIVATE, COMMERCIAL	Curren	t - YES	Total	-	8381	Last 24	Hrs -	6
SE LAND	Months	Since - 5 ft Type - C-188	Make/Mc	del-	322	Last 30	Days-	122
	Aircra	ft Type - C-188	3 Instrum	ent-	0	Last 90	Days-	122
			Multi-E	ing -	0	Rotorcra	ift -	0
Instrument Rating(s) - NO	NE							

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-MECHANICAL
OT IN COMMAND

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

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Brief of Accident

Basic Information							
Type Operating Certificate-ON-DEMAND	AIR TAXI	Aircraft Da	nage		Injur	ies	
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation -POSITIONIN	G	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Mode1 - BELL 206B	Eng Mak	e/Model - ALLISO	250-C20B	ELT	Installed/A	ctivated	d - NO -N/
Landing Gear - TRICYCLE-FIXED				S	tall Warnin	g Syster	n – NO
Max Gross Wt - 3200	5	Type - TURBOSI					
No. of Seats - 6	Rated P	ower - 420	HP				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI	NG Last Dep	arture Point		ON AIR	STRIP		
Method - N/A		AMERON280,GM					
Completeness - N/A	Destinati	on		Airport D	ata		
Basic Weather - VMC	LOCAL			-			
Wind Dir/Speed- 090/010 KTS				Runway	Ident -	UNK/NR	
Visibility - 4.000 SM	ATC/Airspa	ce		Runway	Lth/Wid -	UNK/NR	
Lowest Sky/Clouds - 600 FT SC			NE	Runway	Surface -	UNK/NR	
Lowest Ceiling - 2500 FT OV				Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Туре Арс	h/Lndg - NO	NE				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 54	Med	ical Certificat			IVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Fligh	t Review	Fligh	nt Time (H	ours)		
COMMERCIAL	Current	- YES ce - 6 ype - BH-206B	Total - 1	4634	Last 24		-
SE LAND	Months Sin	ce - 6	Make/Model-	8454	Last 30		
HELICOPTER	Aircraft T	уре – ВН-206В	Instrument-	18	Last 90		
			Multi-Eng -	5	Rotorcr	aft -	14158

----Narrative----

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THE PILOT LANDED THE HEICOPTER ON A DRILLING PLATFORM AND INSTRUCTED THE MECHANIC TO INSTALL ONLY THE FORWARD TIE-DOWNS. THE MECHANIC SECURED THE FORWARD AND AFT TIE-DOWNS AND SECURED THE FORWARD ROTOR BLADES. WHEN THE PILOT RETURNED TO THE HELICOPTER, HE REMOVED THE ROTOR BLADE TIE-DOWN AND THE FORWARD TIE-DOWNS, BUT NOT THE AFT TIE-DOWNS. AFTER LIFT-OFF, THE HELICOPTER BECAME AIRBORNE IN A NOSE-HIGH ATTITUDE, SETTLED BACK ON THE SAFETY FENCE AND SLID BACKWARD INTO THE WATER.

A/C Reg. No. N5747Z File No. - 846 9/01/88 WEST CAMERON 28,GM Time (Lc1) - 0950 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF Finding(s) 1. INSTRUCTIONS, WRITTEN/VERBAL - NOT UNDERSTOOD - COMPANY MAINTENANCE PSNL 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. TIE DOWN - NOT CORRECTED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. TERRAIN CONDITION - WATER, ROUGH ____ ----Probable Cause----

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

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

Brief of Accident

File No 853 5/29/88 HONOLULU,HI	A/C Reg. No. N83203			ime (Lcl) - 1	515 HST	
	Aircraft Damag	 ge		Injurie		
	DESTROYED	0	Fatal		Minor	None
	Fire NONE	Crew	-	0	0	1
Flight Conducted Under -14 CFR 135 Accident Occurred During -DESCENT	NUNE	Pass	0	0	2	2
Make/Model - BELL 206B Eng Make/Mode	el - ALLISON 2	250-C20	ELT	Installed/Act	ivated	- YES/NO
Landing Gear - SKID Number Engine			S	tall Warning	System	- NO
Max Gross Wt - 3200 Engine Type						
No. of Seats - 5 Rated Power	- 400 HI					
-Environment/Operations Information						
Weather Data Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Last Departure			OFF AI	RPORT/STRIP		
Method - N/A SAME AS ACC,	/INC					
Completeness - N/A Destination			Airport Da	ata		
Basic Weather - VMC LOCAL			_			
Wind Dir/Speed- 050/011 KTS				Ident - N	•	
Visibility - 50.0 SM ATC/Airspace				Lth/Wid - N		
Lowest Sky/Clouds - 200 FT SCATTERED Type of Fligh		ANY (VER)		Surface - W		
Lowest Ceiling - NONE Type of Cleara			Runway	Status - W	AIER -	СНОРРҮ
Obstructions to Vision- NONE Type Apch/Lnd	g - NONE					
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command Age - 43	Medica			MEDICAL-NO W	AIVERS/	LIMIT
Certificate(s)/Rating(s) Biennial Flight Rev	1ew		ht Time (H			
		otal -		Last 24 H		6
SE LAND, ME LAND Months Since -						41
HELICOPTER Aircraft Type -		nstrument-			-	
	Mu	ulti-Eng -	98	Rotorcraf	τ ~	2516
Instrument Rating(s) - AIRPLANE,HELICOPTER						
THE THE TERM ATTING (S) - AIRPLANE, MELICUPTER						

----Narrative----

DURING A SIGHTSEEING FLT, JUST AFTER TAKE OFF, THE HELICOPTER BEGAN TO SPIN TO THE RIGHT, THE PLT TRIED TO CORRECT THE SITUATION BY APPLYING LEFT RUDDER. THE HELICOPTER CONTINUED TO SPIN. THE PLT REDUCED THE THROTTLE AND ADJUSTED THE COLLECTIVE. THE SPIN STOPPED. HOWEVER, AT THIS TIME THE HELICOPTER WAS LOW OVER THE WATER. A WAVE CAUGHT THE SKID AND THE HELICOPTER ENTERED THE WATER AND ROLLED TO THE LEFT. INSPECTION OF THE HELICOPTER DID NOT REVEAL ANY MECHANICAL FAILURES OR MALFUNCTIONS.

File No	853 5/29/88	HONOLULU, HI	A/C Reg. No. N83203	Time (Lcl) - 1515 HST
Occurrence #1	LOSS OF CONTROL	· IN FLIGHT		·
Phase of Operation	TAKEOFF - INITIA	_ CLIMB		
Finding(s) 1. ROTORCRAFT FLI	GHT CONTROLS - IMPR	PPER USE OF - PILOT IN	I COMMAND	
Occurrence #2	IN FLIGHT COLLIS	ON WITH TERRAIN/WATER		
Phase of Operation		-		
Finding(s) 2. TERRAIN CONDIT	ION - WATER			
Probable Cause-				

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

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraf	t Damage		Injur	ies	
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	SUBSTA		Fatal		Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model ~ LY			[nstalled/A		
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin	g System	- YES
Max Gross Wt - 1670	Engine Type - RE		ETOR			
No. of Seats - 2	Rated Power -	110 HP				
-Environment/Operations Information				· · · · · · · · · · · · · · · · · · ·		
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	ANOKA, MN					
Completeness - N/A	Destination		Airport Da			
Basic Weather - VMC	SAME AS ACC/INC		DES MO:			
Wind Dir/Speed- 200/021 KTS					23	
Visibility - 8.0 SM	ATC/Airspace			Lth/Wid -		150
Lowest Sky/Clouds - 25000 FT THIN Lowest Ceiling - NONE				Surface -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status -	DRY	
Precipitation - NONE	Type Apen/Lhdg	- FURCED LANDING				
Condition of Light ~ DAYLIGHT						
-Personnel Information Pilot-In-Command	Ace - 28	Medical Certifica			WATVERS	
Certificate(s)/Rating(s)	Age - 28 Biennial Flight Review	Flig	ht Time (Ho		WAIVERS/	LIMIT
PRIVATE	Current - YES	Total -	107	last 24	Hrs - UN	IK / NR
SE LAND	Months Since - 9	Make/Model-	21	Last 30	Davs- U	K/NR
	Aircraft Type - UNK/NR	Instrument-	1	Last 90	Days- UN	
		Make/Model- Instrument- Multi-Eng - U	NK/NR	Rotorcr	aft - UN	NK/NR
Instrument Rating(s) - NONE						

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File No 9	45 5/29/88	DES MOINES,IA	A/C Reg. No. N67360	Time (Lcl) - 1200 CDT
Occurrence #1 Phase of Operation		DWER(TOTAL) - NON-MECH	IANICAL	
Finding(s) 1. IN-FLIGHT PLANN 2. FLUID,FUEL - EXI	HAUSTION	CCURATE - PILOT IN COM		
Occurrence #2 , Phase of Operation	FORCED LANDING DESCENT - EMERGEN		· · · · · · · · · · · · · · · · · · ·	
Occurrence #3 Phase of Operation				
Finding(s) 3. TERRAIN CONDITIO	DN - NONE SUITABLE			
Probable Cause				
The National Transno	rtation Safety Boar	d determines that the	Probable Cause(s) of this accide	nt

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

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

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Brief of Accident

Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft D			Injur		
Type of Operation -PERSONAL		SUBSTANTI Fire	AL Crew	Fatal 0	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass		0	0	1
Accident Occurred During -DESCENT		HOILE	Othe	-	1	1	Ö
ircraft Information							
Make/Model - BOHNKER TIERRA II		Model - ROTAX	534		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1			tall Warnir	ng System	- NO
Max Gross Wt - 900	Engine Ty		ROCATING-CARBUR	LIOR			
No. of Seats - 2	Rated Pow	er - 6	5 HP 				
nvironment/Operations Information				.			
leather Data	Itinerary	tune Deint			Proximity		
Wx Briefing - PATWAS Method - TELEPHONE	Last Depar SAME AS			ON AIF	PURI		
Completeness - UNK/NR	Destination	•		Adammant C			
Basic Weather - VMC	Destination DENISON,			Airport [N MUNICIPAL		
Wind Dir/Speed- 190/006 KTS	DENISUN,	IA				- 14	
Visibility - 15.0 SM	ATC/Airspace				-		60
Lowest Sky/Clouds - CLEAR		ight Plan - N			/ Lth/Wid · / Surface ·		
Lowest Ceiling - NONE		earance - N			Status		E
Obstructions to Vision- NONE	Type Apch/			Runway	status -		
Precipitation - NONE	Type Apen/		UNE				
Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command	Age - 31	Мо	dical Certifica				/
Certificate(s)/Rating(s)	Biennial Flight			ht Time (F		WAIVERS	/ _ 1 1 1
PRIVATE						4 Hrs -	1
SE LAND	Months Since	- 18	Total - Make/Model-	115	Last 2-) Days- U	
SE ERIO	Aircraft Typ		Instrument-	115	Last 90) Days-	
		C TILKKA	Multi-Eng -	õ	Rotorci	raft -	ō
			hart Eng	U I		un c	Ũ
Instrument Rating(s) - NONE							
larrative							
ILOT STATED THAT THE TAKEOFF RUN AND I	TETOFE APPEARED NOP		R LIFTOFF THE /	TRCRAFT VE	FRED TO TH	=	
TEGI SIAIED INAL HE TAKEON KUN AND L			AND AILERON. V			-	

File No 8	14 6/05/88	AUDUBON, IA	A/C Reg. No. N116LB	Time (Lc1) - 0915 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. DIRECTIONAL CON	FROL - NOT MAINTAIN	NED - PILOT IN COMMAN	ND	
Occurrence #2 Phase of Operation)	ER	
Occurrence #3 Phase of Operation		ON WITH OBJECT		
Finding(s) 2. OBJECT - OTHER 3. OBJECT - AIRCRA				**UF
Probable Cause				

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

Brief of Accident

Landing Gear - TRICYCLE-RETRACTABLE Number Eng Max Gross Wt - 3650 Engine Typ No. of Seats - 6 Rated Powe Environment/Operations Information Weather Data Itinerary	Aircraft Damage SUBSTANTIAL Fire NONE Model - CONTINENTA gines - 1 pe - RECIP-FUEL er - 300 HP	Crew Pass AL IO-550-B		Injur Serious O O Installed/Ad tall Warning	Minor O O	None 1 O
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING -Aircraft Information Make/Model - BEECH A-36 Eng Make/M Landing Gear - TRICYCLE-RETRACTABLE Number Eng Max Gross Wt - 3650 Engine Typ No. of Seats - 6 Rated Powe Environment/Operations Information Weather Data Itinerary	Fire NONE Model - CONTINENTA gines - 1 pe - RECIP-FUEL	Pass 	0 0 ELT I	0 0 Installed/Ad	0 0	1
Make/Model - BEECH A-36 Eng Make/Model Landing Gear - TRICYCLE-RETRACTABLE Number Eng Max Gross Wt - 3650 Engine Typ No. of Seats - 6 Rated Power Environment/Operations Information Itinerary	gines - 1 pe - RECIP-FUEL				ctivated	
Weather Data Itinerary						
			Airport F	Proximit∨		
Wx Briefing - NO RECORD OF BRIEFING Last Depar	ture Point		ON AIRS			
Method - N/A IOWA CITY	Y,IA					
Completeness - N/A Destination			Airport Da			
Basic Weather - VMC SAME AS /	ACC/INC		MCBRIDE		· • •	
Wind Dir/Speed- 220/013 KTS					12	450
Visibility - 10.0 SM ATC/Airspace Lowest Sky/Clouds - 5000 FT SCATTERED Type of F1				Lth/Wid - Surface -		
Lowest Ceiling - NONE Type of Cle				Status	-	-KI
	Lndg - FULL S	STOP	Kunway	514145	DRT	
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command Age - 44	Madáas					
Pilot-In-Command Age - 44 Certificate(s)/Rating(s) Biennial Flight H		l Certificat Fligh	nt Time (Ho		IVERS/LIM	17.1
PRIVATE		tal -	711	Last 24	Hrs -	1
SE LAND, ME LAND Months Since		ke/Model-	324	Last 30		29
Aircraft Type		strument-				56
	Mul	lti-Eng -	206	Rotorcra	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE						
Narrative						

WHILE ATTEMPTING TO LAND AFTER ONE GO-AROUND. WITNESSES SAID THE ACFT TOUCHED DOWN BEYOND THE HALF WAY POINT ON THE 2300 FOOT SOD RUNWAY. HE APPEARED TO BE HIGH AND FAST ACCORDING TO WITNESSES. THE PILOT SAID HE MIGHT HAVE MISTAKEN THE THRESHOLD AND LANDED LONG. A DIRECT CROSS WIND OF ABOUT 15 KNOTS PREVAILED. THE PLT SAID HE WAS UNABLE TO STOP, AND CAREENED THROUGH A FENCE INTO A FARM FIELD COLLAPSING THE LANDING GEAR.

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Brief of Accident (Continued) File No. - 963 7/08/88 MARION, IA A/C Reg. No. N25496 Time (Lc1) - 1215 CDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. PLANNED APPROACH - POOR - PILOT IN COMMAND 2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 4. WEATHER CONDITION - CROSSWIND 5. PROPER / TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. OBJECT - FENCE Occurrence #3 GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 7. LANDING GEAR, MAIN GEAR - OVERLOAD 8. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----

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

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

Brief of Accident

Type Operating Certificate-NONE (GENERA	L AVIATION) Aircr	aft Damage			Injur	ies	
·) [· · · · · · · · · · · · · · ·		TANTIAL			Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE		Pass	0	0	0	2
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model ~ CHAMPION 7GCB	Eng Make/Model -	LYCOMING 0-290)-D2B	ELT I	nstalled/A	ctivated	- YES/NO
Make/Model - CHAMPION 7GCB Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1		St	all Warnir	ng System	- NO
Max Gross wt - 1650	Engine Type -		CARBURE	OR			
No. of Seats - 2	Rated Power -	140 HP					
Environment/Operations Information			~				
Veather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	i Last Departure Poi JACKPOT,NV	nt		UFF AIR	PORT/STRIP		
Method - N/A Completeness - N/A Resig Westhop - VMC	Destination		,	Nirport Da	+ >		
Basic Weather - VMC	MURPHY, ID		<i>,</i>		la		
Wind Dir/Speed- 270/003 KTS	MORTHY, ID			Runway	Ident -	N/A	
Visibility - 30.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Skv/Clouds - CLEAR	Type of Flight Pla	n - NONE			Surface -		
Lowest Ceiling - NONE	Type of Flight Pla Type of Clearance	- NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg						
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 39 Biennial Flight Review	Medical Cer	tificate	e - VALID	MEDICAL-NO	WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight	t Time (Ho	urs)		
PRIVATE	Current - UNK/ Months Since - UNK/ Aircraft Type - 7GCB	NR Total		1100	Last 24	Hrs - UN	
SE LAND	Months Since - UNK/	NR Make/Mo	del-UNK	K/NR	Last 30	Days-	30
	Aircraft Type - /GCB	C Instrum	ient- UNM	K/NR K/NR	Last 90) Days- haft - UN	
		Muiti-	ng - uw	V/INK	ROTOPET	art - Ur	NK/INK
Instrument Rating(s) - NONE							
Narrative							

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		Brief of Acci	dent (Continued)	
File No 957	8/15/88	OREANA, ID	A/C Reg. No. N9806Y	Time (Lcl) - 1330 MDT
Occurrence #1 LO Phase of Operation MA	OSS OF CONTROL - ANEUVERING	IN FLIGHT		
		ATTACH POINTS - DISCONNE PER - OTHER MAINTENANCE		
Occurrence #2 I Phase of Operation M	N FLIGHT COLLISI ANEUVERING	ON WITH TERRAIN/WATER		

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

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Brief of Accident

File No 933 8/20/88 A		D A/C Reg. No. N4393U			Time (Lcl) - 1530 PD		
-Basic Information Type Operating Certificate-NONE (GE		rcraft Damage UBSTANTIAL	Fatal	Injur Serious		None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	Fil N		Crew O Pass O	0 0	0 0	1 0	
-Aircraft Information Make/Model - CESSNA 150D Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model Number Engines	- CONTINENTAL 0-2 - 1 - RECIPROCATING-C - 100 HP	OO-A EL	T Installed/A. Stall Warnin	ctivated g System	- YES	
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIE Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling -20102500 FT Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGHT	Itinerary FING Last Departure COEUR D'ALENE Destination SAME AS ACC/II ATC/Airspace Type of Flight	Point ,ID NC Plan - NONE ce - NONE	Airpor OFF Airport HENL Runw Runw Runw	t Proximity AIRPORT/STRIP Data EY AERODROME	21 4200/ ASPHALT	50	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 33 Biennial Flight Review Current - Y Months Since - 9 Aircraft Type - C	ES Total 5 Make/Moc -150 Instrume	ificate - VAL Flight Time - 109 Hel- 56 Hht- 2 Hg - UNK/NR	Last 24 Last 30 Last 90		2 5 27	
Instrument Rating(s) - NONE							

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Brief of Accident (Continued) 8/20/88 A/C Reg. No. N4393U Time (Lc1) - 1530 PDT File No. - 933 ATHOL, ID 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 _____ Occurrence #2 NOSE OVER LANDING - ROLL Phase of Operation _____ _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2

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

Brief of Accident

File No 960 9/06/88 CALDW	ELL,ID A/C Reg. No. N67Y			Time (Lcl) - 1645 MDT			
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Aircraft Damage DESTROYED Fire NONE	Crew Pass	Fatal O O	Injur Serious O O		None 1 0
Aircraft Information Make/Model - YOUNG-OWENS CASSUTT 3M Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 870 No. of Seats - 1	Number Engin	- RECIPROCATIN		S	Installed/A tall Warnin		•
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departur SAME AS ACC Destination LOCAL ATC/Airspace Type of Fligh Type of Clear Type Apch/Lnd	/INC t Plan - NONE ance - NONE		OFF AII Airport Da Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) ATP,CFI SE LAND,ME LAND	Age - 33 Biennial Flight Rev Current - Months Since - Aircraft Type -	iew YES Total 6 Make/ DC-3 Instr		t Time (H 9400 20 150	Last 24 Last 30 Last 90	Hrs -	1 60 300

Instrument Rating(s) - AIRPLANE

----Narrative----

ON TEST FLT IN PREPARATION FOR RENO AIR RACES, PLT ENTERED POWER DIVE AT 10000 FT TO 230 KTS AND EXPERIENCED VIBRATIONS. HE REDUCED POWER AND ENTERED A STEEP NOSE HIGH CLIMB ALLOWING THE AIRCRAFT TO DECELERATE TO NEAR STALL SPEED. THE VIBRATION CONTINUED. AT THE TOP OF THE CLIMB, THE AIRCRAFT NOSED OVER TO A STEEP DESCENT AND WOULD NOT RESPOND TO ELEVATOR CONTROL INPUT. THE PLT PARACHUTED TO SAFETY. IMPACT DAMAGE PRECLUDED MEANINGFUL EXAMINATION OF THE AIRCRAFT CONTROLS. THERE WAS NO SEPARATION OF THE HORIZONTAL TAIL COMPONENTS.

File No 96	9/06/88	CALDWELL, ID	A/C Reg. No. N67Y	Time (Lc1) - 1645 MDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - MANEUVERING	IN FLIGHT		· · · ·
Finding(s) 1. AEROBATICS - PER 2. UNDETERMINED	FORMED - PILOT IN (COMMAND		
Occurrence #2 Phase of Operation	MISCELLANEOUS/OTH DESCENT	ER		
Finding(s) 3. EMERGENCY PROCED 4. MISC EQPT/FURNIS 5. MISC EQPT/FURNIS	HINGS, SURVIVAL EQU			
	IN FLIGHT COLLISI DESCENT - UNCONTR	DN WITH TERRAIN/WATER DLLED		
Probable Cause				

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damag	ae		Inju	ries	
		SUBSTANTIAL	-	Fatal	Serious	Minor	None
Type of Operation -PERSONA		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	2
Accident Occurred During -LANDING	; 						
Aircraft Information							
Make/Model - MAULE M5-235C		Model - LYCOMING	0-540-J1A5D			Activated	
Landing Gear - TAILWHEEL-ALL FIXE		gines – 1			tall Warni	ng System ·	- YES
Max Gross Wt - 2500		pe - RECIPROCA		ETOR			
No. of Seats - 4	Rated Pow	er - 235 HF	,				
Environment/Operations Information							
Veather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar			ON AIR	PORT		
Method - TELEPHONE	COEUR D'	-					
Completeness - FULL	Destination			Airport Da			
Basic Weather - UNK/NR	SAME AS	ACC/INC			V RANCH		
Wind Dir/Speed- 230/020 KTS						- 27	
Visibility - 5.0 SM	ATC/Airspace					- 1800/	
Lowest Sky/Clouds - PART OBS						- GRASS/TU	۲F
Lowest Ceiling - 20000 FT Obstructions to Vision- SMOKE		earance - NUNE Lndg - STRA		Runway	Status	- DRY	
Precipitation - NONE	Type Apch/	Lhog - STRA. FULL					
Condition of Light - DAYLIGHT		FULL	5100				
Personnel Information	1 - - -		1.0	+			
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 52 Rieppiel Elight	Medica	al Certifica	ht Time (He		AIVER5/LIM	T 1
PRIVATE	Biennial Flight Current Months Since		tal -	1550		4 Hrs -	2
SE LAND	Months Since	- 24 Ma	ake/Model-	1216	Last 3	0 Days-	17
GLIDER	Aircraft Tvp	e - M5-235C II	nstrument-	133	Last 9	0 Days-	37
			ulti-Eng -			, -	
Instrument Rating(s) - AIRPLA	NE						
varrative							

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			cident (Continued)	
File No 956	9/06/88	PRIEST RIVER, ID	A/C Reg. No. N56312	Time (Lcl) - 1530 PDT
ccurrence #1 HARD hase of Operation LAND	LANDING ING			
3. FLARE - IMPROPER - PI 4. LANDING GEAR,MAIN GEA 5. LANDING GEAR,MAIN GEA	ND CONDITION LOT IN COMMA R - OVERLOAD		COMMAND	
Probable Cause				
he National Transportations/ s/are finding(s) 2,3	n Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent
actor(s) relating to this	accident is	/are finding(s) 1		

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER/		aft Damage		Injur	ies	
Type operating certificate None (GENERA		TANTIAL	Fatal			None
Type of Operation -PERSONAL	Fire	Crei		0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas	s 0.	0	0	1
Accident uccurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 170B		CONTINENTAL C-145-2		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED				tall Warnin	g System	- YES
Max Gross Wt - 2200 No. of Seats - 4	Rated Power -	RECIPROCATING-CARBU	RETUR			
NO. 01 Jeals					,	
Environment/Operations Information		•				
Weather Data	Itinerary	- *	ON AIR	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin TAYLORVILLE,IL		UN AIR	UKI		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC		-	ROCKFORD		
Wind Dir/Speed- 270/009 KTS		· · ·			36	
Visibility - 9.0 SM	ATC/Airspace			Lth/Wid -	8199/	150
Lowest Sky/Clouds - 6500 FT SCAT	TERED Type of Flight Pla	n - NONE	Runway	Surface -	ASPHALT	
Lowest Ceiling - NONE			Runway	Status -	DRY	
	Typ e A pch/Lndg					
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 46 Biennial Flight Review	Medical Certifica			WAIVERS/I	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	Flig	ght Time (H	ours)	11	0
	Current - YES	lotal -	145	Last 24	Hrs -	
SE LAND	Ainchaft Type - C-15	Make/Model-	52 7	Last 30	Days- UN	
	Months Since - 11 Aircraft Type - C-15	Multi-Eng -	3	Rotorcr	aft - UN	C/NR
		Martin Eng	U			.,
Instrument Rating(s) - NONE						
Narrative E LANDING ON RUNWAY 36, THE AIRCRAFT EXPE	DIENCED A LOSS OF DIDECTI			WENT OFF T	ue	
	RIENCED A LUSS UP DIRECTI	UNAL CUNIKUL, SUBSE	VUENILY, II	WENI UFF I		

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File No 8	93 7/0	08/88 ROCKFO	RD,IL	A/C Reg. No. N804	8A Time (Lc1) - 1143 CDT	
Occurrence #1 Phase of Operation	LOSS OF CO LANDING -	NTROL - ON GROU ROLL	DND			
inding(s) 1. WEATHER CONDITI 2. COMPENSATION	FOR WIND CON		EQUATE - PILOT II	N COMMAND		
ccurrence #2 hase of Operation	NOSE OVER LANDING -	ROLL				
Probable Cause						
The National Transpo s/are finding(s) 2	rtation Safe	ety Board deter	nines that the Pu	robable Cause(s) of th	nis accident	
actor(s) relating t	o this accid	ent is/are fin	ding(s) 1			
		3				
	•					

Brief of Accident

File No 861 7/17/88 CHEBAN	NSE,IL A/C. P	Time (Lcl) - 1815 CDT				
-Basic Information Type Operating Certificate-AGRICULTURAL	SUBST			Injur Serious	Minor	
Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT	CATION Fire NONE	Cre Pas		0 0	0 0	•
-Aircraft Information Make/Model - PIPER PA-25 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 No. of Seats - 1	Eng Make/Model - L' Number Engines - Engine Type - Ri Rated Power -	I ECIP-FUEL INJECTED	S	Installed/A tall Warnin		
Environment/Operations Information						
Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departu Method - N/A KANKAKEE,I		t	Airport Proximity OFF AIRPORT/STRIP			
Completeness - N/A Basic Weather - VMC	Destination GILMAN,IL		Airport D	ata		
Wind Dir/Speed- 060/011 KTS				Ident -		
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	ATC/Airspace Type of Flight Plan Type of Clearance		Runway	Lth/Wid - Surface - Status -	N/A	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg					
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 48 Biennial Flight Review	Fli	ate - VALID ght Time (H		IVERS/I	LIMIT
COMMERCIAL SE LAND,ME LAND	Current - YES Months Since - 15 Aircraft Type - UNK/NK	Total - Make/Model-	9934 2160 52	Last 24 Last 30 Last 90) Days-	UNK/NR
		Multi-Eng -	41	Rotorcr	-	
Instrument Rating(s) - AIRPLANE						

THE ACFT HAD BEEN REFUELED WITH PILOT'S STATED QUANTITY OF 20 GALS OF FUEL. AFTER COMPLETING HIS SPRAY OPERATION AND RETURNING TO BASE HE STATED "RAN OUT OF GAS". ACFT HAD BEEN AIRBORNE 1 + 15 PLUS TAXI AND ENGINE RUNUP.

File No. - 861 7/17/88 A/C Reg. No. N8807L Time (Lc1) - 1815 CDT CHEBANSE, IL Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. REFUELING - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ _____ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 3. OBJECT - FENCE POST ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1.2

Brief of Accident (Continued)

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1

Brief of Accident

Basic Information Type Operating Certificate-NONE (4		Aircraft Damac			Tosára	ico	
Type operating certificate-none (GENERAL AVIATION)	DESTROYED	je	Fatal	Injur Serious		None
Type of Operation -PERSON Flight Conducted Under -14 CFR	AL	Fire	Crew		0		0
		NONE	Pass	0	0	0	0
Accident Occurred During -DESCEN	Τ						
Aircraft Information							
Make/Model - PIPER PA-24-250		Model - LYCOMING					
Landing Gear - TRICYCLE-RETRACTA		ngines - 1			all Warnir	ng System -	YES
Max Gross Wt - 2800		ype - RECIPROCA wer - 250 HF		IUR			
No. of Seats - 4		wer - 250 AF					
Invironment/Operations Information-				• • • • • • • • •			
leather Data Wx Briefing - FSS	Itinerary Last Depa	atuna Raint		Airport P	PORT/STRIP		
Method - TELEPHONE	SAME AS			UFF AIR	PURI/SIRIP		
Completeness - WEATHER NOT PER	TINENT Destination			Airport Da	ta		
Basic Weather - VMC	HAGERST						
Wind Dir/Speed- 300/010 KTS Visibility - 15.0 SM					Ident -		
					Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	SCATTERED Type of F	light Plán - NONE			Surface -		F
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of C	learance - NUNE /Lndg - FORCE		Runway	Status -	DRY	
Precipitation - NONE	Туре Арсп,		DLANDING				
Condition of Light - DAWN							
Personnel Information							
Pilot-In-Command	Age - 31	Medica Review	1 Certificate	e – VALID	MEDICAL-NO	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	t Time (Ho	urs)		
COMMERCIAL, CFI	Current	- YES To e - 1 Ma be - PA-44 Ir	otal - :	2063	Last 24	Hrs -	3
SE LAND, ME LAND	Months Since	e - 1 Ma	ke/Model-	44	Last 30	Days-	33 95
	All Chart Typ	De PA-44 Ir Mu	ilti-Eng -	27	Last 90	Days-	95
Instrument Rating(s) - AIRPL	ANE						
······							
larrative BP CRASHED DURING A FORCED LANDING							
O FAILURE OF THE NUMBER 5 CONNECTION							
ARDS NORTH OF THE RUNWAY.	TA NOD OAN DOLT. THE A.	LIGHALL STROOM A	NEE DONING H	TE AFFROAG	AND ORAS		

I.

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		Brief of Acc	cident (Continued)	
File No 8	13 1/05/88	SALEM, IN	A/C Reg. No	. N6487P	Time (Lc1) - 0800 EST
Occurrence #1 Phase of Operation 1. ENGINE ASSEMBLY	UNKNOWN				
Occurrence #2 Phase of Operation	DESCENT - EMERGEN				
Occurrence #3 Phase of Operation				*	
inding(s) 2. DESCENT - MISJU 3. CLEARANCE - MIS 4. OBJECT - TREE(S	JUDGED - PILOT IN ()	COMMAND			
Occurrence #4 Phase of Operation		ON WITH TERRAIN/WATER Rolled			
Probable Cause					

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

1

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

Brief of Accident

asic Information							
Type Operating Certificate-NONE (G	Aircraft Damage SUBSTANTIAL				Injuries Serious Minor None		
Type of Operation -PERSONA	L	Fire	Crew	0			1
Flight Conducted Under -14 CFR	- 91	NONE	Pass	ō	0	õ	1
Accident Occurred During -LANDING							
ircraft Information							
Make/Model - PIPER PA-28R-200	Eng Make/	Model - LYCOMING IO	-360-C1C		Installed/#		
Landing Gear - TRICYCLE-RETRACTAB	LE Number En	gines - 1		S	tall Warnir	ng System ·	- YES
Max Gro s s Wt - 2600	Engine ly	De - RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Pow	er - 200 HP					
nvironment/Operations Information							
eather Data	Itinerary	-	A	•	Proximity		
Wx Briefing - NO RECORD OF BRI				ON AIR	PORT		
Method - N/A	MATTOON,				· • •		
Completeness - N/A	Destination SAME AS		A	irport Da HULMAN			
Basic Weather - VMC Wind Dir/Speed- 080/007 KTS	SAME AS	ACC/INC			Ident -	12	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - 9000 FT					Surface -		150
	Type of C1						
Obstructions to Vision- NONE	Type Apch/		PATTERN	·······			
Precipitation - NONE		FULL ST	OP				
Condition of Light - DAYLIGHT		_					
ersonnel Information							
Pilot-In-Command	Age - 47 Biennial Flight	Medical	Certificate			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flight				
PRIVATE	Current	- YES Tota	1 - 1	162	Last 24	Hrs - UN	
SE LAND	Months Since	- 18 Make	/Model-	88	Last 30) Days- UN	
	Aircraft Typ		rument- UNK/				
•		Muit	i-Eng - UNK/	אאו	KOTOPCI	aft - UN	NK</td
Instrument Rating(s) - NONE							

AFTER TAKEOFF FROM THE AIRPORT THE PILOT ATTEMPTED TO RETRACT THE LANDING GEAR. THE LANDING GEAR FAILED TO RETRACT SO THE PILOT DECIDED TO EXTEND THE GEAR. THE PILOT DID NOT GET A DOWN AND LOCKED INDICATION. HE THEN PULLED THE EMERGENCY EXTENSION KNOB BUT STILL DID NOT RECEIVE A DOWN AND LOCKED INDICATION. NEXT THE PILOT ATTEMPTED TO "SHAKE" THE GEAR INTO POSITION, BUT ALL ATTEMPTS FAILED. THE PILOT THEN PROCEEDED TO THE HULMAN REGIONAL AIRPORT IN TERRE HAUTE, IN, WHERE HE RECEIVED INDICATIONS FROM THE TOWER THAT THE GEAR APPEARED TO BE DOWN AND LOCKED. THE PILOT THEN ATTEMPTED TO LAND AT THE AIRPORT AND UPON TOUCHDOWN THE RIGHT MAIN LANDING GEAR COLLAPSED. INVESTIGATION REVEALED THAT THE HYDRAULIC SYSTEM ELECTRIC MOTOR HAD FAILED. THE EMERGENCY SYSTEM FAILED BECAUSE THE MAIN LOCK HOOKS COULD NOT ENGAGE THE LOCK PINS DUE TO LACK OF LUBRICATION AND EXCESSIVE PAINT AND DIRT BUILD UP AROUND THE DOWN LOCK MECHANISM.

1

Brief of Accident (Continued) File No. - 938 5/20/88 TERRE HAUTE, IN A/C Reg. No. N55786 Time (Lc1) - 1837 EST Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. HYDRAULIC SYSTEM, MOTOR - SHORTED 2. GEAR RETRACTION - NOT POSSIBLE - PILOT IN COMMAND 3. LANDING GEAR. GEAR LOCKING MECHANISM - CONTAMINATION 4. GEAR EXTENSION - ATTEMPTED - PILOT IN COMMAND 5. LANDING GEAR. GEAR LOCKING MECHANISM - BINDING (MECHANICAL) 6. EMERGENCY _ PROCEDURE - INITIATED - PILOT IN COMMAND 7. MAINTENANCE, LUBRICATION - INADEQUATE - OTHER MAINTENANCE PSNL Occurrence #2 GEAR COLLAPSED 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) 1,3,5

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

Brief of Accident

File No 894 6/08/88 BEDFORD,	6/08/88 BEDFORD,IN A/C F			Time (Lcl) - 1810 EST			
Basic Information Type Operating Certificate-NONE (GENERAL A	VIATION) Aircraf SUBSTA	t Damage NTIAL				or None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 0	0 0	0 0	1 1	
Aircraft Information Make/Model - PIPER PA-24-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2800 No. of Seats - 4	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBUR	S	Installed/A tall Warnin			
Environment/Operations Information							
Weather Data W× Briefing - FSS Method - TELEPHONE	Itinerary Last Departure Point LOUISVILLE,KY		Airport ON AIR	Proximity PORT			
Completeness - FULL Basic Weather - VMC Wind Dir/Speed- CALM	Destination SAME AS ACC/INC		Airport D BEDFOR Runwav	D	24		
Visibility - 5.0 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 5000 FT BROKEN Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DUSK	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Lth/Wid - Surface -		75	
Personnel Information Pilot-In-Command Ag	e - 33	Medical Certificat	e - VALID	MEDICAL-WA	IVERS/LIN		
Certificate(s)/Rating(s) Bī PRIVATE	ennial Flight Review Current - YES	Fligh Total -	nt Time (H	ours) Last 24	Hnc -	1	
SE LAND	Months Since - 6					10	
	Aircraft Type - C-152	Instrument-				37	

Instrument Rating(s) - NONE

----Narrative----

THE PILOT LANDED BEYOND HIS INTENDED TOUCHDOWN POINT ON THE RUNWAY DUE TO EXCESSIVE AIRSPEED DURING THE APPROACH TO LANDING AND TOUCHDOWN. WHEN THE AIRCRAFT RAN OFF THE DEPARTURE END OF THE RUNWAY THE PILOT ELECTED TO PERFORM AN INTENTIONAL GROUND LOOP/SWERVE IN AN ATTEMPT TO AVOID A DITCH/CULVERT IN THE AIRCRAFT'S PATH. THE SIDE LOADS INCURRED DURING THIS MANEUVER CAUSED THE RIGHT MAIN LANDING GEAR TO COLLAPSE.

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Brief of Accident (Continued)

File No 894	6/08/88 BEDFORD, IN	A/C Reg. No. N7151P	Time (Lcl) - 1810 EST
Occurrence #1 OVI Phase of Operation LAN			
Finding(s) 1. LIGHT CONDITION - DU 2. AIRSPEED - EXCESS 3. PROPER TOUCHDOWN PO		ND	
Occurrence #2 GE Phase of Operation LAN	-		
Finding(s) 4. GROUND LOOP/SWERVE 5. LANDING GEAR,MAIN GI	- INTENTIONAL - PILOT IN COMMAND EAR - OVERLOAD		
Probable Cause			
The National Transportat	on Safety Board determines that th	ne Probable Cause(s) of this accid	ent

is/are finding(s) 2,3

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

Brief of Accident

File No 858 7/01/88 BEDFO	858 7/01/88 BEDFORD,IN A/C			Time (Lcl) - 1815 EST			
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION) Aircraf SUBSTAI	t Damage NTIAL	Fatal	Inju Serious		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 - PIPER J3 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1220 No. of Seats - 2	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/ tall Warni		•	
Environment/Operations Information	• • • • • • • • • • • • • • • • • • • •	· · · ·		D			
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC			Proximity RPORT/STRI	Ρ		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D				
Wind Dir/Speed- 090/010 KTS Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid	- N/A - N/A		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE			- DIRT - DRY ROUGH		
Personnel Information Pilot-In-Command	Aqe - 43	Medical Certifica					
Certificate(s)/Rating(s)	Biennial Flight Review	Flia	nt Time (H	lours)	AIVENU/LI		
COMMERCIAL, CFI	Current - YES	Total -	1661	Last 2	4 Hrs -		
SE LAND	Months Since - 23 Aircraft Type - UNK/NR	Make/Model- Instrument-		Last 3 Last 9	O Days- l O Days-	JNK/NR 55	

Instrument Rating(s) - AIRPLANE

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----Narrative----

AIRCRAFT WAS IN CRUISE FLIGHT AT 1000 FEET AGL WHEN THE PILOT HEARD A BACKFIRE FROM THE ENGINE FOLLOWED BY IMMEDIATE AND TOTAL LOSS OF POWER. FORCED LANDING WAS MADE IN RUGGED, ROCKY TERRAIN. LANDING GEAR SHEARED OFF ON ROLLOUT. INVESTIGATION REVEALED FAILURE OF MAGNETO TIMING GEAR, AND ITS FOUR ATTACHING BOLTS.

		Brief of	Accident (Continu	ued)	
File No 8	58 7/01/88	BEDFORD, IN	A/C Reg.	No. N42684	Time (Lc1) - 1815 EST
Occurrence #1 Phase of Operation		POWER(TOTAL) - MECH F	AILURE/MALF		
Finding(s) 1. ENGINE ASSEMBLY	,TIMING GEAR - FAI				
Occurrence #2 Phase of Operation		NCY	·		
Occurrence #3 Phase of Operation			TER		
Finding(s) 2. TERRAIN CONDITIO 3. LANDING GEAR,MA	IN GEAR - OVERLOAD)			
Probable Cause					
The National Transpo	rtation Safety Boa	ard determines that t	the Probable Cause	(s) of this acc	cident

is/are finding(s) 1

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

Brief of Accident

File No 835 1/19/88 PIERCEVILL	E,KS A/C Reg	J. No. N611CA	T 	Time (Lcl) - 1946 CST			
Basic Information Type Operating Certificate-ON-DEMAND AIR TAX	DESTROYE	D	Fatal	Injur Serious	Minor	None	
Type of Operation -POSITIONING Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire ON GROUN	Crew ID Pass	-	0	0	0 0	
Aircraft Information Make/Model - GULFSTREAM COMMANDER 500B Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 6750 No. of Seats - 6	Engine Type - RECI			Installed/A tall Warnin		- YES-UNK/N - YES	
Wx Briefing - FSS Method - IN PERSON Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed- 340/030 KTS	Type of Clearance - Type Apch/Lndg -	IFR	OFF AI GARDEN GARDEN Runway Runway Runway Runway	CITY Ident - Lth/Wid - Surface - Status -	35 5999/ ASPHALT WET		
COMMERCIAL,CFI SE LAND,ME LAND	nnial Flight Review	Total - Make/Model-	ht Time (H 2125 58 128	ours) Last 24 Last 30		/LIMIT 2 55 226	

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT DPTD GARDEN CITY UNDER EXTREMELY POOR WX COND'S. MORE THAN HALF WAY TO DODGE CITY, THE PIC RPTD ENG PBLMS TO KANSAS CITY (ARTCC). VECTORS WERE PROVIDED TO THE DODGE CITY ARPT, BUT THE PIC DID NOT MAINTAIN ASSIGNED HDGS. THE ACFT HEADED BACK TOWARDS GARDEN CITY TO ATTEMPT AN INST APPRCH. RADAR VECTORS WERE PROVIDED FOR THE LOCALIZER APPRCH. RADAR INDICATED THAT THE ACFT DID NOT BECOME STABILIZED ON THE APPRCH. THERE WAS A SIGNIFICANT LOSS OF GRNDSPD AS THE PLT WAS ATTMPTNG TO GET ESTABLISHED ON THE LOCALIZER. RADAR CONTACT WAS LOST ABT 2 MI FM THE ARPT AT A SPD APPRCHNG STALL SPD FOR THIS ACFT. THE ACFT CRASHED ABT 2 MI SHORT AND TO THE RT OF COURSE. THE ACFT IMPACTED IN A VERTICAL NOSE DOWN ATTITUDE ON HDG WHICH INDICATED A TURN AWAY FM THE ARPT. THE LEFT PROP WAS FOUND IN THE FEATHER POSITION. NO MECH PBLM WAS DISCOVERED. THE RT ENG APPEARED TO BE PRODUCING FULL PWR AT IMPACT.

Brief of Accident (Continued) File No. - 835 1/19/88 PIERCEVILLE,KS A/C Reg. No. N611CA Time (Lcl) - 1946 CST Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. 1 ENGINE -2. POWERPLANT - UNDETERMINED 3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND 4. LIGHT CONDITION - DARK NIGHT LOSS OF CONTROL - IN FLIGHT Occurrence #2 Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 6. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND 7. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND 8. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 9. TERRAIN CONDITION - FROZEN 10. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7,8

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

Brief of Accident

File No 912 5/12/88 CONCO	RDIA,KS A/C [.] Re	A/C [.] Reg. No. N8240B Time (Lc1) - 1830 CDT			DT		
Basic Information Type Operating Certificate-NONE (GENERA					Injuries rious Minor None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	0	0		0 1	
-Aircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200 No. of Seats - 4	Eng Make/Model - CON Number Engines - 1 Engine Type - REC Rated Power -		S	Installed/ tall Warni			
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 250/006 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point WASHINGTON,KS Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - Type of Clearance Type Apch/Lndg	NONE	ON AIR Airport D CONCOR Runway Runway Runway	ata	- 3000/ - ASPHAL		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 53 Biennial Flight Review Current - NO Months Since - 35 Aircraft Type - UNK/NR	Total - Make/Model-	t Time (H 201 170 K/NR	ours) Last 2 Last 3 Last 9	AIVERS/L 4 Hrs - 0 Days- 0 Days- raft -	2 UNK/NR 3	
Instrument Rating(s) - NONE							

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Brief of Accident (Continued) File No. - 912 5/12/88 CONCORDIA,KS A/C Reg. No. N8240B Time (Lcl) - 1830 CDT ------Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. GO-AROUND - ATTEMPTED - PILOT IN COMMAND 3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND 4. STALL - INADVERTENT - PILOT IN COMMAND _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED ______ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 3,4

Brief of Accident

Type Operating Certificate-NONE (GENERA				Tationia	-	
	L AVIATION) ATCCAT	t Damage	Fatal	Injurie Serious		None
Type of Operation -PERSONAL	Fire	Crew	ratai 0	0	0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass	õ	0	õ	ò
Accident Occurred During -LANDING	NONE	1 4 3 3	Ŭ	0	Ũ	Ũ
ircraft Information				· · · · · · · · · · · · · · · · · · ·		
Make/Model - CESSNA 150	Eng Make/Model - COM			Installed/Act		
Landing Gear - TRICYCLE-FIXED			5	Stall Warning	System -	YES
Max Gross Wt - 1600	Engine Type - REG		TOR			
No. of Seats - 2	Rated Power -	100 HP			·	
nvironment/Operations Information				D		
leather Data	Itinerary			Proximity		
W× Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A	LARNED,KS					
Completeness - N/A	Destination		Airport [Data		
Basic Weather - VMC	LAWTON, OK		_			
Wind Dir/Speed- 160/013 KTS				/Ident - N		
Visibility - 12.0 SM	ATC/Airspace			/Lth/Wid - N		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			/ Surface - N		
Lowest Ceiling - NONE	Type of Clearance		Runway	/Status - N	/Α ·	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 32	Medical Certificat) MEDICAL-NO W	ATVERS/I	гмтт
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (F		AIVER5/E	
PRIVATE	Current - YES	Total -		Last 24 H	ins -	3
SELAND	Months Since - 6		30			5
	Aircraft Type - C-150	Instrument-	0	Last 90 D	ays-	10
SE ENRO	Anciart Type C 150	Multi-Eng -			ays	10
		Multi-Eng -				

Brief of Accident (Continued) Time (Lcl) - 1910 CDT A/C Reg. No. N6525F File No. - 915 6/23/88 TROUSDALE,KS LOSS OF ENGINE POWER Occurrence #1 Phase of Operation CRUISE Finding(s) 1. ENGINE ASSEMBLY - OVERTEMPERATURE 2. FUEL SYSTEM, LINE - INCORRECT 3. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL 4. FLUID, FUEL - OVERTEMPERATURE 5. FLUID, FUEL - STARVATION _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL ···· *** 30 Finding(s) 6. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 7. WEATHER CONDITION - TAILWIND 8. TERRAIN CONDITION - ROUGH/UNEVEN _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircos	ft Damage		Injur	ine	-
Type operating centricate-none (General			Fata1			None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - PIPER PA-32R-301T		COMING TIO-540-S1AD		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -		S	tall Warnir	ng System	- YES
Max Gross Wt - 3600	Engine Type - Rl Rated Power -					
No. of Seats - 6	Rated Power -	300 HP				
-Environment/Operations Information						
Weather Data	Itinerary Design			Proximity		-
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin BELEN,NM	t	ON AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - IMC	SAME AS ACC/INC		•	N COUNTY EX	ECUTIVE	
Wind Dir/Speed- 080/011 KTS					35	
Visibility - 2.000 SM	ATC/Airspace		Runway	Lth/Wid -	4099/	75
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- NONE	Runway	Surface -		
	ST Type of Clearance		Runway	Status -	• WET	
Obstructions to Vision- FOG	Type Apch/Lndg	- FULL STOP				
Precipitation - RAIN						
Condition of Light - NIGHT(DARK)						
-Personnel Information	22					
	Age - 29 Biennial Flight Review		te - VALID ht Time (H		J WAIVERS/	LIMII
PRIVATE					LHrs -	14
SE L'AND	Current - YES Months Since - 1	Make/Model-	14	Last 30		Ö
•- •	Aircraft Type - UNK/N	R Instrument-				105
Instrument Rating(s) - NONE						
-Narrative						
ER A LONG CROSS COUNTRY FLIGHT, THE PILOT SA	VID HE ENCOUNTERED HEAVY	RAIN AND THUNDERSTOR	MS NEAR H	IS DESIINAI	IUN.	

Brief of Accident (Continued)

A/C Reg. No. N8328A 6/30/88 OLATHE,KS Time (Lc1) - 0240 CDT File No. - 949 ----------OVERRUN Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - RAIN 2. LIGHT CONDITION - DARK NIGHT 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 4. TOUCHDOWN - MISJUDGED - PILOT IN COMMAND 5. FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND 6. TERRAIN CONDITION - WET Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 7. OBJECT - FENCE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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

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Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER		vircraft Damage			Injur	ins	
Type operating certificate None (dente		SUBSTANTIAL		Fatal			None
Type of Operation -INSTRUCTION		ire	Crew	0	0		1
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91		NONE	Pass	Ō	Ō	0 0	Ó
Accident Occurred During -TAXI			*				
Aircraft Information							
Make/Model - CESSNA 172	Eng Make/Mode	el - LYCOMING O-3	20-E2D				
Landing Gear - TRICYCLE-FIXED	Number Engine				all Warnir	ng System	- YES
Max Gross Wt - 2300		- RECIPROCATIN	IG-CARBURET	OR			
No. of Seats - 4	Rated Power	- 150 HP					
Environment/Operations Information							
Weather Data	Itinerary	-		Airport F			
Wx Briefing - FSS	Last Departure			ON AIRF	ORI		
Method - TELEPHONE	SAME AS ACC/	INC					
Completeness - UNK/NR Basic Weather - VMC	Destination LOCAL		А	irport Da FORBES	ita		
Wind Dir/Speed- UNK/NR	LUCAL				Ident -	- 21	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		200
Lowest Sky/Clouds - N/A	Type of Flight	Plan - NONF			Surface -		200
Lowest Ceiling - UNK/NR	Type of Cleara				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			·····,			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	`						
Pilot-In-Command	Age - 27	Medical C	ertificate	- EXPIRE	D		
Certificate(s)/Rating(s)	Biennial Flight Revi	iew	Flight	Time (Ho	ours)		
STUDENT	Age - 27 Biennial Flight Revi Current - Months Since - Aircraft Type -	N/A Total	-	59	Last 24	Hrs - UN	
	Months Since -	N/A Make/	Model~	22	Last 30) Days- UNI	
	Aircraft Type -	N/A Instr Multi	-Eng - UNK	/NR /NR	Rotorcr) Days- raft - UNI	
Instrument Rating(s) - NONE							

ATTEMPTING TO PARK THE ACFT. THE RIGHT WING SPAR SUSTAINED SUBSTANTIAL DAMAGE.

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Brief of Accident (Continued)

File No 939	7/09/88	TOPEKA,KS	A/C Reg. No. N80208	Time (Lcl) - 1730 CDT
	DN GROUND COLLISI FAXI - FROM LANDI			
Finding(s) 1. OBJECT - FENCE 2. CLEARANCE - MIS	JUDGED - 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

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Brief of Accident

		noft Domogo		Traiur	ioc	
Type Operating Certificate-NONE (GENER		raft Damage STANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire		rew 0	0	0	1
Flight Conducted Under -14 CFR 91	NON		ass 0	ŏ	õ	2
Accident Occurred During -LANDING						
ircraft Information						
Make/Model - MOONEY M2O-F	Eng Make/Model -	LYCOMING ID-360-A	1A ELT	Installed/#		
Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2740	Number Engines -	1		tall Warnir	ng System	- YES
Max Gross Wt - 2740	Engine Type -	RECIP-FUEL INJECT	ED			
No. of Seats - 4	Rated Power -	200 HP				
nvironment/Operations Information						
leather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		int	OFF AI	RPORT/STRIF	,	
Method - N/A	LINCOLN,IL Destination		Ainment D	- + -		
Completeness - N/A Basic Weather - VMC	SAME AS ACC/INC		Airport D LAWREN			
Wind Dir/Speed- UNK/NR	SAME AS ACC/INC				· 19	
Visibility - 20.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	an - NONE		Surface -		/0
Lowest Ceiling - NONE	Type of Clearance			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE						
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command	Age – 44 Biennial Flight Review	Medical Certif	icate - VALID	MEDICAL-WA	IVERS/LIN	AIT
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time (H	ours)		-
PRIVATE	Current - YES	lotal	- 1040	Last 24	Hrs -	2
SE LAND	Months Since - 6 Aircraft Type - UNK	Make/Model	- 860	Last 30	Days-	21
	Aircraft Type - UNK,	/NR Instrument	- UNK/NR - UNK/NR	Last 90	orbays- ∿aft -UN	64 IV /ND
		Muiti-Eng	- UNK/NR	ROTOPCI	art - ur	NK/INR
Instrument Rating(s) - NONE						

Brief of Accident (Continued) 7/24/88 LAWRENCE,KS A/C Reg. No. N6347Q Time (Lcl) - 1100 CDT File No. - 961 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY GEAR COLLAPSED Occurrence #3 Phase of Operation LANDING Finding(s) 4. TERRAIN CONDITION - NONE SUITABLE 5. LANDING GEAR, MAIN GEAR - OVERLOAD 6. LANDING GEAR, NOSE GEAR - OVERLOAD _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,3

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

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Brief of Accident

-Basic Information		Aineneft Demos	_		Tendu	ning	
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damag SUBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -PERSON		Fire	Crew	0	1	0	0
Flight Conducted Under -14 CFR		NONE	Pass	0	1	0	0
Accident Occurred During -DESCEN							
-Aircraft Information							
Make/Model - TERATORN TIERRA I	I Eng Make/	'Model - ROTAX 532 ngines - 1		ELT I		Activated	
Landing Gear - TAILWHEEL-ALL FIX					all Warni	ng System	- NO
Max Gross Wt - 900 No. of Seats - 2		/pe - RECIPROCA /er - 65 HP	IING-CARBURE	IUR			
		ver - 65 HP					
-Environment/Operations Information-							
Weather Data Wx Briefing - NO RECORD OF BR	Itinerary IEFING Last Depar	tune Deint		Airport F ON AIRS			
Method - N/A	SAME AS			UN AIRS	IRIP		
Completeness - N/A	Destination			Airport Da	ita		
Basic Weather - VMC	LOCAL	•			FIELD		
Wind Dir/Speed- VARIABLE/010 KT					Ident	- UNK/NR	
Visibility - 15.0 SM	ATC/Airspace	2		Runway	Lth/Wid	- 1800/	30
Lowest Sky/Clouds - 25000 F						- GRASS/TU	
	Type of Ci			Runway	Status	- HIGH VEG	ETATION
Obstructions to Vision- NONE	Type Apch	Lndg - FORCE	D LANDING				
Precipitation - NONE Condition of Light - DAYLIGH	÷						
-Personnel Information Pilot-In-Command	1						
Certificate(s)/Rating(s)	Age - 36 Biennial Elight	Medica Review - N/A To e - N/A Ma De - N/A In	l Certificat	e - EXPIRE + Timo (Ho	U Une)		
STUDENT	Current	~ N/A To	tal -	217	last 2	4 Hrs -	0
01002.00	Months Since	e - N/A Ma	ke/Model-	168	Last 3	0 Davs-	ŏ
	Aircraft Typ	be - N/A In	strument-	0	Last 9	0 Days-	õ
						-	
Instrument Rating(s) - NONE							
-Narrative							
PILOT STATED THAT ON TAKEOFF CLIMB,	ADDDOXIMATELY 100 FEET		KE TO THE RI	GHT AND HI	TTHE		

Brief of Accident (Continued) File No. - 824 8/08/88 PLEVNA,KS A/C Reg. No. N68JM Time (Lc1) - 0830 CDT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 2. LACK OF RECENT EXPERIENCE - 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

Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GENERA	L AVIATION) Aircraft SUBSTAN		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0 0	0	1 3
-Aircraft Information Make/Model - CESSNA 180A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2650 No. of Seats - 4	Eng Make/Model - CON Number Engines - 1 Engine Type - REC	TINENTAL 0-470-K	ELT I St		ctivated	- YES/NO
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 315/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - Type of Clearance Type Apch/Lndg -	NONE NONE	Runway Runway	ORT ta FLD.	ASPHALT	75
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 42 Biennial Flight Review Current - YES Months Since - 22 Aircraft Type - UNK/NR	Total -	t Time (Ho 431	urs) Last 24	-	1 K/NR 26
Instrument Rating(s) - NONE						

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PREEXISTING MECHANICAL OR STRUCTURAL DIFFICULTIES WITH THE ACFT.

		Brief of Accide	ent (Continued)	
File No 80	93 4/26/88	DANVILLE,KY	A/C Reg. No. N9712B	Time (Lcl) - 1745 EDT
Phase of Operation		ON GROUND ED - PILOT IN COMMAND	· · · · · · · · · · · · · · · · · · ·	
Occurrence #2 Phase of Operation	AIRFRAME/COMPONEN LANDING - ROLL	T/SYSTEM FAILURE/MALFUNCT	ION	
Finding(s) 2. LANDING GEAR,AXL 3. LANDING GEAR,MAI				
Probable Cause	-			

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

Brief of Accident

Basic Information				T		
Type Operating Certificate-ON-DEMAND A	IR TAXI Aircraft DESTROYI	-	Fatal	Inju Serious		None
Type of Operation -POSITIONING		Crew		0	0	1
Flight Conducted Under -14 CFR 91	IN FLIG		-	ŏ	0	ó
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BEECH E18S	Eng Make/Model - P &	W R-985-14B	ELT	Installed/		
Landing Gear - TAILWHEEL~ALL RETRACTA				tall Warni	ng System	- YES
Max Gross Wt - 9600	Engine Type - REC		ETOR			
No. of Seats - 2	Rated Power - 4	450 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS Method - TELEPHONE	Last Departure Point		ON AIR	PORT		
Method - TELEPHONE	ROCHESTER, NY					
Completeness - UNK/NR	Destination		Airport D			
Basic Weather - VMC	LEXINGTON, KY			ANA HARRIS		
Wind Dir/Speed- 290/011 KTS			-		- 29	
Visibility - 10.0 SM	ATC/Airspace	160	-	Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -		•	Surface		
Lowest Ceiling - NONE	Type of Clearance -		Runway	Status	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg -	TRAFFIC PATTERN				
Condition of Light - DAYLIGHT		FULL STOP PRECAUTIONARY LA				
Personnel Information						
Pilot-In-Command	Age - 24 I	Medical Certifica			AIVER5/LI	MII
Certificate(s)/Rating(s) PRIVATE.COMMERCIAL.CFI	Biennial Flight Review Current - YES	Total -	ht Time (H		4 4	0
······································	Montha Since - 6			Last 2		8
SE LAND, ME LAND, SE SEA	Months Since - 6 Aircraft Type - BE-18S	Make/Model~	208		0 Days- U 0 Days-	
	All Chart Type - BE-185	Multi-Eng -	208 960		raft -	0
Instrument Rating(s) - AIRPLANE			000			Ū
Narrative						
PLT WAS REPOSITIONING THE AIRPLANE FROM					ER, NT	
IUNTSVILLE, AL WITH A PLANNED REFUEL STOP EXINGTON "DUE TO A DEVELOPING ENGINE PRO					WUTLE	
					WHILE	
OWNWIND, HE NOTED THE LEFT ENGINE COWLIN						
D SHUTTING THE ENGINE DOWN AND FEATHERIN						
LANDING ROLL, THE AIRPLANE DEPARTED THE " HANGAR. POST ACC INVESTIGATION REVEALE						

Brief of Accident (Continued)

File No 907 4/29/88 CYNTHIANA,KY	A/C Reg. No. N300W	Time (Lcl) - 1230 EDT
Occurrence #1 FIRE Phase of Operation APPROACH - VFR PATTERN - DOWNWIND		
Finding(s) 1. 1 ENGINE - 2. FLUID,FUEL - LEAK 3. FIRE EXTINGUISHING EQUIPMENT - NOT USED - PILOT IN COMMAND 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND		
Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL		
Finding(s) 5. LANDING GEAR,NORMAL BRAKE SYSTEM - BURNED 6. OBJECT - AIRPORT FACILITY 7. OBJECT - POLE 8. OBJECT - BUILDING(NONRESIDENTIAL)		
Probable Cause The National Transportation Safety Board determines that the Proba		

is/are finding(s) 2

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

National Transportation Safety Board Washington,³ D.C. 20594

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Brief of Accident

Basic Information							
Type Operating Certificate-AGRICULTURAL		Aircraft Damage	e	·	Injur		
Type of Openation -AERIAL APRLI		SUBSTANTIAL Fire	Crew		Serious	Minor O	None 1
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137	CATION	NONE	Pass	5 O	0	0	0
Accident Occurred During -MANEUVERING						Ŭ	Ũ
-Aircraft Information							
Make/Model - GRUMMAN G-164A	Eng Make/Mod	el - P&W R-1340)	ELT	Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED		es - 1 - RECIPROCAT			tall Warnir	ng System	- YES
Max Gross Wt - 3800 No. of Seats - 1		- 600 HP	ING-CARBUR	EIUR			
No. 01 Seats - 1							
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIF)	
Method - N/A Completeness - N/A	SAME AS ACC Destination	/INC		Airport D	**		
Basic Weather - VMC	LOCAL			Amport D	ala		
Wind Dir/Speed- 360/002 KTS	EBERE			Runwav	Ident -	· N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -	•	
Lowest Sky/Clouds - CLEAR		t Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Fligh Type of Clear Type Apph/Lpd	ance - NONE		Runway	Status -	· N/A	
Obstructions to Vision- NONE	Type Apch/Lnd	g - None					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Pilot-In-Command	Age - 28	Medical			MEDICAL-NO	WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev Current -	iew	Flig	ght Time (H	ours)		
COMMERCIAL	Current -	YES Tot	tal -	3819	Last 24		4
SE LAND, ME LAND	Months Since - Aircraft Type -	18 Mak	(e/Model-	2450	Last 30) Days-	35
	Aircraft Type -	C-172 Ins Mul	strument- Iti-Eng -	10 84	Last 90) Days-	135
Instrument Rating(s) - NONE							
-Narrative							

Brief of Accident (Continued)

File No 8	11 5/11/88	JENNINGS, LA	A/C Reg. No. N4708	Time (Lc1) - 0745 CDT
Occurrence #1 Phase of Operation		DN WITH OBJECT N TO REVERSE DIRECTI	ON	
	EQUATE - PILOT IN C ADVERTENT - PILOT II)			
Occurrence #2 Phase of Operation		DN WITH TERRAIN/WATE N TO REVERSE DIRECTI		
Probable Cause				
The National Transpo is/are finding(s) 1		d determines that th	ne Probable Cause(s) of this acc	ident

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

Brief of Accident

Accident Occurred During -TAKEOFF Interval Make/Model - GRUMMAN G-164A Eng Make/Model - P&W R-985-AN1 ELT Installed/Activated - NO -I Make/Model - GRUMMAN G-164A Eng Make/Model - P&W R-985-AN1 ELT Installed/Activated - NO -I Make/Model - GRUMMAN G-164A Eng Make/Model - P&W R-985-AN1 ELT Installed/Activated - NO -I Max Gross Wt - 4500 Engine Type - RECIPROCATING-CARBURETOR Max Gross Wt - 4500 Figine Type - RECIPROCATING-CARBURETOR Max Gross Wt - 4500 HP	File No 854 5/19/88 RAYN	,LA A	/C Reg. No. N8657⊦	ł	Time (Lcl) -	1500 CD1	r -
SUBSTANTIALFatal Serious Minor Non.Type of Operation-AERIAL APPLICATIONFireFireConducted Under-AERIAL APPLICATIONFireConducted Under-AERIAL APPLICATIONFireConducted Under-AERIAL APPLICATIONFireConducted Under-IA CFR 137NONEPassOO <th< td=""><td>Basic Information</td><td></td><td></td><td></td><td></td><td></td><td></td></th<>	Basic Information						
Type of Operation-AERIAL APPLICATIONFireCrew0010Flight Conducted Under-14 CFR 137NONEPass0000Accident Occurred During-TAKEOFF	Type Operating Certificate-AGRICULTURA						
Finght Conducted Under -14 CFR 137 NONE Pass 0 0 0 Accident Occurred During -TAKEOFF NONE Pass 0 0 0	Type of Openation -AERIAL ARRE						
Accident Occurred During -TAKEOFF Aircraft Information Make/Model - GRUMMAN G-164A Eng Make/Model - P&W R-985-AN1 ELT Installed/Activated - NO -I Stall Warning System - YES Max Gross Wt - 4500 Figine Type - RECIPROCATING-CARBURETOR Stall Warning System - YES Max Gross Wt - 4500 Engine Type - RECIPROCATING-CARBURETOR Airport Proximity Wood Seats - 1 Itinerary Airport Proximity Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LocAL Runway Ident - 18 Wind Dir/Speed- 180/005 KTS Runway Ldr/Wid - 1500/ 100 Visibility - 7.0 SM ATC/Airspace Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision- NONE Type Act/Lindg - NONE Precipitation - NONE Precipitation - NONE Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Cornetificate(s)/Rating(s) Bennial Flight Review Flight Time (Hours) COMMERCIAL Age - 44 Medical Certificate - VALID MED					-	•	Ö
Make/Model- GRUMMAN G-164AEng Make/Model - P&W R-985-AN1ELT Installed/Activated - NO -I Stall Warning System - YESMax Gross Wt - 4500Attorne TAILWHEEL-ALL FIXEDNumber Engines - 1Stall Warning System - YESMax Gross Wt - 4500Rated Power - 450 HPStall Warning System - YESEnvironment/Operations Information Weather DataItineraryAirport Proximity OFF AIRPORT/STRIPEnvironment/Operations Information Weather DataItineraryAirport Proximity OFF AIRPORT/STRIPMethod- N/ASAME AS ACC/INCCompleteness - N/ADestinationAirport Data ASHTONBasic Weather - VMCLOCALASHTON Runway Ident - 18Wisibility - 7.0SMATC/AirspaceRunway Lth/Wid - 1500/ 100Lowest Ceiling - NONEType of Flight Plan - NONE Runway Status - DRYDRYObstructions to Vision- NONE Precipitation - NONEType Apch/Lndg - NONE Runway Status - DRYDRYPersonnel Information Pilot-In-CommandAge - 44 Months Since - 1Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT 				1400 0	Ŭ	Ŭ	Ŭ
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4500 No. of Seats - 1 Environment/Operations Information Weather Data Wt Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Wind Dir/Speed 180/005 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Visibility - NONE Precipitation - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND Mathod Same A C-/150 No. Of Seats - 1 Number Engines - 1 Regines - 1 Regines - 1 Regines - 1 Stall Warning System - YES Engine Type - RECIPROCATING-CABURETOR No. OF Seats - 1 Rated Power - 450 HP Environment/Operations Information Weather Data LocAL SAME AS ACC/INC Destination Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) Se LAND Make Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Context - YES Months Since - 1 Make/Model - 1130 Last 90 Days - 51 Make/Model - 1130 Last 90 Days - 51	Aircraft Information						
Max Gröss Wt - 4500 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 450 HP Environment/Operations Information Weather Data Airport Proximity Weather Data Itinerary Airport Droximity We Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL ASHTON Wind Dir/Speed-180/005 KTS Destination Airport Data Visibility - 7.0 SM ATC/Airspace Runway Ldnt - 18 Lowest Sky/Clouds - CLEAR Type of Flight Plan NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE - NONE - Precipitation - NONE Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Commend Age - 44 Medical Certificate - 130 </td <td></td> <td></td> <td></td> <td>EL</td> <td></td> <td></td> <td></td>				EL			
No. of Seats -1Rated Power-450 HPEnvironment/Operations Information Weather DataItinerary Last Departure Point SAME AS ACC/INCAirport Proximity OFF AIRPORT/STRIP Afront Data ASAME AS ACC/INCWethod- N/ADestinationAirport Data ASAME AS ACC/INCCompleteness - N/ADestinationAirport Data ASAME AS ACC/INCBasic Weather - VMCLOCALASHTON Runway Ident - 18 Runway Ident - 18 Runway Lth/Wid - 1500/ 100 Lowest Sky/Clouds - CLEARType of Flight Plan - NONE Type of Clearance - NONE Runway Status - DRYObstructions to Vision- NONE Condition of Light - DAYLIGHTAge - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s)Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - YES Aircraft Type - C-150Total - 18220 Instrument- 120 Last 30 Days- 51				DOUDETOD	Stall Warning	g System	- YES
Weather DataItineraryAirport ProximityWx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point SAME AS ACC/INCOFF AIRPORT/STRIPMethod- N/ADestinationAirport DataBasic Weather- VMCLOCALASHTONWind Dir/Speed-180/005 KTSLOCALRunway Ident- 18Visibility- 7.0 SMATC/AirspaceRunway Lth/Wid- 1500/ 100Lowest Sky/Clouds- CLEARType of Flight Plan- NONERunway Surface- GRASS/TURFObstructions to Vision-NONEType of Clearance- NONERunway Status- DRYObstructions to Vision NONEType Apch/Lndg- NONE- NONE- DRYPersonnel InformationPilight Time (Hours)- Age - 44Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)- 7SE LANDMonths Since - 1Make/Model-1130Last 30 Days- 39Aircraft Type - C-150Instrument-120Last 90 Days- 51				RBURETUR			
Weather DataItineraryAirport ProximityWx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point SAME AS ACC/INCOFF AIRPORT/STRIPMethod- N/ASAME AS ACC/INC DestinationAirport Data ASHTONBasic Weather- VMC LOCALLOCALASHTON Runway IdentWisibility- 7.0SMATC/Airspace Type of Flight PlanRunway Lth/WidLowest Sky/Clouds- CLEAR Obstructions to Vision- NONE PrecipitationType of Clearance - NONE Type Apch/LndgNONE Runway StatusDRYPersonnel Information Pilot-In-Command SE LANDAge - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Biennial Flight Review CurrentFlight Time (Hours) CurrentPrecipitation - 18220 Last 24 Hrs - 7 Months Since - 1 Make/Model-130 Make/Model-Last 20 Days- 39 Aircraft Type - C-150							
Wx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point SAME AS ACC/INCOFF AIRPORT/STRIPMethod- N/ASAME AS ACC/INCAirport DataCompleteness - N/ADestinationAirport DataBasic Weather- VMCLOCALASHTONWind Dir/Speed-180/005 KTSRunway Ident- 18Visibility- 7.0 SMATC/AirspaceRunway Luf/Wid- 1500/ 100Lowest Sky/Clouds- CLEARType of Flight PlanNONERunway Surface- GRASS/TURFLowest Ceiling- NONEType of Clearance- NONERunway Status- DRYObstructions to VisionNONEType Apch/Lndg- NONE- NONEPrecipitation- NONEType Apch/Lndg- NONE- DRY-Personnel InformationPilot-In-CommandAge - 44Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCommercialSE LANDCurrent- YESTotal- 1820SE LANDLANDAircraft Type - C-150Instrument-120Last 90 Days-51		Itinerary		Airpor	t Proximity		
Completeness - N/ADestinationAirport DataBasic Weather - VMCLOCALASHTONWind Dir/Speed-180/005 KTSLOCALASHTONWisibility - 7.0 SMATC/AirspaceRunway Ident - 18Lowest Sky/Clouds - CLEARType of Flight Plan - NONERunway Surface - GRASS/TURFLowest Ceiling - NONEType of Clearance - NONERunway Status - DRYObstructions to Vision - NONEType Apch/Lndg - NONENONEPrecipitation - NONEType Apch/Lndg - NONEDayLIGHTPersonnel InformationAge - 44Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent - YESTotal - 18220Last 24 Hrs - 7Months Since - 1Make/Model- 1130Last 30 Days- 39Aircraft Type - C-150Instrument- 120Last 90 Days- 51			oint				
Basic Weather- VMCLOCALASHTONWind Dir/Speed-180/005 KTSRunway Ident- 18Wind Dir/Speed-180/005 KTSRunway Lth/Wid- 1500/Visibility- 7.0SMATC/AirspaceRunway Lth/WidVisibility- 7.0SMATC/AirspaceRunway SuffaceLowest Sky/Clouds- CLEARType of Flight Plan- NONERunway SuffaceLowest Ceiling- NONEType of Clearance- NONERunway Status- DRYObstructions to Vision-NONEType Apch/Lndg- NONE- NONEPrecipitation- NONEType Apch/Lndg- NONE- DRYCondition of Light- DAYLIGHT- Age - 44Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)CUrrent- YESTotal- 18220Last 24 Hrs - 7SE LANDMonths Since - 1Make/Model-1130Last 30 Days- 39Aircraft Type - C-150Instrument-120Last 90 Days- 51	Method - N/A	SAME AS ACC/IN	С				
Wind Dir/Speed- 180/005 KTSRunway Ident- 18Visibility- 7.0 SMATC/AirspaceRunway Lth/Wid- 1500/ 100Lowest Sky/Clouds- CLEARType of Flight PlanNONERunway Surface- GRASS/TURFLowest Ceiling- NONEType of Clearance- NONERunway Status- DRYObstructions to VisionNONEType Apch/Lndg- NONE- NONEPrecipitation- NONEType Apch/Lndg- NONE- DRYPersonnel InformationPilot-In-CommandAge - 44Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent- YESTotal- 18220SE LANDAircraft Type - C-150Instrument-120Last 90 Days-51							
Visibility-7.0SMATC/AirspaceRunway Lth/Wid-1500/100Lowest Sky/Clouds-CLEARType of Flight Plan-NONERunway Surface-GRASS/TURFLowest Ceiling-NONEType of Clearance-NONERunway Status-DRYObstructions to Vision-NONEType of Clearance-NONERunway Status-DRYObstructions to Vision-NONEType Apch/Lndg-NONE-DRYCondition of Light-DAYLIGHT-NONENONEPersonnel InformationPilot-In-CommandAge -44Medical Certificate -VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent-YESTotal-18220Last 24 Hrs -7SE LANDMonths Since -1Make/Model-1130Last 30 Days-39Aircraft Type - C-150Instrument-120Last 90 Days-51		LOCAL					
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL OUTPENT - YES Total - 18220 Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model - 1130 Last 30 Days- 39 Aircraft Type - C-150 Instrument - 120 Last 90 Days- 51							400
Lowest Ceiling-NONEType of Clearance-NONERunway Status-DRYObstructions to Vision- NONEType Apch/Lndg-NONE-NONEPrecipitation-NONE-NONE-Condition of Light-DAYLIGHT-NONEPersonnel InformationAge -44Medical Certificate -VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Age -44Medical Certificate -VALID MEDICAL-NO WAIVERS/LIMITCOMMERCIALCurrent-YESTotal-18220Last 24 Hrs -7SE LANDMonths Since -1Make/Model-1130Last 30 Days-39Aircraft Type -C-150Instrument-120Last 90 Days-51							
Obstructions to Vision- NONEType Apch/Lndg- NONEPrecipitation- NONECondition of Light- DAYLIGHTPersonnel InformationAge - 44Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Age - 44Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCommeRCIALBiennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent- YESTotalSE LANDMonths Since1Make/ModelAircraft Type - C-150Instrument-120Last 90 Days-S1							JKF
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 18220 Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model - 1130 Last 30 Days- 39 Aircraft Type - C-150 Instrument- 120 Last 90 Days- 51				KGHW	ay Status	DRT	
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL Current - YES Total - 18220 Last 24 Hrs - 7 SE LAND Months Since - 1 Make/Model - 1130 Last 30 Days- 39 Aircraft Type - C-150 Instrument - 120 Last 90 Days- 51		Type Apeny Endg	NONE				
Pilot-In-CommandAge -44Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent- YESTotal- 18220Last 24 Hrs -7SE LANDMonths Since -1Make/Model-1130Last 30 Days-39Aircraft Type - C-150Instrument-120Last 90 Days-51							
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIALCurrent- YESTotal- 18220Last 24 Hrs -7SE LANDMonths Since - 1Make/Model-1130Last 30 Days-39Aircraft Type - C-150Instrument-120Last 90 Days-51	Personnel Information						
COMMERCIALCurrent- YESTotal- 18220Last 24 Hrs- 7SE LANDMonths Since- 1Make/Model-1130Last 30 Days-39Aircraft Type- C-150Instrument-120Last 90 Days-51			Medical Certi	ificate - VAL	ID MEDICAL-NO	WAIVERS,	/LIMIT
SE LAND Months Since - 1 Make/Model- 1130 Last 30 Days- 39 Aircraft Type - C-150 Instrument- 120 Last 90 Days- 51							_
Aircraft Type - C-150 Instrument- 120 Last 90 Days- 51							
	SE LAND						
		Aircraft Type - C-	150 Instrumer	11- 120	Last 90	Days-	51
Instrument Rating(s) - AIRPLANE	Instrument Rating(s) - AIRPLANE						
						AI WAS	
E PILOT HAD MADE SEVEN PREVIOUS TAKEOFFS IN THAT AIRPLANE, THAT DAY, ON THE SAME AIRSTRIP. ON THIS ONE, THE OAT WAS DEGREES F. THE ELEVATION WAS 10 FEET MSL AND THE DENSITY ALTITUDE WAS 2300 FEET. THE AIRPLANE WAS 388 POUNDS	ERWEIGHT AND THE CG WAS 5 INCH BEHIND AFT					s	

LOAD OF FERTILIZER BUT STILL HIT TREES AND THEN THE GROUND.

Brief of Accident (Continued)

File No 85	4 5/19/88	RAYNE, LA	A/C Reg. No. N8657H	Time (Lcl) - 1500 CDT	
Occurrence #1 Phase of Operation	IN FLIGHT COLLIS TAKEOFF - INITIA				
	N - HIGH DENSITY T AND BALANCE - E NCE IN AIRCRAFT'S ON - INADEQUATE - PERFORMED - PILOT	ALTITUDE XCEEDED - PILOT IN ABILITY - PILOT IN PILOT IN COMMAND	COMMAND		

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

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

Brief of Accident

File No 924 6/04/88 RUSTON,LA	A/C	Reg. No. N6449Y	Т	ime (Lcl) -	· 1430 CDT	
Basic Information Type Operating Certificate-NONE (GENERAL AV	DESTR		Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire ON GR	Cre CUND Pas		0 0	1 0	0 0
Aircraft Information Make/Model - CESSNA T-210N Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 4000 No. of Seats - 6	Eng Make/Model - C Number Engines - Engine Type - R Rated Power -	1	S	Installed/A tall Warnin		- YES-UNK/NR - YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - WEATHER NOT PERTINENT Basic Weather - VMC Wind Dir/Speed- 050/015 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 8000 FT SCATTERE Lowest Ceiling - 25000 FT OVERCAST Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		- NONE - NONE	OFF AI Airport D Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A DIRT DRY ROUGH	
Personnel Information Pilot-In-Command Age Certificate(s)/Rating(s) Bie	e - 59 ennial Flight Review	Medical Certific Fli	ate - VALID ght Time (H		IVERS/LIM	IT
PRIVATE SE LAND		Total - Make/Model-	1172 368	Last 24 Last 30 Last 90) Days-	1 15 34

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING CLIMBOUT, THE ENGINE LOST POWER AND THE AIRPLANE MADE A FORCED LANDING IN A WOODED AREA. AFTER HITTING TREES AND THE TERRAIN, THE AIRPLANE BURNED. NO PRE-IMPACT PROBLEMS WERE FOUND WITH THE POWERPLANT. VENTED FUEL CAPS HAD BEEN INSTALLED BUT WERE DAMAGED IN THE FIRE. THE RIGHT WING TANK VENT WAS PARTIALLY OBSCURED WITH MUD DAUBER'S NEST. NO OTHER REASON FOR LOSS OF ENGINE POWER WAS FOUND.

Brief of Accident (Continued)

File No 92	24 6/04/88 RUSTON,LA	A/C Reg. No. N6449Y	Time (Lc1) - 1430 CDT
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER CLIMB		
Finding(s) 1. FUEL SYSTEM,VENT	- BLOCKED(PARTIAL)		
Occurrence #2 Phase of Operation			
Occurrence #4 Phase of Operation	IN FLIGHT COLLISION WITH OBJECT DESCENT - EMERGENCY		
Finding(s) 2. OBJECT - TREE(S))		
Probable Cause			
The National Transpor is/are finding(s) 1	rtation Safety Board determines that th	e Probable Cause(s) of this accide	ent

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

and the second second second second

Brief of Accident

File No 805 6/07/88 M	0 805 6/07/88 MER ROUGE,LA A/C Reg. No.			N4685R Time (Lcl) - 1550 CDT				
-Basic Information Type Operating Certificate-AGRICULT	Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor None					
Type of Operation -AERIAL A	PPLICATION	Fire	Crew		0	1	0	
Flight Conducted Under -14 CFR 1 Accident Occurred During -TAKEOFF		NONE	Pass	Ō	0	ò	õ	
-Aircraft Information Make/Model - PEZETEL M-18	Eng Mole				Installed/A	at iveted	NO -N/4	
Landing Gear - TAILWHEEL-ALL FIXED		e/Model - PZL AS Engines - 1	2-02-1K		tall Warnin			
Max Gross Wt - 10370 No. of Seats - 1		ype - RECIPR				g		
-Environment/Operations Information								
Weather Data	Itinerary			Airport	Proximity			
W× Briefing - NO RECORD OF BRIE		arture Point			RPORT/STRIP			
Method - N/A	SAME AS	S ACC/INC						
Completeness - N/A	Destinatio	on		Airport D	ata			
Basic Weather - VMC	LOCAL							
Wind Dir/Speed- 260/006 KTS						N/A		
Visibility - 7.0 SM	ATC/Airspac				Lth/Wid -			
	SCATTERED Type of I				Surface -	•	:F	
Lowest Ceiling - NONE		learance - NO		Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apc	n/Lndg - NO	NE					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
-Personnel Information		·					_	
Pilot-In-Command	Age - 42		ical Certifica			IVERS/LIMI	1	
Certificate(s)/Rating(s)	Biennial Fligh			nt Time (H				
COMMERCIAL	Current		Total -			Hrs - UNK		
SE LAND	Months Sind	ce - 14	Make/Model-	125	Last 30	Days- UNK		
	Aircraft I	/pe ~ C~182	Instrument-	U	Last 90	Days- UNK	./ NK	

Instrument Rating(s) - NONE

----Narrative----

THE AG AIRPLANE DEPARTED THE STRIP WITH 3000 LBS OF FERTILIZER. 200 YDS LATER IT SETTLED IN A RICE FIELD AND FLIPPED FORWARD TO THE INVERTED. NO MECHANICAL PROBLEMS WERE FOUND. ELEVATION AT TAKEOFF WAS 150 FT MSL. DENSITY ALTITUDE WAS 2272 FT. MAX ALLOWABLE GROSS WEIGHT WAS 10370 LBS. TAKEOFF GROSS WEIGHT WAS 10327 LBS.

Brief of Accident (Continued) MER ROUGE,LA A/C Reg. No. N4685R

Time (Lcl) - 1550 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 3. CLIMB - NOT MAINTAINED - PILOT IN COMMAND 4. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF ----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

6/07/88

File No. - 805

Brief of Accident

File No 817 6/28/88 LAKE	CHARLES, LA A/C	A/C Reg. No. N3969M		Time (Lcl) - 2245 CDT				
Basic Information Type Operating Certificate-NONE (GENERA		aft Damage TANTIAL	Fatal	Injur Serious		None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew	0	0	1 3	0 0		
Aircraft Information Make/Model - PIPER PA-32-300 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400 No. of Seats - 6	Number Engines - Engine Type - F	LYCOMING IO-540-K1G5 1 RECIP-FUEL INJECTED 300 HP		Installed/A tall Warnir		- YES-UNK/N - YES		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT)	Itinerary Last Departure Poir NASHVILLE,TN Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	n - IFR - IFR	ON AIR Airport D MUNICI Runway Runway Runway	ata PAL Ident - Lth/Wid - Surface -		150		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Age - 39 Biennial Flight Review Current - YES Months Since - O Aircraft Type - PA-44	Flig Total - Make/Model-	ht Time (H 422 16 106	lours) Last 24 Last 30	Hrs - Days- Days-	MIT 7 10 33 0		

Instrument Rating(s) - NONE

----Narrative----

BETWEEN FLIGHTS, THE PILOT NOTICED THE NOSE WAS VERY HIGH WHILE TAXIING BUT THOUGHT IT WAS BECAUSE THE STRUT HAD FAILED TO COMPRESS. ON THE NEXT TOUCHDOWN, ON THE MAIN WHEELS, THE AIRPLANE STARTED PORPOISING AND DESPITE THE PILOT'S CORRECTIONS, THE PORPOISING INCREASED IN AMPLITUDE. PILOT APPLIED POWER FOR A GO-AROUND AND THE AIRPLANE STARTED A SHALLOW LEFT TURN THAT PILOT COULD NOT CONTROL WITH RUDDER OR AILERON. AIRPLANE TRAVELED 100 TO 200 FEET BEFORE TOUCHING DOWN, LEFT WING FIRST.

		Brief of Ac	cident (Continued)	
File No 8	6/28/88	LAKE CHARLES,LA	A/C Reg. No. N3969M	Time (Lcl) - 2245 CDT
Occurrence #1 Phase of Operation				
2. AIRCRAFT SERVIC 3. AIRCRAFT PREFLI 4. PORPOISE - INAD	GHT - IMPROPER - P VERTENT - PILOT IN	ER MAINTENANCE PSNL ILOT IN COMMAND	COMMAND	
Occurrence #2 Phase of Operation				
Finding(s) 6. THROTTLE/POWER	CONTROL - EXCESSIV	E - PILOT IN COMMAND		
Occurrence #3 Phase of Operation		ION WITH TERRAIN/WATER TOUCHDOWN		
Probable Cause				
The National Transpo is/are finding(s) 5		rd determines that the I	Probable Cause(s) of this accide	ent

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

1967 - 1977 - 19

Brief of Accident

-Basic Information Type Operating Certificate-	AGRICULTURAL AIRC	RAFT Airc	raft Damage			Inju	ries	
			STROYED	F	atai	Serious	Minor	None
Type of Operation -	AERIAL APPLICATIO	IN Fire	2	Crew	0	0	1	0
Flight Conducted Under -		NOM	JE	Pass	0	0	0	0
Accident Occurred During -	LANDING							
Aircraft Information								
Make/Model - SCHWEIZER G			- P&W R-1340-AN1					t NO -N∕/
Landing Gear - TAILWHEEL-A	LL FIXED	Number Engines -				all Warni	ng System	i - YES
Max Gross Wt - 6500			RECIPROCATING-CA	RBURETOR	\$			
No. of Seats - 1		Rated Power -	- 600 HP					
-Environment/Operations Inform								
Weather Data		Itinerary				roximity		
Wx Briefing - NO RECORD	OF BRIEFING	Last Departure Po			OFF AIF	PORT/STRI	Р	
Method - N/A		SAME AS ACC/INC	2					
Completeness - N/A		Destination		Air	rport Da	ata		
Basic Weather - VMC		LOCAL				T		
Wind Dir/Speed- 190/008 K							- N/A	
Visibility - 8.0		ATC/Airspace				Lth/Wid Surface		· -
Lowest Sky/Clouds – Lowest Ceiling – N	4500 FI SCATTEREL DNE	Type of Clearance					- DRY	E
Obstructions to Vision-H		Type Apch/Lndg			Runway	Status		
Precipitation - N		Type Apch/Lindg	- FURCED LANDI	ING				
Condition of Light - D								
-Personnel Information		54	Martina 1. Oanti	c ·				/
Pilot-In-Command Certificate(s)/Rating(s)	Age	- 51 nnial Flight Review	Medical Certi				U WAIVERS	J LIMII
COMMERCIAL		Current - YES	5 Total	Flight T		-	4 Hrs -	9
SE LAND, ME LAND		Months Since - 17	Make/Mode				0 Days-	-
SE LAND, ME LAND		Months Since - 17 Aircraft Type - C-2	06 Instrumen	+- 110	0	Last 9	0 Days-	
			Multi-Eng	- 400	00		raft - L	
Instrument Rating(s) -	AIRPLANE							
-Narrative								
AG AIRPLANE WAS RETURNING AFT	ED SODAVING CHEMI	CAL WHEN THE ENGINE	STADTED TO LOSE		NUDING 1	HE EORCED		

TO THE CARBURETOR AND ADEQUATE OIL SUPPLY. THE PLT SAID THE POWER LOSS WAS PARTIAL BUT HE COULD NOT MAINTAIN ALT. DURING THE LANDING ON A 4 LANE DIVIDED HIWAY THE ACFT STRUCK A SIGN AND SKIDDED SIDEWAYS ABOUT 50 FT BEFORE STOPPING. THE RT LNDG GEAR SHEARED OFF BUT THE ACFT REMAINED UPRIGHT.

Brief of Accident (Continued) File No. - 922 6/29/88 CHENEYVILLE, LA A/C Reg. No. N48585 Time (Lc1) - 1618 CDT LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE Finding(s) 1. FUEL SYSTEM, CARBURETOR - ICE 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ______ Occurrence #3 ON GROUND COLL Phase of Operation LANDING - ROLL ON GROUND COLLISION WITH OBJECT Finding(s) 3. TERRAIN CONDITION - POLE _____ ----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

Brief of Accident

-Basic Information Type Operating Certificate-NONE		N) Aircraft	Damago			Injur	ios	
Type operating certificate None	GENERAL AVIATION	SUBSTAN			Fatal			None
Type of Operation -AERIA	L APPLICATION	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CF	२ 91	NONE		Pass	0	0	0	0
Accident Occurred During -LANDI	NG							
-Aircraft Information								
Make/Model - SCHWEIZER G-164A	Er	ng Make/Model - P&W umber Engines - 1	R-985-AN1		ELT I	nstalled/A	ctivated	- NO -N/
Landing Gear - TAILWHEEL-ALL FI	KED Nu	umber Engines – 1			St	all Warnin	g System	- YES
Max Gross Wt - 4500		ngine Type - REC		RBURET	OR			
No. of Seats - 1	Ra	ated Power -	450 HP					
-Environment/Operations Information								
Weather Data	Itine				Airport P			
Wx Briefing - NO RECORD OF B		st Departure Point			OFF AIR	PORT/STRIP		
Method - N/A	-	SAME AS ACC/INC						
Completeness - N/A		tination		A	irport Da	ta		
Basic Weather - VMC	L	LOCAL				- -1		
Wind Dir/Speed- CALM Visibility - 10.0 SM	ATC / A	Airspace				Ident - Lth/Wid -	N/A	
		be of Flight Plan -	NONE			Surface -		
Lowest Ceiling - NONE	Type	be of Clearance -	NONE			Status -		
Obstructions to Vision- NONE		be Apch/Lndg -			(Grindy	Juud		
Precipitation - NONE	• 7 •		FORCED LANDI					
Condition of Light - DAYLIG	ΗT							
-Personnel Information								
Pilot-In-Command	Age -	41 Flight Review ent - YES	Medical Certi	ficate	- VALID	MEDICAL-WA	IVERS/LIN	AIT
Certificate(s)/Rating(s)	Biennial	Flight Review	•	Flight	Time (Ho	urs)		
COMMERCIAL, ATP	Curre	ent - YES	Total	- 7:	200	Last 24		
SE LAND, ME LAND	Month	ns Since - 3	Make/Mode	el- 3	710	Last 30		45
	Aircr	aft Type - HS-125	Instrumen	nt-	118	Last 90		130
			Multi-Eng	, -	988	Rotorcr	art -	0
Instrument Rating(s) - AIRP	_ANE							
-Narrative~ AG AIRPLANE WAS SPRAYING COTTON WH								

File No 8	01 8/14/88 MANGHAM,LA	A/C Reg. No. N7234	Time (Lc1) - 1400 CDT
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER MANEUVERING		
2. ENGINE ASSEMBLY 3. PROPELLER SYSTE	,CRANKSHAFT - FATIGUE ,CRANKSHAFT - CRACKED M/ACCESSORIES - VIBRATION M/ACCESSORIES,BLADE - FRACTURED		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		·
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH TERRAIN/WATER LANDING - ROLL		
Finding(s) 5. TERRAIN CONDITI 6. TERRAIN CONDITI 7. TERRAIN CONDITI			
Probable Cause			
The National Transpo	rtation Safety Board determines that the Pu	robable Cause(s) of this accid	ent

is/are finding(s) 1,2

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

Brief of Accident

File No 926 8/14/88 RAYNE,	LA A/C	Reg. No. N979X		Т	ime (Lc1) -	1104 CE	ОТ
Basic Information Type Operating Certificate-AGRICULTURAL		aft Damage TANTIAL		Fatal	Injur Serious		None
Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT			Crew Pass	0 0	1 0	0 0	0 0
Aircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4500 No. of Seats - 1	Eng Make/Model - Number Engines - Engine Type - Rated Power -	1 RECIPROCATING-CA	ARBURET	S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/005 KTS Visibility - 8.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE	Itinerary Last Departure Poir SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Play Type of Clearance	n - NONE - NONE		OFF AI irport D Runway Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	N/A N/A N/A	
Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg	- NUNE					
	Age - 59 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - C-17:	Total Make/Mode	Flight - 30 ∋l-UNK nt-UNK	: Time (H 0000 :/NR :/NR	ours) Last 24 Last 30 Last 90		5 80 250
Instrument Rating(s) - AIRPLANE							

----Narrative----

AT THE END OF A SWATH RUN, THE AG PILOT PULLED THE AIRPLANE UP AND TO THE LEFT TO START A TURN-AROUND. THE UPPER LEFT WING STRUCK A STEEL GUY-CABLE OF A 300 FOOT TOWER. THE AIRPLANE MADE SEVERAL TURNS OF AN INVERTED FLAT-SPIN BEFORE WATER IMPACT INTO AN EIGHT FOOT DEEP FARM POND.

File No 920	6 8/14/88	RAYNE, LA	A/C Reg. No. N979X	Time (Lcl) - 1104 CDT
Occurrence #1 Phase of Operation		ON WITH OBJECT N TO REVERSE DIRECTION		
Finding(s) 1. OBJECT - WIRE,ST/ 2. VISUAL LOOKOUT		- PILOT IN COMMAND	·	
Occurrence #2 Phase of Operation		-		
Finding(s) 3. TERRAIN CONDITION	N - WATER,GLASSY			
Probable Cause	-			
The National Transporis/are finding(s) 2	tation Safety Board	d determines that the Prob	able Cause(s) of this accident	

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

Brief of Accident

File No 923 8/19/88	CATAHOULA,LA	A/C Reg. No.	N6685Q	T	ime (Lc1) -	· 1900 C	DT
Basic Information							
Type Operating Certificate-AGRICL	LTURAL AIRCRAFT	Aircraft Damage	· · ·		Injur		
		DESTROYED		Fatal	Serious	Minor	
21	WORK USE	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		ON GROUND	Pass	0	0	0	0
Accident Occurred During -MANEUV							
Aircraft Information							
Make/Model - SCHWEIZER G-164B	Eng Make/	Model - P&W R-985		ELT I	nstalled/A	ctivate	d - NO -N/A
Landing Gear - TAILWHEEL-ALL FIX	ED Number Er	ngines - 1		Si	all Warnir	ng Syste	m - YES
Max Gross Wt - 5200	Engine Ty	/pe - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 1	Rated Pow	/er - 450 HP					
Environment/Operations Information- Weather Data	 Itinerary			Airport A	Provimity		
Wx Briefing - NO RECORD OF BR		rture Point			RPORT/STRIP	,	
Method - N/A	JEANERE			UT AT	CFORT/ STRIF		
Completeness - N/A	Destination			Airport Da	ata `		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 230/006 KTS				Runway	Ident -	• N/A	
Visibility - 7.0 SM	ATC/Airspace	9		Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - 18000 F					Surface -		TURF
	T BROKEN Type of C			Runway	Status -	- SOFT	
Obstructions to Vision- NONE	Type Apch/	Lndg - NONE					
Precipitation - NONE							
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 67	Medical	Certificat		MEDICAL -NO		S/ITMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (Ho		WAIVER	57 21011
COMMERCIAL	Current	- YES Tot	al - 4	4366	Last 24	Hrs -	7
SE LAND			e/Model- 2) Days-	
	Aircraft Typ	be - C-180 Ins	trument-	200	Last 90) Days-	
		Mu1	ti-Eng -	1000	Rotorcr	raft -	UNK/NR
Instrument Rating(s) - NONE							
Instrument Rating(3) NONE							

THE AG AIRPLANE WAS BEING UTILIZED TO SCARE BIRDS AWAY FROM THE RICE FIELDS. IT WAS 15 FEET AGL WHEN THE ENGINE BACKFIRED AND QUIT. THE AIRPLANE COLLIDED WITH THE TERRAIN AND BURNED. THE ENGINE AND ENGINE ACCESSORIES WERE SO DESTROYED BY FIRE THAT NOTHING COULD BE DETERMINED AS TO WHY THE ENGINE BACKFIRED AND QUIT.

		Brief of Accid	dent (Continued)	
File No 9	23 8/19/88	CATAHOULA,LA	A/C Reg. No. N6685Q	Time (Lc1) - 1900 CDT
Occurrence #1 Phase of Operation	LOSS OF ENGINE PO MANEUVERING	WER		
Finding(s) 1. POWERPLANT - UN	DETERMINED	· · · · · · · · · · · · · · · · · · ·		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI MANEUVERING	DN WITH TERRAIN/WATER		
Probable Cause				

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

.

Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GENERAL		ft Damage ANTIAL	Fatal	Injuries Serious M	linor	None
Type of Operation -PERSONAL	Fire	Cre			0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pas		Ō	Ō	0
Aircraft Information Make/Model - CESSNA 180H Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2800	Eng Make/Model - C Number Engines - Engine Type - R	1	S	Installed/Acti tall Warning S		
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poin EUNICE,LA	t	Airport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/015 KTS	Destination SAME AS ACC/INC		Airport D WELSH	ata Ident - 06		
Visibility - 5.0 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 1500 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan N Type of Clearance Type Apch/Lndg	- NONE	Runway Runway Runway	Lth/Wid - 2 Surface - AS Status - DR	700/ PHALT	50 ·
Personnel Information						
Pilot-In-Command Certificate(s)/Rating(s)	Age – 42 Biennial Flight Review	Medical Certific Fli	ght Time (H	ours)	-	
PRIVATE SE LAND	Current - YES	Total -	387	Last 24 Hr	s - UNH	
SE LAND	Months Since – 16 Aircraft Type – C-150	Instrument-		Last 30 Da	ys- vs-	18 51
		Multi-Eng ~	õ	Last 30 Da Last 90 Da Rotorcraft	-	0
Instrument Rating(s) - NONE						
 Narrative						
PILOT WAS LANDING THE TAILWHEEL TYPE AIRPL	ANE ON RUNWAY 6 WHILE THE	WINDS WERE FROM 2	70 DEGREES	AT 15 KNOTS		

Time (Lc1) - 1530 CDT 9/01/88 A/C Reg. No. N9730G File No. - 816 WELSH,LA Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 2. WEATHER CONDITION - TAILWIND 3. WEATHER CONDITION - GUSTS 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 1,4

Brief of Accident

 Basic Information							
Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft Damag	je		Injur Serious		None
Type of Operation -PER	SONAL	SUBSTANTIAL Fire	Crew	Fatal O	0	0	1
Flight Conducted Under -14		NONE	Pass	0	0	0	1
Accident Occurred During -LAN	DING 						
Aircraft Information						- + * +	
Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED		e/Model - CONTINENT Engines - 1	AL 0-300A		nstalled/A all Warnin		
Max Gross Wt - 2300	Engine		TING-CARBURETO			g system	1L5
No. of Seats - 4	Rated P						
Environment/Operations Informati	on						
Weather Data	Itinerary		· ·		roximity		
Wx Briefing - UNK/NR Method - UNK/NR		arture Point S ACC/INC		OFF AIR	PORT/STRIP		
Method - UNK/NR Completeness - UNK/NR	Destinati		Δ.	irport Da	ta		
Basic Weather - VMC	LOCAL			i por e bo			
Wind Dir/Speed- UNK/NR			,			N/A	
Visibility - 15.0 SM	ATC/Airspa					N/A	
Lowest Sky/Clouds - CLEA Lowest Ceiling - NONE		Flight Plan - NONE Clearance - NONE				N/A N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE		h/Lndg - FORCE		Kuliway	status -	N/ A	
Precipitation - NONE							
Condition of Light - DAYL	IGHT						
Personnel Information							
Pilot-In-Command	Age - UNK/NR		al Certificate				
Certificate(s)/Rating(s) UNK/NR	Biennial Fligh	t Review - UNK/NR To	tal - UNK			Hrs - UNI	
UNK/ NR			ake/Model- UNK			Days- UN	
		ype - UNK/NR Ir	strument- UNK	'NR	Last 90	Days- UN	
		Mu	ılti-Eng - UNK,	'NR	Rotorcr	aft - UN	
Instrument Rating(s) - UN	K/NR						
RING CRUISE FLT AT AN ALT OF 1500	FT, THE ENGINE SUDDENLY	STOPPED PRODUCING P	OWER. THE ACE	T WAS LA	NDED ON RA	ILROAD	
ACKS IN ORDER TO AVOID TREES. THE	ACFT NOSED OVER DURING	THE LANDING. PLT S	STATED THAT THE	E RIGHT F	UEL TANK G	AUGE	
DICATED 1/4 TANK AND THE LEFT GAUG	E INDICATED A FULL TANK	OF FUEL WHEN THE PO	WER LOSS OCCUP	RED. HE	SWITCHED F	UEL	
NKS BUT WAS UNABLE TO RESTART THE ILURE/MALFUNCTION. THE PLT FAILED	ENGINE. POST ACCIDENT T	LSI RUN UF IHE ENGI	NE FAILED 10 [ISCLUSE	ANY MECHAN	ICAL	
TEORE/MALFUNCTION. THE FET FAILED	TO TILL AN ACC REPORT A	NO THERE IS NO RECU					

File No. - 840 4/28/88 ELKTON, MD A/C Reg. No. N4255F Time (Lcl) - 1045 EDT _____ _ _ _ _ _ _ _ _ _ _ _ Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 2. FLUID, FUEL - STARVATION ______ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 NOSE OVER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. TERRAIN CONDITION - NONE SUITABLE 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

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

File No 902 2/24/88 SC	CHOOLCRAFT,MI A/C	Reg. No. N14142	T	ime (Lc1) -	1310 EST	
Basic Information Type Operating Certificate-NONE (GEN	•	Ift Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0	0	1 0
Aircraft Information Make/Model - NORTH AMERICAN T-28A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 7400 No. of Seats - 2	Number Engines - Engine Type - R	RIGHT R-1820-86D 1 ECIPROCATING-CARBUR 1200 HP	S	Installed/A itall Warnin		
Environment/Operations Information						
Wx Briefing - NWS Method - TELEPHONE	Itinerary Last Departure Poir KALAMAZOO,MI	nt		Proximity RPORT/STRIP		
Completeness - FULL Basic Weather - IMC	Destination HARTFORD,WI		Airport D			
Wind Dir/Speed- 290/015 KTS Visibility - 2.000 SM	ATC/Airspace			/Ident - /Lth/Wid -	N/A	
Lowest Sky/Clouds - N/A	Type of Flight Plan	- TEP		/ Surface -	•	
Lowest Ceiling - 1200 FT C Obstructions to Vision- BLOWING SN Precipitation - SNOW Condition of Light - DAYLIGHT	VERCAST Type of Clearance	- IFR		Status -		RY
Personnel Information Pilot-In-Command	Acc. 50					
Certificate(s)/Rating(s)	Age - 50 Biennial Flight Review		ite – VALID Nht Time (F		IVERS/LIM	11 1
COMMERCIAL	Current - YES	Total -		Last 24	Hrs -	1
SE LAND, ME LAND	Months Since - 16	Make/Model-	450			13
	Aircraft Type - BE-58	8 Instrument- Multi-Eng -		Last 90	Days-	40

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE THE PILOT WAS CLIMBING THROUGH 7800 MSL HE NOTICED A VAPOR TRAIL COMING FROM THE RIGHT EXHAUST AREA. THE PILOT NOTIFIED APPROACH CONTROL THAT HE WAS RETURNING TO THE DEPARTURE AIRPORT AND THEY SUPPLIED RADAR VECTORS. THE PILOT STARTED A DESCENT AND DURING THIS TIME THE ENGINE POWER FADED FAST. CONSEQUENTLY HE DECIDED HE WAS NOT GOING TO MAKE IT BACK. THE PILOT CONTACTED APPROACH WHO THEN VECTORED HIM TO A SMALL AIRPORT APPROXIMATELY 2 MILES AWAY. THE PREMATURE DESCENT ALSO PLACED THE ALTERNATE AIRPORT OUT OF RANGE. THE PILOT CHOSE AN OPEN FIELD TO LAND IN. ABOUT 15 FT ABOVE THE GROUND THE AIRCRAFT STALLED. IT IMPACTED THE GROUND HARD ON ALL THREE LANDING GEAR. THE NOSE WHEEL COLLAPSED CAUSING THE AIRCRAFT TO NOSE OVER. INVESTIGATION REVEALED THAT THE #4 CYLINDER EXHAUST VALVE HAD FAILED.

DF ENGINE POWER(PARTIAL) - MECH F E - NORMAL EXHAUST - FAILURE,TOTAL		
XHAUST - FAILURE,TOTAL		
D LANDING NT - EMERGENCY		
EN FIELD - OVERLOAD		
NG - ROLL		
·		
	NT - EMERGENCY IMPROPER - PILOT IN COMMAND LANDING NG - FLARE/TOUCHDOWN NT - PILOT IN COMMAND EN FIELD - OVERLOAD OVER NG - ROLL	NT - EMERGENCY IMPROPER - PILOT IN COMMAND

is/are finding(s) 1

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

File No 901 6/10/88 LAKE C	ITY,MI A/C R	eg. No. N5574A	т	ime (Lc1) ·	- 1330 EDT	
Basic Information Type Operating Certificate-NONE (GENERAL Type of OperationPERSONAL	AVIATION) Aircraf SUBSTA Fire	t Damage NTIAL Crew	Fatal O	Injur Serious O	Minor	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pass		ō	ō	0
-Aircraft Information Make/Model - KOOPSEN MILLER SPORT II Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1300 No. of Seats - 1	Eng Make/Model - CC Number Engines - 1 Engine Type - RE Rated Power -	CIPROCATING-CARBUR	S	Installed/4 tall Warnir		
Environment/Operations Information				_	,	
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point ACME,MI		ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 330/005 KTS	Destination SAME AS ACC/INC		Airport D HOME A Runway	CRES	- 36	
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Lth/Wid Surface	- 2600/	
Precipitation - NONE Condition of Light - DAYLIGHT	Type Apon/ Ling	FULL STOP FORCED LANDING				
Personnel Information						
	Age - 68 Biennial Flight Review	Medical Certifica Flig			AIVERS/LIM	ΙT
PRIVATE	Current - YES	Total -	1467	Last 24		1
SE LAND	Months Since - 14	Make/Model-	22	Last 30) Days~	3

Instrument Rating(s) - NONE

----Narrative----

JUST PRIOR TO TURNING ON FINAL APPROACH TO LAND, THE PILOT EXPERIENCED A COMPLETE LOSS OF POWER. HE CONTINUED THE APPROACH BUT DECELERATED MORE RAPIDLY THAN HE ANTICIPATED AND WAS UNABLE TO CLEAR A STAND OF TREES ON THE APPROACH PATH. EXAMINATION REVEALED A LOSS OF CONTINUITY IN THE THROTTLE LINKAGE WHICH WAS DISCONNECTED AT THE CARBURETOR. THE OWNER/PLT STATED THAT EVEN THOUGH IT LOOKED SECURE IT WAS POSSIBLE TO PULL THE THROTTLE CABLE LOOSE FROM THE CARBURETOR AND HE THOUGHT IT SHOULD BE REDESIGNED.

		Brief of A	Accident (Continued)	
File No 9	01 6/10/88	LAKE CITY,MI	A/C Reg. No. N5574A	Time (Lcl) - 1330 EDT
		POWER(TOTAL) - MECH FA PATTERN - BASE LEG/BAS		
Finding(s) 1. THROTTLE/POWER 2. AIRCRAFT/EQ		ISCONNECTED DESIGN - MANUFACTUREI	R	
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation				
Finding(s) 3. OBJECT - TREE(S)			
Probable Cause				
The National Transpo is/are finding(s) 1	rtation Safety Boa	ard determines that the	e Probable Cause(s) of this acci	dent

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

Brief of Accident

Make/Model- ENSTROM 280FXEng Make/Model- LYCOMING HID-360-F1ADELT Installed/Activated - YES/NOLanding Gear- SKIDNumber Engines - 1Stall Warning System - NOMax Gross Wt- 2600Engine Type- RECIP-FUEL INJECTEDNo. of Seats-2Rated Power-225 HP*Environment/Operations InformationItineraryAirport ProximityWeather DataItineraryAirport DataMethod- N/ASAME AS ACC/INCCompleteness- N/ADestinationBasic Weather- 7.0SMWind Dir/Speed-060/005 KTSLOCALMEMOMINEEWind Dir/Speed-060/005 KTS- 6000 FT SCATTEREDType of Flight Plan - NONECowest Sky/Clouds- 6000 FT SCATTEREDType of Flight Plan - NONERunway Surface - GRASS/TURFLowest Sky/Clouds- 0000 FT BROKENType of Clearance - NONERunway Status - DRYObstructions to Vision - NONEType Apch/Lndg- SIMULATED FORCED LANDINGPersonnel InformationPrecipitation- NONEPiot-In-CommandAge - 55Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIAL,CFICurrent- YESTotal- 5885SE LANDMonths Since - 4Make/Model-900Last 30 Days - 20HELICOPTERAircraft Type - C-172Instrument-UWK/NRLast 30 Days - 20	File No 897 7/16/88 MEN	OMINEE,MI	A/C Reg. No. N28	OFX 1	ime (Lcl) - 0910 C	DT
Make/Model- ENSTROM 280FXEng Make/Model- LYCOMING HID-360-F1ADELT Installed/Activated - YES/NOLanding Gear- SKIDNumber Engines - 1Stall Warning System - NOMax Gross Wt- 2600Engine Type- RECIP-FUEL INJECTEDNo. of Seats-2Rated Power-225 HP*Environment/Operations InformationItineraryAirport ProximityWeather DataItineraryAirport DataMethod- N/ASAME AS ACC/INCCompleteness- N/ADestinationBasic Weather- 7.0SMWind Dir/Speed-060/005 KTSLOCALMEMOMINEEWind Dir/Speed-060/005 KTS- 6000 FT SCATTEREDType of Flight Plan - NONECowest Sky/Clouds- 6000 FT SCATTEREDType of Flight Plan - NONERunway Surface - GRASS/TURFLowest Sky/Clouds- 0000 FT BROKENType of Clearance - NONERunway Status - DRYObstructions to Vision - NONEType Apch/Lndg- SIMULATED FORCED LANDINGPersonnel InformationPrecipitation- NONEPiot-In-CommandAge - 55Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)COMMERCIAL,CFICurrent- YESTotal- 5885SE LANDMonths Since - 4Make/Model-900Last 30 Days - 20HELICOPTERAircraft Type - C-172Instrument-UWK/NRLast 30 Days - 20	Type Operating Certificate-NONE (GENE Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91	F	SUBSTANTIAL	Crew O	Serious Minor	1
Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC ON AIrport Data Method - N/A Destination Airport Data Basic Weather - VMC LOCAL MEMOMINEE Wind Dir/Speed O60/005 KTS Runway Ident - UNK/NR Visibility - 7.0 SM ATC/Airspace Runway Lth/Wid - UNK/NR Lowest Sky/Clouds - 6000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - 10000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - SIMULATED FORCED LANDING - DRY Precipitation - NONE Condition of Light - DAYLIGHT - DayLIGHT	Landing Gear - SKID Max Gross Wt - 2600	Number Engine Engine Type	es - 1 - RECIP-FUEL IN	S		
-Personnel Information Pilot-In-Command Age - 55 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL,CFI Current - YES Total - 5885 Last 24 Hrs - 4 SE LAND Months Since - 4 Make/Model- 900 Last 30 Days- 20 HELICOPTER Aircraft Type - C-172 Instrument- UNK/NR Last 90 Days- 45	Wx Briefing - NO RECORD OF BRIEFI Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 060/005 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 6000 FT SC Lowest Ceiling - 10000 FT BR Obstructions to Vision- NONE Precipitation - NONE	NG Last Departure SAME AS ACC, Destination LOCAL ATC/Airspace CATTERED Type of Fligh ROKEN Type of Cleara	/INC t Plan - NONE ance - NONE g - SIMULATED	ON AIF Airport E MEMOMJ Runway Runway Runway Runway FORCED LANDING	RPORT Data NEE / Ident - UNK/NR / Lth/Wid - UNK/NR / Surface - GRASS/ / Status - DRY	? 'TURF
Multi-Eng - UNK/NR Rotorcraft - 3250	Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND HELICOPTER		Medical Ce iew YES Total 4 Make/M C-172 Instru	rtificate - VALIE) MEDICAL-WAIVERS/L Hours) Last 24 Hrs - Last 30 Days-	.IMIT 4 20 45

DURING A DEMONSTRATION OF AN AUTOROTATION TO A RUN-ON LANDING, THE HELICOPTER SKIDS DRAGGED IN THE SOFT GRASS UPON TOUCHDOWN, AND THE HELICOPTER VEERED TO THE LEFT. THE PILOT FAILED TO MAINTAIN AIRCRAFT CONTROL WHEN THE HELICOPTER VEERED LEFT, THE RIGHT SKID DUG DEEPER INTO THE TURF AND THE HELICOPTER ROLLED OVER.

		Brief of	Accident (Continued)	
File No 8	97 7/16/88	MENOMINEE,MI	A/C Reg. No. N280FX	Time (Lc1) - 0910 CDT
Occurrence #1 Phase of Operation				
	ON - SOFT G - ATTEMPTED - F		IN COMMAND	
Occurrence #2 Phase of Operation		TOUCHDOWN		
Probable Cause				
The National Transpo is/are finding(s) 4		oard determines that t	he Probable Cause(s) of this accider	nt

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

Brief of Accident

File No 968 7/16/88 BATTL	ECREEK,MI	A/C`Reg. No. N2	24DS	T	ime (Lcl) - 1	IOOO EDT	
Basic Information Type Operating Certificate-NONE (GENERA		ircraft Damage SUBSTANTIAL		Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		ire NONE	Crew Pass	0	0 0	0 0	1 0
Aircraft Information Make/Model - SILLIMAN HATZ CB-1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1500 No. of Seats - 2	Number Engines	- RECIPROCATIN		S	Installed/Act tall Warning		•
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 022/008 KTS Visibility - 8.0 SM Lowest Sky/Clouds - 20000 FT THIN Lowest Ceiling - NONE	SAME AS ACC/: Destination LOCAL ATC/Airspace OVC Type of Flight Type of Clearar	INC Plan - NONE nce - NONE		OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIP ata Ident - N Lth/Wid - N Surface - G Status - D	ARASS/TUR	RF
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg	- FORCED L	ANDING				
Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	Age - 53 Biennial Flight Revie	Medical C		e - VALID nt Time (H	MEDICAL-WAIV ours)	/ERS/LIM	IT
ATP,CFI SE LAND,ME LAND		/ES Total 4 Make/ C-421 Instr	'Model- ument-	7500 40 1700 5500	Last 30 D Last 90 D)ays-)ays-	2 30 90 12
Instrument Rating(s) - AIRPLANE							

----Narrative----

WHILE ATTEMPTING TO EXECUTE A FORCED LANDING DUE TO AN ENGINE FAILURE, THE PILOT MISJUDGED HIS EMERGENCY PROCEDURE AND COLLIDED WITH TREES THEN THE GND DURING THE DESCENT TO THE FAIRWAY HE HAD SELECTED FOR LANDING. THE ENGINE FAILURE WAS DUE TO FUEL STARVATION CAUSED BY A FUEL VENT LINE WHICH WAS CRIMPED CLOSED.

		Brief of A	Accident (Continued)		
File No 9	68 7/16/88	BATTLECREEK,MI	A/C Reg. No.	N24DS	Time (Lc1) - 1000 EDT
Occurrence #1 Phase of Operation		POWER(TOTAL) - MECH FAI	LURE/MALF		
Finding(s) 1. FUEL SYSTEM,VEN 2. FLUID,FUEL - ST	ARVATION				
Occurrence #2 Phase of Operation		ENCY			
Occurrence #3 Phase of Operation		SION WITH TERRAIN/WATER ENCY	2		
Finding(s) 3. EMERGENCY PROCE 4. ALTITUDE - MISJ 5. OBJECT - TREE(S	UDGED - PILOT IN	COMMAND			
Probable Cause		·			
The National Transpo		ard determines that the	e Probable Cause(s) (of this acci	dent

is/are finding(s) 1,2

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

.

Brief of Accident

	ROIT LAKES,MN	A/C Reg. No			ime (Lc1) -		
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	/IATION) Aircraft Damage SUBSTANTIAL			Injur Serious	ies Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - PIPER PA-28R-200		Model - LYCOMING	G ID-360-C1C		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE		ngines - 1		S	tall Warnin	g System	- YES
Max Gross Wt - 2600 No. of Seats - 4	Rated Po	/pe - RECIP-Fl ver - 200 h					
NU. UI JEALS - 4	Kaled Pol	ver - 200 f	1F 				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS		rture Point		ON AIR	PORT		
Method - TELEPHONE	MINNEAPO						
Completeness - UNK/NR	Destination			Airport D			
Basic Weather - VMC	SAME AS	ACC/INC			T LAKES		
Wind Dir/Speed- 120/020 KTS						13	
Visibility - 20.0 SM	ATC/Airspace					4500/	75
Lowest Sky/Clouds - CLEAR		light Plan - VFR				ASPHALT	
Lowest Ceiling - NONE		earance - NON		Runway	Status -	DRY	
Obstructions to Vision- NONE	iype Apch,	[/] Lndg - FULI	. STOP				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 43	Media	al Certifica	te - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H		-	
PRIVATE	Current	~ YES T	'otal -	106	Last 24	Hrs -	1
SE LAND		e - 2 🛛 🖡	lake/Model-				19
	Aircraft Ty	pe - C-172	nstrument-	9	Last 90	Davs-	40

Instrument Rating(s) - NONE

----Narrative----

DURING FINAL APPROACH FOR LANDING AT HIS DESTINATION AIRPORT THE PILOT STATED THAT HE ELECTED TO ATTEMPT A GO-AROUND DUE TO DIFFICULTY WITH GUSTY WINDS. HE STATED THAT HE WAS APPROXIMATELY 3' TO 5' ABOVE THE GROUND WHEN HE INITIATED THE GO-AROUND, AND AS HE ADDED FULL POWER THE RIGHT WING OF THE AIRCRAFT STRUCK THE GROUND ON THE RIGHT SIDE OF THE RUNWAY. THE NOSE GEAR STRUCK THE GROUND, COLLAPSED, AND THE AIRCRAFT SKIDDED TO A STOP.

916 6/	29/88 DETROIT	T LAKES, MN	A/C Reg. N	o. N44140	Time (Lcl) - 1830 CDT
		GHT			
N FOR WIND CON TAL EXPERIEN	CE - PILOT IN CO	DMMAND	COMMAND		
		TERRAIN/WATER			
					· · ·
	GO-AROUND TION - GUSTS N FOR WIND CON DTAL EXPERIENT ROL - NOT MAIN ROL - NOT MAIN IN FLIGHT GO-AROUND	GO-AROUND (VFR) TION - GUSTS N FOR WIND CONDITIONS - INAD DTAL EXPERIENCE - PILOT IN CO ROL - NOT MAINTAINED - PILOT	TION - GUSTS N FOR WIND CONDITIONS - INADEQUATE - PILOT IN DTAL EXPERIENCE - PILOT IN COMMAND ROL - NOT MAINTAINED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN/WATER GO-AROUND (VFR) NOSE GEAR - OVERLOAD	GO-AROUND (VFR) TION - GUSTS N FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND DTAL EXPERIENCE - PILOT IN COMMAND ROL - NOT MAINTAINED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN/WATER GO-AROUND (VFR) NOSE GEAR - OVERLOAD	GO-AROUND (VFR) TION - GUSTS N FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND DTAL EXPERIENCE - PILOT IN COMMAND ROL - NOT MAINTAINED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN/WATER GO-AROUND (VFR) NOSE GEAR - OVERLOAD

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

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

Brief of Accident

-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION) Air	craft Damage		Iniu	ries	
		BSTANTIAL	Fatal			None
Type of Operation -PERSONA			Crew O	- O O	1	0
Flight Conducted Under -14 CFR Accident Occurred During -LANDING		NE	Pass O	0	1	0
Accident occurred burning -LANDING						
-Aircraft Information						
Make/Model - CESSNA 150M		- CONTINENTAL 0-20				
Landing Gear - TRICYCLE-FIXED		- 1		Stall Warni	ng System	- YES
Max Gross Wt - 1600		- RECIPROCATING-CA	RBURETOR			
No. of Seats - 2	Rated Power					
-Environment/Operations Information						
Weather Data	Itinerary		Airpor	t Proximity		
Wx Briefing - NO RECORD OF BRI	•	oint	OFF	AIRPORT/STRI	Р	
Method - N/A	WEBSTER, MN					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL			-		
Wind Dir/Speed- 070/008 KTS Visibility - 10.0 SM	ATC/Airspace			ay Ident		
Lowest Sky/Clouds - 20000 FT		lap - NONE		ay Lth/Wid ay Surface		
Lowest Ceiling - NONE	Type of Clearanc			ay Status		SETATION
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDI		a, 5tatas		
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI	Age - 23	Medical Certi	ficate - VAL	ID MEDICAL-N	O WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	,	Flight Time	(Hours)		
COMMERCIAL, CFI	Current - YE Months Since - 18 Aircraft Type - C-	S Total	- 610	Last 2	4 Hrs -	3
SE LAND, ME LAND	Months Since - 18	Make/Mode	1- 23	Last 3	0 Days-	13
	Aircraft lype - C-	172 Instrumen	t- 99	Last 9	0 Days-	35
		Multi-Eng	- 110			
Instrument Rating(s) - AIRPLA	NE					
-Narrative						
PILOT WAS EXECUTING A POWER-OFF GLID						
NOT RESPOND. THE PILOT WAS THEN FORCE						

WERE NO OTHER SIGNS OF THE SUBSTANCE AND AS A RESULT THE PLACE OF ORIGIN OF THE SUBSTANCE COULD NOT BE DETERMINED.,

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6/30/88 LONSDALE, MN File No. - 899 A/C Reg. No. N63178 Time (Lc1) - 1630 CDT LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation DESCENT Finding(s) 1. FUEL SYSTEM, CARBURETOR - BLOCKED(TOTAL) 2. FLUID, FUEL - STARVATION 3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND(CFI) _____ ______ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ _____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING Finding(s) 4. TERRAIN CONDITION - MOUNTAINOUS/HILLY 5. TERRAIN CONDITION - ROUGH/UNEVEN _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

SUBSTANTIALFatal Serious Minor MType of Operation -OTHER WORK USEFireCrewOOFlight Conducted Under -14 CFR 91NONEPassOOAircraft InformationMake/Model- PIPER PA-25Eng Make/Model- LYCOMING 0-540-A1D5ELT Installed/Activated - NKMake/Model- PIPER PA-25Eng Make/Model- LYCOMING 0-540-A1D5ELT Installed/Activated - NKMax Gross Wt- 2900Engine Type- RECIPROCATING-CARBURETORNo. of Seats- 1Rated Power- 250 HPEnvironment/Operations InformationWeather DataItineraryAirport ProximityWax Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPWeatherOOACC/INCRunway Ident- N/AOmpleteness- N/ADestinationAirport DataBasic Weather- VMCLOCALRunway Ident- N/AVisibility- 15.0SMATC/AirspaceRunway Surface- N/ALowest Sky/Clouds- CLEARType of Flight PlanNONERunway Status- N/AObstructions to VisionNONEType Apch/Lndg- NONERunway Status- N/AObstructions to VisionNONEType Apch/Lndg- NONEPrecipitation- ALID MEDICAL-NO WAIVERS/LIMCondition of Light- DAYLIGHT <th co<="" th=""><th>e Operating Certificate-NONE (GENERAL</th><th>AVIATION) Aircraf</th><th>t Damage</th><th></th><th>Injur</th><th>ies</th><th></th></th>	<th>e Operating Certificate-NONE (GENERAL</th> <th>AVIATION) Aircraf</th> <th>t Damage</th> <th></th> <th>Injur</th> <th>ies</th> <th></th>	e Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Injur	ies	
Fight Conducted Under -14 CFR 91 Accident Occurred During NONE Pass 0 0 Accident Occurred During -DESCENT NONE Pass 0 0 -Aircraft Information Make/Model - PIPER PA-25 Eng Make/Model - LYCOMING 0-540-A1D5 ELT Installed/Activated - Nd Landing Gear TAILWHEL-ALL FIXED Number Engines - 1 Stall Warning System - YL Max Gross Wt - 2900 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 250 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- CALM Type of Flight Plan - NONE Runway Surface - N/A NA Lowest Csiling - NONE Type of Flight Plan - NONE Runway Status - N/A Obstructions to Vision- NONE Type of OLearance NONE Runway Status - N/A Precipitation - NONE <t< th=""><th></th><th></th><th></th><th>Fatal</th><th></th><th></th><th>None</th></t<>				Fatal			None	
Accident Occurred During -DESCENT Aircraft Information Make/Model - PIPER PA-25 Eng Make/Model - LYCOMING 0-540-A1D5 ELT Installed/Activated - NC Max Gross Wt - 2900 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Stall Warning System - YI Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method - N/A Itinerary Airport Proximity Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A NA Obstructions to Vision - NONE Type Apch/Lndg - NONE Runway Status - N/A							1	
Make/Model- PIPER PA-25Eng Make/Model- LYCOMING 0-540-A1D5ELT Installed/Activated - NCLanding Gear- TAILWHEL-ALL FIXEDNumber Engines - 1Stall Warning System - YLMax Gross Wt- 2900Engine Type- RECIPROCATING-CARBURETORNo. of Seats-1Rated Power-Environment/Operations InformationWater PointOFF AIRPORT/STRIPWathod- N/ALast Departure PointOFF AIRPORT/STRIPMethod- N/ADestinationAirport DataBasic Weather- VMCLoCALRunway Ident- N/AWind Dir/Speed- CALMType of Flight Plan - NONERunway Lth/Wid - N/ALowest Sky/Clouds- CLEARType of Clearance- NONELowest Ceiling- NONEType Apch/Lndg- NONEPrecipitation- NONEType Apch/Lndg- NONEPrecipitation- NONEType Apch/Lndg- NONEPrecipitation- NONECompationRunway StatusPrecipitation- NONEType Apch/Lndg- NONEPrecipitation- NONE- NONE- NONEPrecipitation- NONE- NONE- NONEPrecipitation- NALIGHT- NONE- NONEPercenpeat Information NONE- NONEPrecipitation- NANE- NONEPrecipitation- NANE- NONEPrecipitation- NANEPrecipitation- NALIGHTPrecipitation- NALIGHTPrecipitation- NALIG		NONE	Pa	ss O	0	0	0	
Landing Gear TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - YI Max Gross Wt - 2900 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 250 HP Environment/Operations Information Weather Data Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- CALM Type of Flight Plan NONE Runway Surface - N/A Lowest Sky/Clouds - CLEAR Type of Clearance NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - N/A Condition of Light - DAYLIGHT - DAYLIGHT - DAYLIGHT - DAYLIGHT								
Max Gross Wt - 2900 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 250 HP Environment/Operations Information Weather Data Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Lowest Ceiling - NONE Type of Clearance - NONE Precipitation - NONE Type Apch/Lndg - NONE Precipitation of Light - DAYLIGHT DAYLIGHT	•							
No. of Seats - 1 Rated Power - 250 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wisibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE Runway Status - N/A Rongetion of Light - DAYLIGHT - DAYLIGHT - DAYLIGHT - DAYLIGHT						g system	123	
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Condition of Light - DAYLIGHT					Ĩ			
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A SAME AS ACC/INC Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- CALM ATC/Airspace Runway Lth/Wid - N/A Visibility - 15.0 SM ATC/Airspace Runway Surface - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE - N/A Parsonnel Loformation	•							
Completeness N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE - N/A Precipitation - NONE Condition of Light - DAYLIGHT	er Data							
Completeness N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE - N/A Precipitation - NONE Condition of Light - DAYLIGHT	Sriefing - NU RECORD OF BRIEFING			UFF AII	RPORT/STRIP			
Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE - N/A Precipitation - NONE Type Apch/Lndg - NONE - N/A Condition of Light - DAYLIGHT				Ainpont D	a + a			
Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE - N/A Condition of Light - DAYLIGHT			1	Amport Da	ata			
Visibility - 15.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE - N/A Precipitation - NONE Condition of Light - DAYLIGHT		EDCAE		Runway	Ident -	N/A		
Lowest Sky/Clouds - CLEAR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT		ATC/Airspace						
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT			- NONE					
Precipitation - NONE Condition of Light - DAYLIGHT		Type of Clearance	- NONE					
Precipitation - NONE Condition of Light - DAYLIGHT		Type Apch/Lndg	- NONE	-				
Condition of Light - DAYLIGHT 	ecipitation - NONE							
Personnel Information Pilot-In-Command Age - 25 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMI Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - VES Total - 223 Last 24 Hrs - 2	ondition of Light - DAYLIGHT							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	nel Information	25	Madioal Contifi				. TMTT	
DIVATE Current - VES Total - 223 Last 24 Hrs -	tificate(s)/Pating(s)	Age - 25 Riennial Elight Deview		ight Time (H		WAIVERS/		
	PRIVATE	Current - YES	Total -	223	last 24	Hrs -	7	
SE LAND Months Since - 3 Make/Model- 23 Last 30 Days- 10	SELAND	Months Since - 3	Make/Model-	23	Last 30	Davs-	10	
Aircraft Type - C-172M Instrument- 3 Last 90 Days- 5		Aircraft Type - C-172M	Instrument-	3	Last 90	Days-	51	
		5.				2		
Instrument Rating(s) - NONE	Instrument Rating(s) - NONE							

File No 86	50 7/24/88	ELBOW LAKE, MN	A/C Reg. No. N6590Z	Time (Lcl) - 1700 CDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLIS MANEUVERING	ION WITH OBJECT		
Finding(s) 1. OBJECT - WIRE,ST 2. CLEARANCE - NO 3. PROPER ALTITUDE 4. IN-FLIGHT PLANNI	T MAINTAINED - PI - NOT MAINTAINED		· · · · · · · · · · · · · · · · · · ·	
	IN FLIGHT COLLIS DESCENT - UNCONT	ION WITH TERRAIN/WATER ROLLED		
Finding(s) 5. OBJECT - TREE(S)	1			
Probable Cause				
The National Transpor is/are finding(s) 2,	2	rd determines that the	Probable Cause(s) of this accide	ent

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

File No 866 4/29/88 SHELL		/C Rẹg. No. N6358					
Basic Information Type Operating Certificate-NONE (GENERA)	AVIATION) Air	craft Damage			Inju	ries	
		BSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	Fir	e	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NO	NE	Pass	0	0	0	3
ircraft Information							
Make/Model - BEECH 95		- LYCOMING 0-360		ELT	Installed/	Activate	d - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			S	tall Warnin	ng Syste	em ∼ YES
Max Gross Wt - 4000		- RECIPROCATING-C	CARBURE	TOR			
No. of Seats - 4	Rated Power	- 180 HP					
invironment/Operations Information							
leather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure P			ON AIR	STRIP		
Method - N/A	EAST ST.LOUIS,	IL					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	SAME AS ACC/IN	с		SHELL			
Wind Dir/Speed- CALM	- /					- 18	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid ·		
Lowest Sky/Clouds - CLEAR	Type of Flight P				Surface		TURF
Lowest Ceiling - NONE	Type of Clearanc			Runway	Status ·	- DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- FULL STUP					
Precipitation - NONE Condition of Light - DAYLIGHT							
			;				
ersonnel Information Pilot-In-Command	Age - 47	Medical Cert	ificate		MEDICAL-NO	WATVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H			-,
PRIVATE	Current - YE			1365		1 Hrs -	UNK/NR
SE LAND, ME LAND	Months Since - 11	Make/Moc	de1-	1012	Last 30) Days-	14
<i>.</i>	Aircraft Type - BE	-95 Instrume	ent-	275	Last 90		
				1012		raft -	
Instrument Rating(s) - AIRPLANE							

----Narrative----

THE PILOT OF THE ACCIDENT AIRCRAFT FAILED TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING ROLL. THE LEFT WING OF THE AIRCRAFT STRUCK TREES ALONG THE LEFT SIDE OF THE RUNWAY. AIRCRAFT CONTROL WAS LOST RESULTING IN THE RIGHT MAIN LANDING GEAR COLLAPSING.

Brief of Accident (Continued)						
File No 866	4/29/88	SHELL KNOB,MO	A/C Reg. No. N635B	Time (Lc1) - 1100 CDT		
	ROUND COLLIS ING - ROLL	ION WITH OBJECT				
Finding(s) 1. OBJECT - TREE(S) 2. DIRECTIONAL CONTROL 3. LANDING GEAR,MAIN GEA		AINED - PILOT IN COMM D	IAND			
Probable Cause		·····	e Probable Cause(s) of this accid			

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 865 5/21/88 INDEP	ENDENCE,MO A/C	Reg. No. N2378L		ime (Lcl) -		
-Basic Information		C+ D		T •	•	
Type Operating Certificate-NONE (GENERA		ft Damage		Injur Serious		Namo
Turne of Orenetier DEDCONAL	SUBSI Fire	ANTIAL	Fatal ew O	0	Minor O	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	NONE		ew O ss O	0	0	0
Accident Occurred During -LANDING	NONE	га	.55 0	U	U	0
-Aircraft Information						
Make/Model - BEECH 23	Eng Make/Model - L			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	g System	- YES
Max Gross Wt - 2300		ECIPROCATING-CARB	URETOR			
No. of Seats - 4	Rated Power -	160 HP				
 -Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		+		RPORT/STRIP		
Method - N/A	INDEPENDENCE, MO	c .	OTT AI			
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 190/010 KTS			Runwav	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Surface -		URF
Lowest Ceiling - NONE	Type of Clearance				HIGH VE	
Obstructions to Vision- NONE	Type Apch/Lndg			· ·	_	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 38	Medical Certifi	cate - VALID	MEDICAL-NO	WAIVERS.	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ight Time (H			_
PRIVATE	Current - YES	Total -	236	Last 24	Hrs -	3
SE LAND	Months Since - 3	Make/Model-		Last 30	Days- U	NK/NR
	Aircraft Type - BE-23					20
			0		aft ⁻	Ó
Instrument Rating(s) - NONE						

----Narrative----

THE PIC PLANNED A LOCAL FLT TO PRACTICE TOUCH AND GO LNDGS. ON AN EARLIER FLT THE PIC HAD SWITCHED THE FUEL SELECTOR TO WHAT HE THOUGHT WAS THE FULLEST TANK. AS THE SUBSEQUENT FLT PROGRESSED, THE PIC AGAIN SELECTED WHAT HE CONSIDERED TO BE THE FULLEST TANK AS PART OF THE PRE-LNDG CHKLIST. AS THE ACFT BEGAN THE PWRD CLIMB PORTION OF THE TOUCH AND GO LNDG, THE ENG FALTERED AND QUIT. INSUFFICIENT ALT WAS AVAILABLE TO EXECUTE A RETURN TO THE RWY, SO THE PIC STATED HE LOWERED THE NOSE AND MADE A FORCED LNDG INTO A GROVE OF TREES. THE PIC REALIZED LATER THAT HE HAD SWITCHED TO THE FUEL TANK WHICH CONTAINED LITTLE OR NO FUEL.

	Brief of Accident (Continued)					
File No 8	65 5/21/88	INDEPENDENCE, MO	A/C Reg. No. N2378L	Time (Lcl) - 1500 CDT		
Occurrence #1 Phase of Operation		OWER(TOTAL) - NON-MECHA L CLIMB	NICAL			
Finding(s) 1. FLUID,FUEL - ST 2. FUEL TANK SELEC		ROPER - PILOT IN COMMAN				
Occurrence #2 Phase of Operation						
Occurrence #3 Phase of Operation						
Finding(s) 3. OBJECT - TREE(S)					
Probable Cause						
The National Transpo		rd determines that the	Probable Cause(s) of this accid	ent		

is/are finding(s) 1,2

File No 953 5/28/88 ST. CH	A/C Reg.	No. N89443	т	Time (Lc1) - 1315 CDT				
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	ATION) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor Non			
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	-	Fire NONE	Crev Pas		0 0	0 0	1 0	
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engine	e/Model - LYCOMI Engines - 1 Type - RECIPR Dwer - 110	OCATING-CARBU	S	Installed/A tall Warnin			
 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 25000 FT THIN Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT 	COLUMB Destinatio SAME A ATC/Airspa BKN Type of Type of	on S ACC/INC ce	R	ON AIR Airport D ST. CH Runway Runway Runway	ata ARLES Ident - Lth/Wid - Surface -		50	
	Age - 19 Biennial Fligh Current Months Sind Aircraft T	t Review - N∕A ce - N∕A	ical Certifica Flig Total - Make/Model- Instrument-	ght Time (H 30 29	ours) Last 24 Last 30) WAIVERS/ Hrs - UN) Days- UN) Days- UN	IK∕NR IK∕NR	

Instrument Rating(s) - NONE

----Narrative----

FOLLOWING A LANDING APCH AT THE END OF A STUDENT SOLO CROSS COUNTRY FLIGHT, A FULL FLAP GO AROUND WAS ATTEMPTED. WITNESSES SAID THE ACFT WAS HIGHER THAN NORMAL, AND AFTER PASSING OVER MORE THAN ONE HALF OF THE USABLE RUNWAY, THE PILOT INITIATED A GO AROUND. THE PLT SAID HE WAS IN A FULL FLAP CONFIGURATION AND WAS UNABLE TO ACCELERATE THE ACFT SUFFICIENTLY TO RETRACT FLAPS. THE AIRCRAFT STALLED AND NOSED INTO AN ADJACENT FIELD.

Brief of Accident (Continued) Time (Lcl) - 1315 CDT File No. - 953 5/28/88 ST. CHARLES, MO A/C Reg. No. N89443 LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation GO-AROUND (VFR) Finding(s) 1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 2. GO-AROUND - DELAYED - PILOT IN COMMAND 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. STALL - INADVERTENT - PILOT IN COMMAND 5. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

File No 950 6/18/88 ST.	A/C Reg. No. M	Time (Lc1) - 1250 CDT					
Basic Information Type Operating Certificate-ON-DEMAND Name of Carrier -SABER AVIA Type of Operation -NON SCHED, Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING	TION INC	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injur Serious O O		None 1 O
Aircraft Information Make/Model - VOLPAR D18S Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 11500 No. of Seats - 2	Number Eng	Nodel - GARRETT TP Jines - 2 De - TURBOPROP Pr - 620 HP	E-331		Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 240/005 KTS Visibility - 12.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Type of Cle Type Apch/L	, NC		ON AIR Airport D WEISS Runway Runway Runway	ata Ident - Lth/Wid - Surface -		40
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 33 Biennial Flight F Current Months Since Aircraft Type	Review - UNK/NR Tota - UNK/NR Make e - UNK/NR Ins		nt Time (H 2755 450 434	Last 24 Last 30	WAIVERS/ Hrs - UN Days- UN Days- UN	IK/NR IK/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

ARRIVING AT HIS DESTINATION AIRPORT AFTER A NIGHT 14 CFR 135 AIR TAXI CARGO FLIGHT, THE MAIN LANDING GEAR COLLAPSED DURING ROLL-OUT CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT. POST ACCIDENT INVESTIGATION REVEALED A BROKEN LANDING GEAR DRAG LINK, WHICH CAUSED THE MAIN GEAR COLLAPSE. THE ACFT WAS A VOLPAR TRI-GEAR CONVERSION OF THE BEECH 18 USING GARRETT TURBOPROP ENGINES AND WITH AN INCREASED MAXIMUM ALLOWABLE GROSS WEIGHT.

File No 950	6/18/88 ST. LOUIS,MO	A/C Reg. No. N4234A	Time (Lcl) - 1250 CDT
Occurrence #1 MAIN	GEAR COLLAPSED		
Phase of Operation LAND	ING - ROLL		
-	R ATTACHMENT - FAILURE, TOTAL		
2. MAINTENANCE, MODIFIC	ATION ~ PERFORMED - COMPANY MAIL	NIENANCE PSNL	
Probable Cause			

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

-Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Aircra	ft Damage		Injur	ies	
· · · · · · · · · · · · · · · · · · ·		ANTIAL	Fatal	Serious		None
Type of Operation -PERSONAL	Fire	Cr		0	0	1
Flight Conducted Under ~14 CFR 91	NONE	Pa	ss O	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - ERCOUPE 415-C	Eng Make/Model - C			Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	ig System	n ~ NO
Max Gross Wt - 1400 No. of Seats - 2		ECIPROCATING-CARB	URETOR			
No. of Seats - 2	Rated Power -	75 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	OFF AI	RPORT/STRIP	· .	
Method - N/A	SEDALIA,MO		Advantant D	- 4 -		
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport D	ατα		
Wind Dir/Speed- 180/015 KTS	LOCAL		Dunway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -	•	
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE		- PRECAUTIONARY		•••••	2	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
 -Personnel Information						
Pilot-In-Command	Age - 65	Medical Certific			IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (H	lours)		
PRIVATE	Current - YES	Total -	153	Last 24	Hrs - L	
SE LAND	Months Since - 3	Make/Model-	46		Days- L	
	Aircraft Type - 415-C				Days-	
		Multi-Eng -	UNK/NR	Rotorcr	aft - l	INK/NR
Instrument Rating(s) - NONE						
LE ON A PERSONAL FLIGHT, PIC SAID HE BEGAN	TO LOSE ENGINE POWER HE	ELECTED TO MAKE A	PRECAULTIONA			
M FIELD, AND DURING THE ROLL OUT, THE NOSE						
THE PARTIAL POWER LOSS.				LIENE ANI U		

File No	911	6/19/88	FLORENCE, MO	A/C Reg. No.	N94045	Time (Lcl) - 1400 CDT
Occurrence #1 Phase of Operation 1. UNDETERMINED	LOSS CRUI		OWER(PARTIAL) - NON-	MECHANICAL		
Occurrence #2 Phase of Operation		ROUND COLLIS ING - ROLL	ION WITH TERRAIN/WAT	ER		
Finding(s) 2. TERRAIN CONDIT 3. UNSUITABLE TER 4. IN-FLIGHT PLAN	RAIN -	SELECTED - P		MAND		
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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 914 6/			C Reg. No. N754			ime (Lc1) -		
-Basic Information Type Operating Certificate	e~NONE (GENERA		raft Damage STANTIAL		Fatal	Injur Serious	ries Minor	None
Type of Operation Flight Conducted Under Accident Occurred During			•	Crew Pass	0	0		1 0
-Aircraft Information Make/Model - SCHWEIZER Landing Gear - SKID Max Gross Wt - 1040 No. of Seats - 2	2-33	Eng Make/Model - Number Engines - Engine Type - Rated Power -	N/A N/A			installed// tall Warnir		
 -Environment/Operations Info	rmation							
Weather Data Wx Briefing - UNK/NR Method - UNK/NR		Itinerary Last Departure Po SAME AS ACC/INC		,	Airport F ON AIRF	Proximity PORT		
Completeness - UNK/NR Basic Weather - VMC		Destination LOCAL		Α	irport Da SKY HAV	/EN		
Wind Dir/Speed- LIGHT A Visibility - 10.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	SM CLEAR NONE NONE NONE	ATC/Airspace Type of Flight Pl Type of Clearance Type Apch/Lndg	- NONE		Runway Runway	Ident - Lth/Wid - Surface - Status -	- GRASS/TU	
-Personnel Information Pilot-In-Command		Aqe - UNK/NR	Medical Cer					
Certificate(s)/Rating(s) STUDENT		Biennial Flight Review Current - N/A	Total	Flight -	Time (Ho	ours) Last 24	Hrs -	3
GLIDER		Months Since - N/A Aircraft Type - N/A		ient- UNK, Ing - UNK,	/NR /NR /NR	Last 30 Last 90 Rotorcr) Days- UN) Days- raft - UN	3
Instrument Rating(s)	~ NONE							

File No 9	14 6/28/8	8 WARRENSBURG,MO	A/C Reg. No. N7546	Time (Lc1) - 1300 CDT	
Occurrence #1 Phase of Operation	IN FLIGHT COL LANDING	LISION WITH OBJECT			
Finding(s) 1. ALTITUDE - MISR 2. OBJECT - TREE(S 3. OBJECT - FENCE		COMMAND			
Occurrence #2 Phase of Operation	IN FLIGHT COL LANDING	LISION WITH TERRAIN/WATER			
Probable Cause					
The National Transpo is/are finding(s) 1	rtation Safety	Board determines that the	Probable Cause(s) of this accide	ent	

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

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Type of Operation-PERSONALFireCrewO1OOFlight Conducted Under-14 CFR 91NONEPassO1OOAccident Occurred During-DESCENTAircraft InformationMake/Model- B0EING 75AEng Make/ModelP&W R-985-ANAPO-4ELT Installed/Activated - NO -Max Gross Wt- 3520Engine Type- RECIPROCATING-CARBURETORNo. of Seats-1Number Engines - 1Stall Warning System - NOWa Gross Wt-3520Engine Type- RECIPROCATING-CARBURETORNo. of Seats-1ItineraryAirport ProximityWx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point SAME AS ACC/INCON AIRPORTBasic Weather- WACZELLWOOD,FLNEDSHO MEMORIAL Runway Ident- 19Wind Dir/Speed200/008 KTS Visibility- 1000 SMATC/Airspace Type of Flight Plan - NONE Type of Clearance- NONE Runway Status- DRYObstructions to Vision-NONE Precipitation- NONE NONEType Apch/Lndg- NONE Runway Status- DRYObstruction of Light- NONE DAYLIGHT- NONE- NONE- Runway Status- DRY	Basic Information				- .		
Type of Operation -PERSONAL Fire Crew 0 1 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 1 0 0 Accident Occurred During -DESCENT -Aircraft Information Make/Model - BOEING 75A Eng Make/Model - P&W R-985-ANAPO-4 ELT Installed/Activated - NO - Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 3520 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Rated Power - 450 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Was Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Moth O in /N/A Destination Airport Data Basic Weather - VMC ZELLWOD, FL RUNway Ident - 19 Visibility - 10.0 SM ATC/Airspace Runway Ident - 19 Visibility - 1000 SF BROKEN Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type of Clearance - NONE Runway Status - DRY Precipitation - NONE Type Apch/Lndg - NONE Procipitation - NONE Runway Status - DRY Precipitation - NONE Type Apch/Lndg - NONE Precipitation - NONE Runway Status - DRY Presonnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 7591 Last 24 Hrs - UNK/NR Aircraft Type - PA-34 Instrument - 231 Last 30 Days - 301 Multi-Eng - 4924 Rotorcraft - 11	Type Uperating Certificate-NONE (GENERA	•	5	Fatal			None
Accident Occurred During -DESCENT -Aircraft Information Make/Model - BOEING 75A Eng Make/Model - P&W R-985-ANAPO-4 ELT Installed/Activated - NO - Stall Warning System - NO Max Gross Wt - 3520 Engine Type - RECIPROCATING-CARBURETOR Stall Warning System - NO Mo. of Seats - 1 Rated Power - 450 HP -Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Method - N/A Last Departure Point SAME AS ACC/INC ON AIRPORT Basic Weather - VMC ZELLWOD,FL Rinport Data Wind Dir/Speed-200/008 KTS ATC/Airspace Runway Ident - 19 Visibility - 10.0 SM ATC/Airspace Runway Surface - ASPHALT Lowest Sky/Clouds - N/A Type of Flegance - NONE Runway Surface - ASPHALT Lowest Sky/Clouds - N/A Type of Clearance - NONE Runway Status - DRY Distructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - DRY Precipitation - NONE Biennial Flight Review Flight Time (Hours) Precipitation - NONE Current - YES Total - 7591 Last 24 Hrs - UNK/NR Phot-In-Command Age - 45 Make/Model - 8 Last 30 Days- SUK/NR Vertificate(s)/Rating(s)<	Type of Operation -PERSONAL						0
Aircraft Information Make/Model - BOEING 75A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3520 No. of Seats - 1 Eng Make/Model - P&W R-985-ANAPO-4 Lunding Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 1 Environment/Operations Information Weather Data Wt Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - WMC Wind Dir/Speed - 200/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - N/A Dostructions to Vision - NONE Precipitation - NONE PRIVATE SE LAND,ME LAND Aircraft Type - PA-34 Aircraft Type - 4924 Roter - Wac Ring Make/Model - P&W R-985-ANAPO-4 Elt Installed/Activated - NO - Stall Warning System - NO Elt Stall Warning System - NO Engine Type - RECIPROCATING-CARBURETOR Airport Proximity ON AIRPORT Airport Data SAME AS ACC/INC SAME AS ACC/INC SAME AS ACC/INC SAME AS ACC/INC SAME AS ACC/INC Mather - WMC SAME AS ACC/INC Mather - WMC Airport Data NEOSHO MEMORIAL Runway Land Airport Data NEOSHO MEMORIAL NEOSHO MEMORIAL NEOSHO FI BROKEN Dostructions to Vision - NONE Precipitation - NONE PRIVATE SE LAND, ME LAND Months Since - 3 Make/Model - 8 Last 30 Days- UNK/NR Aircraft Type - PA-34 Instrument 231 Last 90 Days- 301 Multi-Eng - 4924 Rotorcraft - 11	5	NONE	Pa	ss O	1	0	0
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3520 No. of Seats - 1 Environment/Operations Information Weather Data Was Briefing - NO RECORD OF BRIEFING Method - N/A Basic Weather - VMC Completeness - N/A Basic Weather - VMC Lowest Sky/Clouds - N/A Lowest Sky/Clouds - N/A Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command PRIVATE SE LAND, ME LAND Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Engine Type - RECIPROCATING-CARBURETOR Number Engines - 1 Stall Warning System - NO Engine Type - 450 HP Stall Warning System - NO Mated Power - 450 HP Stall Warning System - NO Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Proximity ON AIRPORT Airport Data Engine 1 0 Destination AIrport Data Engine 1 0 Destination AIrport Data Engine 1 9 Runway Ident - 19 Runway Status - 500/ 100 Runway Status - DRY ODST Data Engine 1 0000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Procommand Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 7591 Last 24 Hrs - UNK/NR Aircraft Type - PA-34 Aircraft Type - PA-34 Multi-Eng - 4924 Rotorcraft - 11	Accident Occurred During -DESCENT						
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3520 No. of Seats - 1 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Mather Data Wx Briefing - NO RECORD OF BRIEFING Basic Weather - VMC Completeness - N/A Basic Weather - VMC Lowest Sky/Clouds - N/A Lowest Sky/Clouds - N/A Destination Lowest Sky/Clouds - N/A Condition of Light - DAVLIGHT Personnel Information Pilot-In-Command PRIVATE SE LAND,ME LAND Mather Data Multi-Eng - 4924 Number Engines - 1 Stall Warning System - NO Stall Warning S							
Max Gross Wt - 3520 No. of Seats - 1Engine Type Rated PowerRECIPROCATING-CARBURETOR A50 HP-Environment/Operations Information Weather DataItinerary LineraryAirport Proximity ON AIRPORT-Environment/Operations Information Weather DataItinerary Last Departure Point SAME AS ACC/INC DestinationAirport Proximity ON AIRPORTWethod Completeness- N/A CompletenessDestination Type of Flight Plan - NONE Type of Clearance - NONE PrecipitationAirport Data NONE Runway Lth/Wid - 5000/ 100 Runway Surface - ASPHALT Type of Clearance - NONE Type of Clearance - NONE Type Apch/LndgNONE Runway Surface - ASPHALT Runway Status - DRY-Personnel Information Pilot-In-Command SE LAND,ME LANDAge - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Current - YES Medical Certificate - 8 Medical Certificate - 8 Make/Model - 8 Last 24 Hrs - UNK/NR Aircraft Type - PA-34 Multi-Eng - 4924 Rotorcraft - 11							
No. of Seats -1Rated Power-450 HP-Environment/Operations Information Weather DataItineraryAirport Proximity ON AIRPORTWx Briefing- NO RECORD OF BRIEFING MethodLast Departure Point SAME AS ACC/INCON AIRPORT ON AIRPORTMethod- N/ADestinationAirport Data NABasic Weather- WCZELLWOOD,FLNEGSHO MEMORIAL Runway Ident - 19 Runway Ident - 19 Runway Status - DSPALTWind Dir/Speed-200/OO8 KTSATC/AirspaceRunway Lth/Wid - 5000/ 100 Lowest Sky/Clouds - N/AUsibility- 10.0 SMATC/AirspaceRunway Status - DRY Type of Clearance - NONE Runway Status - DRYObstructions to Vision NONEType of Clearance - NONE Type Apch/Lndg - NONERunway Status - DRY Flight Time (Hours)-Personnel Information Pilot-In-CommandAge - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s)Biennial Flight Review Kurret - YESFlight Time (Hours) Total - 7591PRIVATE SE LAND, ME LANDMonths Since - 3 Aircraft Type - PA-34Make/Model - 8 Instrument - 231 Last 90 Days- 301 Multi-Eng - 4924Rotorcraft - 11					stall Warning	g Syste	m - NO
-Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A Destination Airport Data Basic Weather - VMC ZELLWOOD,FL NEOSHO MEMORIAL Wind Dir/Speed- 200/008 KTS ZELLWOOD,FL NEOSHO MEMORIAL Wind Dir/Speed- 200/008 KTS RUNway Ident - 19 Visibility - 10.0 SM ATC/Airspace Runway Ident - 19 Visibility - 1000 FT BROKEN Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Sky/Clouds - N/A Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information PilotIn-Command Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 7591 Last 24 Hrs - UNK/NR Aircraft Type - PA-34 Instrument- 231 Last 90 Days- 301 Multi-Eng - 4924 Rotorcraft - 11				URETUR			
Wx Briefing- NO RECORD OF BRIEFING MethodLast Departure PointON AIRPORTMethod- N/ASAME AS ACC/INCAirport DataCompleteness- N/ADestinationAirport DataBasic Weather- VMCZELLWODD,FLNEDSHO MEMORIALWind Dir/Speed-200/008 KTSRunway Ident- 19Visibility- 10.0SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds- N/AType of Flight Plan- NONELowest Ceiling- 10000 FT BROKENType of Clearance- NONERunway StatusObstructions to VisionNONEType Apch/Lndg- NONEPrecipitation- NONEType Apch/Lndg- NONECondition of Light- DAYLIGHT-Flight ReviewPersonnel InformationFlight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal- 7591SE LAND, ME LANDMonths Since- 3Make/Model-8Aircraft Type - PA-34Instrument-231Last 90 Days-301Multi-Eng - 4924Rotorcraft -11							
Wx Briefing- N0 RECORD OF BRIEFING MethodLast Departure PointON AIRPORTMethod- N/ASAME AS ACC/INCAirport DataCompleteness- N/ADestinationAirport DataBasic Weather- VMCZELLWODD,FLNEDSHO MEMORIALWind Dir/Speed-200/008 KTSRunway Ident- 19Visibility- 10.0SMATC/AirspaceRunway Lth/WidLowest Sky/Clouds- N/AType of Flight Plan- NONELowest Ceiling- 10000 FT BROKENType of Cleanance- NONERunway StatusObstructions to VisionNONEType Apch/Lndg- NONEPrecipitation- NONEType Apch/Lndg- NONECondition of Light- DAYLIGHT-Flight ReviewPersonnel InformationFlight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal- 7591SE LAND, ME LANDMonths Since- 3Make/Model-8Aircraft Type - PA-34Instrument-231Last 90 Days-301Multi-Eng - 4924Rotorcraft- 11		Itinonony		Ainmont	Drovinity		
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC ZELLWOOD,FL NEOSHO MEMORIAL Wind Dir/Speed-200/008 KTS Runway Ident - 19 Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 5000/ 100 Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 10000 FT BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type Apch/Lndg - NONE Runway Status - DRY Obstruction of Light - DAYLIGHT - MONE Flight Time (Hours) - -Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 7591 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since 3 Make/Model- 8 Last 30 Days- UNK/NR Aircraft Type - PA-34			nt				
Completeness - N/ADestinationAirport DataBasic Weather - VMCZELLWOOD,FLNEOSHO MEMORIALWind Dir/Speed- 200/008 KTSRunway Ident - 19Visibility - 10.0 SMATC/AirspaceRunway Lth/Wid - 5000/ 100Lowest Sky/Clouds - N/AType of Flight Plan - NONERunway Surface - ASPHALTLowest Ceiling - 10000 FT BROKENType of Clearance - NONERunway Status - DRYObstructions to Vision - NONEType Apch/Lndg - NONERunway Status - DRYPrecipitation - NONENONENONECondition of Light - DAYLIGHTAge - 45Medical Certificate - VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent - YESTotal - 7591Last 24 Hrs - UNK/NRSE LAND, ME LANDMonths Since - 3Make/Model-8Last 30 Days- UNK/NRAircraft Type - PA-34Instrument- 231Last 90 Days- 301Multi-Eng - 4924Rotorcraft - 11				ON AI			
Basic Weather- VMCZELLWOOD,FLNEÔSHO MEMORIAL Runway IdentWind Dir/Speed- 200/008 KTSRunway Ident- 19Visibility- 10.0 SMATC/AirspaceRunway Lth/Wid- 5000/ 100Lowest Sky/CloudsN/AType of Flight PlanNONERunway Surface- ASPHALTLowest Ceiling- 10000 FT BROKENType of Clearance- NONERunway Status- DRYObstructions to VisionNONEType Apch/Lndg- NONERunway Status- DRYPrecipitation- NONEType Apch/Lndg- NONEPersonnel InformationPilot-In-CommandAge - 45Medical Certificate- VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight Review CurrentFlight Time (Hours)-PRIVATECurrent- YESTotal- 7591Last 24 Hrs - UNK/NRSE LAND,ME LANDMonths Since3Make/Model-8Last 30 Days- UNK/NRAircraft TypePA-34Instrument-231Last 90 Days-301Multi-Eng4924Rotorcraft11	Completeness - N/A			Airport [Data		
Visibility-10.0SMATC/AirspaceRunway Lth/Wid-5000/100Lowest Sky/CloudsN/AType of Flight PlanNONERunway Surface-ASPHALTLowest Ceiling-10000 FT BROKENType of Clearance-NONERunway Status-DRYObstructions to VisionNONEType Apch/Lndg-NONERunway Status-DRYObstructions to Vision-NONEType Apch/Lndg-NONE-DRYOrdition of Light-DAYLIGHTNONE-DRY-Personnel InformationPilot-In-CommandAge -45Medical Certificate -VALID MEDICAL-WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)-Flight Time (Hours)PRIVATECurrent-YESTotal-7591Last 24 Hrs -UNK/NRSE LAND, ME LANDMonths Since-3Make/Model-8Last 30 Days-UNK/NRAircraft Type-PA-34Instrument-231Last 90 Days-301Multi-Eng -4924Rotorcraft -11	Basic Weather - VMC	ZELLWOOD,FL		NEÒSHO			
Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 10000 FT BROKEN 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 - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 7591 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 3 Make/Model - 8 Last 30 Days- UNK/NR Aircraft Type - PA-34 Instrument - 231 Last 90 Days- 301 Multi-Eng - 4924 Rotorcraft - 11							
Lowest Ceiling - 10000 FT BROKEN 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 - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - YES Total - 7591 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - 3 Make/Model - 8 Last 30 Days- UNK/NR Aircraft Type - PA-34 Instrument- 231 Last 90 Days- 301 Multi-Eng - 4924 Rotorcraft - 11		• •	-		•	•	
Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES SE LAND, ME LAND Months Since - 3 Make/Model - 8 Last 30 Days- UNK/NR Aircraft Type - PA-34 Instrument- 231 Last 90 Days- 301 Multi-Eng - 4924 Rotorcraft - 11							т
Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 7591 Last 24 Hrs - UNK/NR SE LAND, ME LAND Months Since - 3 Make/Model - 8 Last 30 Days- UNK/NR Aircraft Type - PA-34 Instrument 231 Last 90 Days- 301 Multi-Eng - 4924 Rotorcraft - 11	U U U U			Runway	Status -	DRY	
Condition of Light- DAYLIGHT-Personnel Information Pilot-In-CommandAge - 45Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours)Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATE SE LAND,ME LANDCurrent - YESTotal - 7591Last 24 Hrs - UNK/NR Months Since - 3Aircraft Type - PA-34Instrument - 231Last 90 Days - 301 Multi-Eng - 4924Rotorcraft - 11		Type Apch/Lhdg	- NUNE				
-Personnel Information Pilot-In-Command Age - 45 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 7591 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - 3 Make/Model- 8 Last 30 Days- UNK/NR Aircraft Type - PA-34 Instrument- 231 Last 90 Days- 301 Multi-Eng - 4924 Rotorcraft - 11							
Pilot-In-Command Certificate(s)/Rating(s)Age - 45Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours)PRIVATE SE LAND,ME LANDBiennial Flight Review Current - YESFlight Time (Hours)Months Since - 3 Aircraft Type - PA-34Make/Model - 8 Instrument - 231 Multi-Eng - 4924Last 24 Hrs - UNK/NR Rotorcraft - 11							
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrentYESTotal- 7591Last 24 Hrs - UNK/NRSE LAND,ME LANDMonths Since- 3Make/Model-8Last 30 Days- UNK/NRAircraft TypePA-34Instrument-231Last 90 Days-301Multi-Eng- 4924Rotorcraft- 11		Age - 45	Medical Centifi				тмтт
PRIVATE Current - YES Total - 7591 Last 24 Hrs - UNK/NR SE LAND,ME LAND Months Since - 3 Make/Model- 8 Last 30 Days- UNK/NR Aircraft Type - PA-34 Instrument- 231 Last 90 Days- 301 Multi-Eng - 4924 Rotorcraft - 11		Biennial Flight Review	F1			IVERJ/E	1 1011 1
SE LAND,ME LAND Months Since - 3 Make/Model- 8 Last 30 Days- UNK/NR Aircraft Type - PA-34 Instrument- 231 Last 90 Days- 301 Multi-Eng - 4924 Rotorcraft - 11			Total -	7591	Last 24	Hrs - I	UNK/NR
Multi-Eng - 4924 Rotorcraft - 11	SE LAND, ME LAND		Make/Model-	8	Last 30		
		Aircraft Type - PA-34	4 Instrument-	231	Last 90	Days-	301
Instrument Rating(s) - NONE			Multi-Eng -	4924	Rotorcra	aft -	11
	Instrument Rating(s) - NONE						

A/C STALLED APPROXIMATELY 75 FEET AGL AND CRASHED.

File No 8	23 7/09/88	NEOSHO,MO	A/C Reg. No. N450LR	Time (Lc1) - 1052 CDT
Occurrence #1 Phase of Operation			TER	
Finding(s) 1. CLIMB - NOT MAI 2. DIVERTED AT	NTAINED - PILOT IN TENTION - PILOT IN			
Occurrence #2 Phase of Operation				
	TENT - PILOT IN CO ION(LOSS OF CONSCI	MMAND DUSNESS) - PILOT IN	COMMAND	·
Occurrence #3	IN FLIGHT COLLIS DESCENT - UNCONT		TER	

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

1

Basic Information Type Operating Certificate-NONE (GENER		rcraft Damage			Inju	nios	
Type operating certificate None (dent				Fatal			None
Type of Operation -PERSONAL	-	re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		IONE	Pass	õ	ŏ	õ	1
Accident Occurred During -TAXI			Other	0	0	0	2
Aircraft Information							
Make/Mode1 - AERONCA 7EC		- CONTINENTAL C	-90-12F		Installed//		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines				tall Warnin	ng Syste	m - NO
Max Gross Wt - 1450		- RECIPROCATING	-CARBURE	TOR			
No. of Seats - 2	Rated Power	- <u>90</u> HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
W× Briefing - NO RECORD OF BRIEFIN				ON AIR	PORT		
Method - N/A	SAME AS ACC/I	NC					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	LOCAL			SMART			
Wind Dir/Speed- 320/005 KTS						- 36	
Visibility - 7.0 SM	···· =/ ··· = = = = =				Lth/Wid		
Lowest Sky/Clouds - 15000 FT SCA	TTERED Type of Flight	Plan - NONE		Runway	Surface		Т
Lowest Ceiling - NONE	Type of Clearar Type Apch/Lndg	ICE - IRAFFIC A	DVISORY	Runway	Status	- DRY	
	Type Apch/Lndg	- NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 61	Medical Ce	ntificat				TMTT
Certificate(s)/Rating(s)	Biennial Flight Revie		Flight	t Time (H		AIVER5/E	1911 1
PRIVATE	Current - Y	FS Total	-			4 Hrs -	5
SE LAND, ME LAND	Months Since -	3 Make/M	ode1-) Days-	-
	Aircraft Type - 7			9) Days-	
		Multi-	Eng -	2	Rotorci	raft -	
Instrument Rating(s) - NONE							

OFF THE TAXIWAY, BUT WAS UNABLE TO AVOID A COLLISION.

File No 975	7/10/88 ST. CHARLES,MO	A/C Reg. No. N82994	Time (Lcl) - 1845 CDT
	GROUND COLLISION WITH OBJECT		
	/ING ON GROUND DEQUATE - PILOT IN COMMAND DEQUATE - PILOT OF OTHER AIRCRAF	т	
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

ø

Type of Operation -PERSONAL	RAL AVIATION) Aircra	aft Damage		Injur	ies	
Type of Operation -PEDSONAL	MINOF	R	Fatal	Serious		None
	Fire			0	0	1
Flight Conducted Under -14 CFR 91	NONE		-	0	0	1
Accident Occurred During -TAXI		0the	r 0	0	0	2
-Aircraft Information						
Make/Model - STINSON L5		YCOMING 0-435-C		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warnir	ng System	n - NO
Max Gross Wt - 2250		RECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	190 HP				
 -Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		nt	ON AI			
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL		SMART	FIELD		
Wind Dir/Speed- 320/005 KTS			Runwa	y Ident -	36	
Visibility - 7.0 SM	ATC/Airspace		Runwa	y Lth/Wid -	3900/	75
Lowest Sky/Clouds - 15000 FT SC				y Surface -	ASPHAL	Г
Lowest Ceiling - NONE		- TRAFFIC ADVISORY	Runwa	y Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						_
-Personnel Information						
Pilot-In-Command	Age - 63	Medical Certifica	te - VALI	D MEDICAL-WA	IVERS/L	[MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flia	nt Time (Hours)		
COMMERCIAL	Current - YES	Total -	1455	Last 24	Hrs - I	
SE LAND, ME LAND	Months Since - 23 Aircraft Type - PA-28	Make/Model-	46	Last 30) Days- I	JNK/NR
	Aircraft Type - PA-28					
		Multi-Eng -	636	Rotorcr	aft - I	JNK/NR
·						

Brief of Accident (Continued) 7/10/88 ST. CHARLES, MO A/C Reg. No. N2582B Time (Lcl) - 1845 CDT File No. - 975 _____ ON GROUND COLLISION WITH OBJECT Occurrence #1 Phase of Operation TAXI - TO TAKEOFF Finding(s) 1. OBJECT - AIRCRAFT MOVING ON GROUND 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT ----------Probable Cause----

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

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

Popio Information							
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -INSTRUCTION	IAL F	-ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING			Other	0	0	0	1
-Aircraft Information							
Make/Model - CESSNA 172	Eng Make/Mode	≥1 - LYCOMING 0-320-	E2D	ELT	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engine	es - 1		S	tall Warnir	ng System	- YES
Max Gross Wt - 2300	Engine Type	- RECIPROCATING-C	ARBURETO	DR			
No. of Seats - 4	Rated Power	- 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing ~ FSS	Last Departure	e Point		ON AIR			
Method - TELEPHONE	NEVADA, MO						
Completeness - UNK/NR	Destination		A	irport D	ata		
Basic Weather - VMC	SAME AS ACC	/INC		LAMAR	MUNI		
Wind Dir/Speed- 070/005 KTS				Runway	Ident ~	· 21	
Visibility - 8.0 SM	ATC/Airspace				Lth/Wid -		40
Lowest Sky/Clouds - N/A	Type of Flight					• ASPHALT	
	RCAST Type of Cleara			Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	g - FULL STOP					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 45	Medical Cert	ificate	- VALID	MEDICAL-WA	IVERS/LIM	AIT (
Certificate(s)/Rating(s)	Biennial Flight Rev	iew	Flight	Time (H	ours)		
STUDENT			-	45	Last 24		2
	Months Since -			45	Last 30		12
	Aircraft Type -	N/A Instrume	nt-	1	Last 90) Days-	12
Instrument Rating(s) - NONE							

DURING THE LDG ROLL, THE STUDENT PILOT RETURNING FROM A SOLO CROSS COUNTRY FLIGHT, COLLIDED WITH AN AERIAL APPLICATION ACFT, THAT PULLED ON TO THE INTERSECTION FOR TAKEOFF. THE STUDENT PLT ATTEMPTED TO COMMUNICATE WITH THE OTHER ACFT PRIOR TO LDG, BUT THE SPRAY PLANE HAD NO RADIO.

File No 943	7/27/88 LAMAR,MO	A/C Reg. No. N29168	Time (Lcl) - 1300 CDT	
	UND COLLISION WITH OBJECT G - ROLL			
		AFT		
Probable Cause			, , ,	·

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

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

-Basic Information Type Operating Certificate-AGRICULTU		rcraft Damage			Inii	uries	
Type operating ber throate Addition		UBSTANTIAL		Fatal	Serious		None
Type of Operation -AERIAL A		re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 13	37 N	IONE	Pass	0	0	0	0
Accident Occurred During -TAXI			Othe	r 0	0	0	1
Make/Model - AIR TRACTOR AT-301		- P & W R-1340-	-AN1			/Activated	
Landing Gear - TAILWHEEL-ALL FIXED					all Warn	ing System	- YES
Max Gross Wt ~ 7000		- RECIPROCATING	G-CARBUR	ETOR			
No. of Seats - 1	Rated Power	- 600 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIE				ON AIRF	PORT		
Method - N/A	SAME AS ACC/I	NC					
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC Wind Dir/Speed- 070/005 KTS	LOCAL			LAMAR N	Ident	- 21	
Visibility - 8.0 SM	ATC/Airspace					- 2910/	40
Lowest Sky/Clouds - UNK/NR	Type of Flight	Plan - NONE				- ASPHALT	40
Lowest Ceiling - 17000 FT (Status		
Obstructions to Vision- NONE	Type Apch/Lndg				••••••	2	
Precipitation - NONE							
Condition of Light - DAYLIGHT							
 -Personnel Information							
Pilot-In-Command	Age ~ 69					WAIVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Revie			ht Time (Ho			
COMMERCIAL			- :			24 Hrs -	6
SE LAND, ME LAND	Months Since - 1		Nodel-			30 Days-	50
	Aircraft Type - F		ument- -Eng -		Last	90 Days-	100
Instrument Rating(s) - NONE							
-Narrative							
PLT OF THE AERIAL APPLICATOR ACFT SAI	D HE WAS PULLING OUT FOR A			E ON RWY 2' Round, haze		ΗE	

File No 94	3 7/27/88 LAMAR,MO	A/C Reg. No. N50175	Time (Lc1) - 1300 CDT	
Occurrence #1 Phase of Operation	ON GROUND COLLISION WITH OBJECT TAXI - TO TAKEOFF			
3. RADIO COMMUNICAT	T MOVING ON GROUND INADEQUATE - PILOT IN COMMAND IONS - NOT POSSIBLE - PILOT IN COMMAND PERFORMED - PILOT OF OTHER AIRCRAFT			
Probable Cause		··		

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

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

Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dama	ge		Inju		
		DESTROYED		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	1	0		0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Mode1 - ROSENMAYER SKYRANGER	S/C Eng Make	/Model - VOLKSWAG	EN HAPI	ELT	Installed/	Activated	- NO -N/
Landing Gear - TRICYCLE-FIXED	Number E	ngines - 1		S	tall Warni	ng System	- NO
Max Gross Wt - UNK/NR	Engine T	/pe - RECIPROC	AT ING-CARBURE	TOR			
No. of Seats - 2	Rated Po	wer - 60 H	Р				
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		rture Point			RPORT/STRI	5	
Method - N/A	SAME AS						
Completeness - N/A	Destinatio	•		Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 130/003 KTS				Runway	Ident	- N/A	
Visibility - 70.0 SM	ATC/Airspac	_				- N/A	
Lowest Sky/Clouds - 5000 FT SC					Surface		
	Type of C					- N/A	
Obstructions to Vision- NONE		Lndg - NONE			014140		
Precipitation - NONE	ijpe Apen	Ling none					
Condition of Light - DAYLIGHT							
Personnel Information	A	M1 ' -	-1.0+				* *
Pilot-In-Command			al Certificat			AIVERS/LIM	11
Certificate(s)/Rating(s) PRIVATE		Review	Filgn	t Time (⊦			0
SE LAND	Current Monthe Sine	- YES T	utal ~	1001	Last 2	4 MPS ~	0
	MONTHS SINC	e-6 M	ake/model~	4	Last 3	J Days-	0

Instrument Rating(s) - NONE

----Narrative----

WITNESSES OBSERVED THE A/C MAKING A TURN WHEN THE WINGS CAME OFF AND THE A/C NOSE-DIVED TO THE GROUND WITH THE WINGS "FLOATING" DOWN AFTER THE A/C. EXAMINATION OF THE WRECKAGE FOUND A FATIGUE CRACK 1/3 THE CIRCUMFERENCE WITH INSTANTANEOUS CRACKING ON THE REMAINDER CIRCUMFERENCE OF THE RIGHT WING LIFT STRUT.

A/C Reg. No. N830CR File No. - 825 8/07/88 MARYLAND HGTS, MO Time (Lc1) - 0820 CDT ----------------AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. WING, BRACING STRUT - FATIGUE 2. ACFT/EQUIP, INADEQUATE AIRCRAFT COMPONENT - PRODUCTION/DESIGN PERSONNEL 3. WING, BRACING STRUT - FAILURE, TOTAL 4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 5. _____ IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #2 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. OBJECT - TREE(S) _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Brief of Accident (Continued)

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

File No 913 8/29/88 REED 9	SPRINGS,MO	A/C Reg. N	o. N3475V	. N3475V Time (Lcl) - 1515 CDT			
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	Injuri Serious		None
Type of Operation -INSTRUCTIONAL	_	Fire	Crew		1	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
Aircraft Information Make/Model - CESSNA 150	Eng Make/M	odel - CONTINE	NTAL D-200-A	FI T	Installed/Ac	tivateos	- YES/NO
Landing Gear - TRICYCLE-FIXED	Number Eng		11AL 0 200 A		tall Warning		
Max Gross Wt - 1600	Engine Typ	e - RECIPRO	CATING-CARBUR	ETOR	U U	-	
No. of Seats - 2	Rated Powe	r - 100 l	ΗP				
Environment (Openations Information							
Environment/Operations Information Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Depart	ure Point			RPORT/STRIP		
Method - N/A	AURORA, MO			0.1 /12			
Completeness - N/A	Destination			Airport D	ata		1
Basic Weather - VMC	LOCAL			•			
Wind Dir/Speed- 060/006 KTS				Runway	Ident -	N/A	
Visibility ~ 15.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Fli	ght Plan - NON	E			N/A	
Lowest Ceiling - NONE	Type of Cle			•	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/L	ndg - VAL	LEY/TERRAIN F	OLLOWING			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 23						
Certificate(s)/Rating(s)	Biennial Flight R						
COMMERCIAL, CFI	Current						1
SE LAND, ME LAND	Months Since	- 1	Make/Model-	227	Last 30		82
	Aircraft Type	- C-150	Instrument-	54	Last 90		145
			Multi-Eng -	16	Rotorcra	ft -	0
Instrument Rating(s) - AIRPLANE							
Instrument Rating(S) - AIRPLANE							

----Narrative----

THE ACCIDENT AIRCRAFT WAS OBSERVED PERFORMING HIGH SPEED PASSES AT EXTREMELY LOW ALTITUDE OVER THE LAKE. WITNESSES ESTIMATED THE ALTITUDE OF THE AIRCRAFT FROM 30 TO 75 FEET ABOVE THE WATER. THE AIRCRAFT STRUCK 72,000 VOLT POWER LINES AT A POINT APPROXIMATELY 52 FEET ABOVE THE LAKE. THE FLIGHT INSTRUCTOR STATED THAT HE WAS IN A CLIMBING TURN AT THE TIME OF IMPACT WITH THE POWER LINES. AFTER THE COLLISION WITH THE POWER LINES THE ACFT CRASHED IN THE LAKE AND SANK IN WATER APPX 46 FT DEEP. THE OCCUPANTS NEVER SAW THE POWER LINES. ONE WITNESS, A HIWAY PATROL PILOT SAID THE FLYING BY THE ACC ACFT WAS "THE MOST CARELESS EXHIBITION HE HAD EVER SEEN". HE RECORDED THE REGISTRATION NUMBER AS THE ACFT PASSED OVER HIS BOAT AND REPORTED IT TO THE POLICE.

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File No 9	13 8/29/88	REED SPRINGS,MO	A/C Reg. No. N3475V	Time (Lcl) - 1515 CDT
Occurrence #1 Phase of Operation	ding(s) . OBJECT - WIRE,TRANSMISSION . BUZZING - PERFORMED - PILOT IN COMMAND(CFI) urrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER			
		MMAND(CFI)		· · · · · · · · · · · · · · · · · · ·
Occurrence #2 Phase of Operation		•	· · · · · ·	
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that the F	Probable Cause(s) of this accider	nt

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

is/are finding(s) 2

SUBSTA Fire NONE	t Damage NTIAL Crew Pass	0	0 0	inor	None O O
Fire NONE	Crew Pass	0 0	0 0	1	0
		•	-	2	0
Eng Make/Model - LV					
Eng Make/Model - IV					
	COMING ID-540-K1A5		Installed/Activ		
Number Engines - 1		S	tall Warning Sy	ystem -	YES
Rated Power -	300 HP				
• • • • • • • • • • • •			Densesterites		
•		UPT AI	KFUKI/SIKIF		
		Airport D	ata		
		Runway	Ident - N//	Α	
ATC/Airspace		Runway	Lth/Wid - N//	Α	
		Runway	Status - N//	A	
Type Apch/Lndg	- NONE				
					,
e- 44	Medical Certifica	te - VALID	MEDICAL-NO WA	IVERS/L	TMTT
ennial Flight Review	Flig			, -	
Current - YES	Total -	828	Last 24 Hr		1
Months Since - 16	Make/Model-	86	Last 30 Day		18
Aircraft Type - C-182	Instrument-	0	Last 90 Day	ys-	42
•	Rated Power - Itinerary Last Departure Point YAZOO CITY,MS Destination DEFUNIAK SPRGS,FL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg e - 44 ennial Flight Review Current - YES Months Since - 16	Last Departure Point YAZOO CITY,MS Destination DEFUNIAK SPRGS,FL ATC/Airspace Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - NONE e - 44 Medical Certification ennial Flight Review Fligh Current - YES Total - Months Since - 16 Make/Model-	Rated Power - 300 HP Itinerary Airport I Last Departure Point OFF AI YAZ00 CITY,MS OFF AI Destination Airport Date DEFUNIAK SPRGS,FL Runway ATC/Airspace Runway Type of Flight Plan - VFR Runway Type of Clearance NONE Runway Type Apch/Lndg - Attack Medical Certificate - VALID ennial Flight Review Flight Time (Hermit - YES) Current - 828 Months Since - 16	Rated Power - 300 HP Itinerary Airport Proximity Last Departure Point OFF AIRPORT/STRIP YAZ00 CITY,MS Airport Data Destination Airport Data DEFUNIAK SPRGS,FL Runway Ident N/A ATC/Airspace Runway Lth/Wid N/A Type of Flight Plan - VFR Runway Surface N/A Type of Clearance NONE Runway Status N/A Type Apch/Lndg NONE Flight Time (Hours) current YES Total 828 Last 24 Hrs Months Since 16 Make/Model- 86 Last 30 Day	Rated Power - 300 HP Itinerary Airport Proximity Last Departure Point OFF AIRPORT/STRIP YAZ00 CITY,MS Destination Destination Airport Data DEFUNIAK SPRGS,FL Runway Ident ATC/Airspace Runway Lth/Wid Type of Flight Plan VFR Runway Surface N/A Type of Clearance NONE Runway Status N/A Type Apch/Lndg NONE e - 44 Medical Certificate - VALID MEDICAL-NO WAIVERS/L ennial Flight Review Flight Time (Hours) Current - YES Total Months Since - 16 Make/Model-

COOLER TO THE ACCESSORY DRIVE SECTION OF THE ENG. THE HOSE WAS 12 YRS OLD & HAD ACCUMULATED 802 HRS SINCE BEING

INSTALLED IN 1978. THE RECOMMENDED REPLACEMENT TIME FOR THE HOSE IS 1000 HRS. THE HOSE IS COVERED BY A FIRE INSULATION SLEEVE & CANNOT BE READILY SEEN WITHOUT DISCONNECTING THE HOSE, REMOVING IT FROM THE ACFT & WITHDRAWING IT FROM THE SLEEVE.

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Brief of Accident (Continued) File No. - 928 9/05/88 WAYNESBORO, MS A/C Reg. No. N43046 Time (Lc1) - 1000 CDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. LUBRICATING SYSTEM, OIL HOSE - FAILURE, TOTAL 2. FLUID, OIL - STARVATION 3. ENGINE ASSEMBLY, CONNECTING ROD CAP - FAILURE, TOTAL 4. ENGINE ASSEMBLY - SEIZED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ _____ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 5. OBJECT - TREE(S) ______ ON GROUND COLLISION WITH OBJECT Occurrence #4 Phase of Operation LANDING - ROLL Finding(s) 6. OBJECT - FENCE 7. OBJECT - FENCE POST ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

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

File No 862 4/08/88 HELEN	IA,MT A/	C Règ. No. N8008M	N8008M Time (Lc1) - 2330 MDT			
Basic Information Type Operating Certificate-NONE (GENERA		raft Damage TROYED	Fatal	Injur Serious		None
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	Fire NON	Cre	w 1	0		0
Aircraft Information Make/Model - CESSNA 310I Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 5100 No. of Seats - 6	Number Engines - Engine Type -	CONTINENTAL IO-470 2 RECIP-FUEL INJECTED 260 HP	S	Installed/A tall Warnin		•
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 360/013 KTS Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - OBSCURED Obstructions to Vision- BLOWING SNOW Precipitation - SNOW Condition of Light - NIGHT(DARK)	Itinerary Last Departure Po GLASGOW,MT Destination SAME AS ACC/INC ATC/Airspace Type of Flight Pl Type of Clearance Type Apch/Lndg	an - IFR	OFF AI Airport D HELENA Runway Runway Runway	REGIONAL	27 9000/ ASPHALT	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Age - 64 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - C-1	Total - Make/Model-	ght Time (H 17809 UNK/NR 678	ours) Last 24 Last 30	Hrs - UN	

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT DEPD GLASGOW, MONTANA, WHERE THE PASSENGER (SECRETARY OF STATE FOR MONTANA) HAD BEEN CAMPAIGNING. INITIALLY, A VFR FLT PLAN HAD BEEN FILED; HOWEVER, DRG ARRIVAL AT HELENA, AN IFR FLT PLAN WAS FILED WHEN THE PLT REALIZED THE WX HAD DETERIORATED. THE FCST HAD INDICATED CHC OF CEILING 2500 BKN WITH LIGHT SNOW. THE PLT WAS CLRD FOR AN ILS RWY 27 APCH AT 2328 MDT. THE PLT ACKNOWLEDGED THE CLNC, BUT A SHORT TIME LATER, RADIO CTC WAS LOST. THE ACFT CRASHED ALONG THE ILS COURSE AFTER IT HAD PASSED THE FINAL APCH FIX/OUTER MARKER. WITNESSES RPRTD THAT A SNOW STORM BEGAN JUST BEFORE THE ACDNT OCCURRED AND THE VISIBILITY WAS NEAR ZERO DUE TO BLOWING SNOW. THE ACFT IMPACTED IN A LEFT WING LOW, NOSE LOW ATTITUDE. WITNESSES SAID THEY HEARD THE ACFT OPERATING AT HIGH RPM AND LOW ALTITUDE BEFORE THE CRASH, OR THAT THE ENG SOUND INCREASED BEFORE IMPACT. ONE WITNESS SAID THE ENG SOUND VARIED FM HIGH TO LOW RPM. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND. THE PLT HAD LOGGED 2 HRS IN C-310 AND 3 INSTRUMENT HRS IN PREV 90 DAYS.

Brief of Accident (Continued) Time (Lc1) - 2330 MDT File No. - 862 4/08/88 HELENA, MT A/C Reg. No. N8008M Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR) Finding(s) 1. LIGHT CONDITION - DARK NIGHT 2. WEATHER FORECAST - INACCURATE - NWS PERSONNEL 3. WEATHER CONDITION - SNOW 4. WEATHER CONDITION - UNFAVORABLE WIND 5. WEATHER CONDITION - OBSCURATION 6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED -7. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND 8. DESCENT - NOT CORRECTED - PILOT IN COMMAND 9. SPATIAL DISORIENTATION - PILOT IN COMMAND 10. LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND 11. PHYSICAL IMPAIRMENT(OTHER CARDIOVASCULAR) - 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) 7,8,9

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

Type Operating Certificate-ON-DE	MAND AIR TAXI		aft Damage			Inju	ries	
			FANTIAL		Fatal	Serious		None
Type of Operation -INSTRU Flight Conducted Under -14 CFU	JCTIONAL	Fire NONE		Crew Pass	0	0	0	2 0
Accident Occurred During -LANDI		NOINE		ra33	Ū	U	U	0
Aircraft Information								
Make/Model - BELL 206B3		ng Make/Model - /				Installed/		
Landing Gear - SKID Max Gross Wt - 3200		umber Engines - ngine Type - ⁻	1 FURBOSHAFT		S	tall Warni	ng System	- NU
No. of Seats - 5		ated Power -	420 HP					
Environment/Operations Information			· · · · · · · · · · · · · · · · · · ·					
Weather Data		erary		Α		Proximity		
Wx Briefing - FSS		st Departure Poir	nt		ON AIR	PORT		
Method - TELEPHONE		SAME AS ACC/INC						
Completeness - UNK/NR		tination		A 1	rport D			
Basic Weather - VMC Wind Dir/Speed- 270/007 KTS		LOCAL				LA INT'L Ident	- UNK/NR	
Visibility - 20.0 SM	ATC/	Airspace				Lth/Wid		
Lowest Sky/Clouds - 4000			n ~ COMPANY (VER)		Surface		
Lowest Ceiling - NONE		pe of Clearance			-	Status	•	
Obstructions to Vision- NONE	Ty	pe Apch/Lndg	- FORCED LANDI	NG				
Precipitation - NONE								
Condition of Light - DAYLIG	HT 							
Personnel Information				.		MERTON		
Pilot-In-Command Certificate(s)/Rating(s)	Age - Riempiel	39 Flight Review	Medical Certi				J WAIVERS/	LIMII
COMMERCIAL	Curr	ent - YES	Total		Time (H		4 Hrs - UN	
SE LAND, ME LAND	Mont	hs Since - 12	Make/Mode		00) Days- UN	
HELICOPTER , GLIDER		raft Type - BH-2(t- UNK/	NR	Last 9	0 Days- UN	
,,			Multi-Eng	-	30	Rotorc	raft - UN	
Instrument Rating(s) - AIRPI	ANE, HELICOPTER							
Nappativo								
Narrative IECK AIRMAN AND A COMMERCIAL PLT WEI						ACTICE		

		Brief of	Accident (Continued)	
File No 9	41 6/26/88	MISSOULA,MT	A/C Reg. No. N2754A	Time (Lcl) - 1330 MDT
Occurrence #1 Phase of Operation Finding(s) 1. UNDETERMINED		POWER(TOTAL) - MECH FA	ILURE/MALF	
Occurrence #2 Phase of Operation Finding(s) 2. AUTOROTATION -		ENCY		
Occurrence #3 Phase of Operation	HARD LANDING LANDING - FLARE,	/TOUCHDOWN		
Finding(s) 3. FLARE - IMPROPE 4. ROTOR RPM - NOT 5. TERRAIN CONDITI 6. MISC ROTORCRAFT	MAINTAINED - PILO ON - SOFT	DT IN COMMAND(CFI)		
Probable Cause		· · · · · · · · · · · · · · · · · · ·		

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

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

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 859 6/27/88 CONR	AD,MT	A/C Reg. No. N9856	δP	T	ime (Lc1) -	1030 MDT	
-Basic Information Type Operating Certificate-AGRICULTURA Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT	S ICATION Fi	rcraft Damage UBSTANTIAL re ONE	Crew Pass	Fatal O O	Injuri Serious O O	ies Minor O O	None 1 O
-Aircraft Information Make/Model - PIPER PA-25-235 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2900 No. of Seats - 1	Number Engines	- LYCOMING 0-540 - 1 - RECIPROCATING-0 - 235 HP		S	Installed/Ac tall Warning		
<pre>-Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 270/008 KTS Visibility - 45.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT</pre>	Itinerary Last Departure SAME AS ACC/I Destination LOCAL ATC/Airspace Type of Flight Type of Clearan Type Apch/Lndg	NC Plan - NONE ce - NONE		OFF AIF Airport Da Runway Runway Runway Runway	Ident - Lth/Wid - Surface -		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND HELICOPTER Instrument Rating(s) - AIRPLANE	Age - 48 Biennial Flight Revie Current - Y Months Since - 1 Aircraft Type - P	ES Total 5 Make/Moo	Fligh - : del- ent-	t Time (Ho 3800 1800 35		Hrs - Days- Days-	LIMIT 6 40 90 75

----Narrative----

THE PLT REPORTED THAT HE WAS MAKING A LT TURNAROUND TO BEGIN A SWATH RUN. HE SAID THE ACFT SLOWED WHILE IN A STEEP LT BANK AT THE HIGHEST PART OF THE TURN AND HE WAS UNABLE TO RAISE THE LT WING AS THE ACFT APPROACHED THE GROUND. THE LT WING AND MAIN LANDING GEAR HIT THE GROUND AND THE ACFT SLID SIDEWAYS BEFORE COMING TO REST. DURING A TELEPHONE INTERVIEW ON THE DAY AFTER THE ACDT, THE PLT SAID THERE WAS NO PROBLEM WITH THE ACFT, HE JUST GOT TOO SLOW IN THE TURN. IN HIS WRITTEN REPORT OF THE ACDT, THE PILOT SAID HE WAS MAKING THE TURNAROUND INTO A 6 TO 8 KT WIND AND HE THOUGHT THE WIND MIGHT HAVE QUIT WHILE HE WAS IN THE TURN.

			Brief	of Accident (Continued)	
File No	859	6/27/88	CONRAD, MT	A/C Reg. No. N9856P	Time (Lc1) - 1030 MDT
Occurrence #1 Phase of Operation Finding(s) 1. AIRSPEED - NO 2. STALL/MUSH -	MANE	UVERING - AE INED - PILOT	RIAL APPLICATION		
Occurrence #2 Phase of Operation		LIGHT COLLIS ENT - UNCONT	•	ATER	
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 (GENERAL		ft Damage		Injur		
Type of Operation -PERSONAL	DESTR Fire	OYED Cre	Fatal w O	Serious O	Minor O	None 1
Flight Conducted Under -14 CFR 91		Pas	·· •	0	-	0
Accident Occurred During ~LANDING						
-Aircraft Information						
Make/Model - ROSSI PITTS S-1S	Eng Make/Model - L					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warnir	ng System	~ NO
Max Gross Wt - 1150 No. of Seats - 1	Engine Type - R Rated Power -					
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - PATWAS	Last Departure Poin	it	ON AIF	RPORT		
Method - TELEPHONE	WINNEMUCCA, NV					
Completeness - UNK/NR	Destination		Airport [
Basic Weather – VMC Wind Dir/Speed- 270/040 KTS	HELENA, MT			100NEY / Ident -	- 15	
Visibility - 20.0 SM	ATC/Airspace			/Lth/Wid -		150
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	– NONE		/ Surface -		
Lowest Ceiling - 4000 FT BROKE	N Type of Clearance	- NONE	Runway	/Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN				
Precipitation - RAIN SHOWERS		FULL STOP				
Condition of Light - DAYLIGHT						
-Personnel Information Pilot-In-Command	Age - 42	Medical Certific	ate - VALTI	MEDICAL-WA	ATVERS/LTM	T
	Biennial Flight Review		ght Time (H			
COMMERCIAL	Current - YES		2481	Last 24		7
SE LAND, ME LAND	Months Since - 2) Days-	36
	Aircraft Type - B-76	Instrument-	153	Last 90) Days-	102
		Multi-Eng -	4/1			
Instrument Rating(s) - AIRPLANE						
-Narrative PILOT WAS EN ROUTE TO THE WORLD AEROBATIC NEMUCCA, NEVADA, AND WAS ON HIS WAY TO HELE HTNING AND RAIN, AND ELECTED TO LAND AT BUT AUSE HE "COULDN'T MAINTAIN CONTROL." HE AB.	NA, MONTANA. OVER DILLON TE, MONTANA. THE PILOT A	I, MONTANA, HE OBSE BANDONED A LANDING	RVED A THUN ATTEMPT TO	NDERSTORM, D RUNWAY 11		

WITH MAXIMUM SUSTAINED WINDS AT 40 KNOTS.

File No 841	8/06/88 BUTTE,MT	A/C Reg. No. N59J	Time (Lcl) - 1340 MDT	
	OSS OF CONTROL - ON GROUND ANDING - ROLL			
2. IN-FLIGHT PLANNING 3. WEATHER CONDITION 4. DIRECTIONAL CONT 5. WEATHER CONDITION 6. WEATHER CONDITION	ROL - NOT MAINTAINED - PILOT IN CO - CROSSWIND	MMAND		
Probable Cause				

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

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

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Type Operating Certificate-NONE	· · · · · · · · · · · · · · · · · · ·	craft Damage		Inju		
Type of Operation -PERSO		BSTANTIAL e Cr	Fatal ew O	Serious O	Minor O	None 1
Flight Conducted Under -14 CF	R 91 NO	-	ss 0	Ō	ō	3
Accident Occurred During -LANDI						
-Aircraft Information						
Make/Model - PIPER PA-34-2007 Landing Gear - TRICYCLE-RETRACT	ABLE Number Engines	- CONTINENTAL TSIO-3				
Max Gross Wt - 4570		- 2 - RECIP-FUEL INJECTE		Stall Warnin	ng system	- YES
No. of Seats - 6		- 200 HP				
-Environment/Operations Information)					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF E	•	oint	ON AI	RPORT		
Method - N/A	DUBLIN, GA		• • • • • • • •	D		
Completeness - N/A Basic Weather - VMC	Destination ANDREWS,NC		Airport	Data WS/MURPHY		
Wind Dir/Speed- 240/007 KTS	ANDREWS, NC				- 22	
Visibility - 10.0 SM	ATC/Airspace			y Lth/Wid		75
Lowest Sky/Clouds - 8000	FT SCATTERED Type of Flight P	1an - NONE		y Surface		
Lowest Ceiling - NONE	Type of Clearanc		Runwa	y Status ·	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE Condition of Light - DAYLIG						
	·					
	Age - 53	Medical Certifi	cate - VALII	D MEDICAL-WA	AIVERS/LIM	IT
-Personnel Information Pilot-In-Command			ight Time (
Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Review			1 2 5 + 2/	4 Hrs - UN	•
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YE	S Total -				5
Pilot-In-Command Certificate(s)/Rating(s)	Biennial Flight Review Current - YE Months Since - 7	S Total - Make/Model-	186	Last 30		
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YE	S Total - Make/Model- -30 Instrument-	186 45	Last 30 Last 90) Days-	36
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YE Months Since - 7	S Total - Make/Model-	186 45	Last 30 Last 90		
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review Current - YE Months Since - 7 Aircraft Type - PA	S Total - Make/Model- -30 Instrument- Multi-Eng -	186 45	Last 30 Last 90) Days-	36
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND Instrument Rating(s) - AIRF	Biennial Flight Review Current - YE Months Since - 7 Aircraft Type - PA	S Total - Make/Model- -30 Instrument- Multi-Eng -	186 45	Last 30 Last 90) Days-	36
Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,ME LAND	Biennial Flight Review Current - YE Months Since - 7 Aircraft Type - PA	S Total - Make/Model- -30 Instrument- Multi-Eng -	186 45 218	Last 3(Last 9(Rotorci) Days-	36

Brief of Accident (Continued)							
File No 973	6/25/88	ANDREWS,NC	A/C Reg. No. N59039	Time (Lc1) - 1330 EDT			
Occurrence #1 HARD Phase of Operation LAND		TOUCHDOWN					
Finding(s) 1. PLANNED APPROACH - IM 2. FLARE - IMPROPER - PI							
Occurrence #2 GEAR Phase of Operation LAND 3. LANDING GEAR,MAIN GEA	[NG - FLARE/						
Probable Cause							

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage		Injuries			
Type operating berthildete None (denende	SUBSTA	NTIAL	Fatal	Fatal Serious Min			
Type of Operation -PERSONAL	Fire	Cre	w O	0 0		1	
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	1	
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 182K	Eng Make/Model - CO	DNTINENTAL 0-470-R	ELT				
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			Stall Warning	g System	- YES	
Max Gross Wt - 2800	Engine Type - RE		REFOR				
No. of Seats - 4	Rated Power -	230 HP					
Environment/Operations Information							
Weather Data	Itinerary			Proximity			
Wx Briefing - FSS Method - ACFT RADIO	Last Departure Point	E	ON AIF	RPORT			
Method - ACFT RADIO			Ainpont (
Completeness - WEATHER NOT PERTINENT Basic Weather - VMC	Destination SAME AS ACC/INC		Airport [RSONVILLE			
Wind Dir/Speed- 320/014 KTS	SAME AS ACC/INC			/ Ident -	30		
Visibility - 15.0 SM	ATC/Airspace			/ Lth/Wid -		40	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- NONE		/ Surface -			
Lowest Ceiling - 3000 FT BROKEN	N Type of Clearance	- NONE		/ Status -			
Obstructions to Vision- NONE	Type Apch/Lndg		1				
Precipitation - NONE		FULL STOP					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 39 Biennial Flight Review	Medical Certific			WAIVERS/	LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	ght Time (H				
	Current - YES	Total -	2353	Last 24 Last 30		2 25	
SE LAND HELICOPTER	Months Since - 1	Make/Model-	25	Last 30 Last 90			
HELICOPTER	Months Since - 1 Aircraft Type - C-182K	Multi-Epg -		Potorcr:	-	2234	
		Marti Liig	UNIX/ NK	Rotorera		2204	
Instrument Rating(s) - HELICOPTER							
· · · · · · ·							
Narrative	IDING WHEN THE LEFT CIDE O						
PILOT WAS NEARING TOUCHDOWN ON A NORMAL LAN)F THE WINDSCREEN E ON THE RUNWAY. E					

Brief of Accident (Continued) 9/05/88 File No. - 892 HENDERSONVILLE, NC A/C Reg. No. N2636R Time (Lcl) - 1615 EDT _ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. OBJECT - BIRD(S) _____ _____ Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 2. FLARE - DISCONTINUED - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND 4. DIVERTED ATTENTION - PILOT IN COMMAND 5. EMOTIONAL REACTION - PILOT IN COMMAND _____ _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. LANDING GEAR, NOSE GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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

File No 929 10/07/88 LEXINGTON,	NC A/C	A/C Reg. No. N736EK Time (Lcl) - 1			1130 EDT	
Basic Information Type Operating Certificate-NONE (GENERAL AVI	SUBST	Injuries Fatal Serious Minor				
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crev Pass	-	0	1 0	0
Aircraft Information Make/Model - CESSNA 182 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3100 No. of Seats - 4	Eng Make/Model - L Number Engines - Engine Type - R Rated Power -	1 ECIPROCATING-CARBUR	S	Installed/A tall Warnin		•
Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 060/010 KTS Visibility - 20.0 SM Lowest Sky/Clouds - N/A	Itinerary Last Departure Poin WINSTON-SALEM,NC Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	ON AIR Airport D LEXING Runway Runway Runway	ata TON Ident - Lth/Wid - Surface -	26 3300/ ASPHALT DRY	65
PRIVATE SE LAND	nial Flight Review	Total - Make/Model-	ht Time (H 347 8	ours) Last 24 Last 30		K/NR 9

Instrument Rating(s) - AIRPLANE

----Narrative----

DURING FINAL APPROACH TO RWY 26 A CROSSWIND SHIFTED TO A TAILWIND. THE PLT RPRTD A FULL FLAP/CARB HEAT TOUCHDOWN WAS MADE DESPITE 14 KNOTS AIRSPEED. INSUFFICIENT RWY REMAINED AND FULL THROTTLE WAS APPLIED FOR GO-AROUND. FLAPS AND CARB HEAT WERE NOT REPOSITIONED. AFTER 3-5 SECS ENGINE HAD NOT RESPONDED. THROTTLE WAS CLOSED AND AIRCRAFT SKIDDED OFF RWY OVERRUN. ENGINE TESTS CONFIRMED AVG 4 SECOND HESITATION TO FULL THROTTLE RESPONSE.

Brief of Accident (Continued) File No. - 929 10/07/88 LEXINGTON, NC A/C Reg. No. N736EK Time (Lcl) - 1130 EDT _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - TAILWIND 2. AIRSPEED(VREF) - EXCEEDED - PILOT IN COMMAND 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 5. ABORTED LANDING - IMPROPER - PILOT IN COMMAND _____ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 6. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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

asic Information Type Operating Certificate-NONE (GENERA		t Domago			Toiu				
Type operating certificate-none (deneral		Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor None				
Type of Operation -PERSONAL	Fire		Crew	0	1		0		
Flight Conducted Under -14 CFR 91	NONE	F	ass	0	1	0	0		
Accident Occurred During -LANDING									
ircraft Information									
Make/Model - NORTH AMERICAN T-6G Landing Gear - TAILWHEEL-ALL RETRACTAB	Eng Make/Model - P& LE Number Engines - 1	W R-1340-AN1		ELT I	nstalled//				
					all Warnin	ng System	- NO		
Max Gross Wt - 5300 No. of Seats - 2	Engine Type - RE Rated Power -	700 HP	RUKEI	JR					
nvironment/Operations Information	Teinenen			Adamant D					
eather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Airport P ON AIRP					
Method - N/A	MOCKSVILLE, NC			UN AIRP	URI				
Completeness - N/A	Destination		Α	irport Da	ta				
Basic Weather - VMC	SAME AS ACC/INC			ASH COU					
Wind Dir/Speed- 300/010 KTS	- · · - · · · · · · · · · · · · · · · ·				Ident ·	- 27			
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid ·		75		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE		Runway	Surface ·	- ASPHALT			
Lowest Ceiling - NONE	Type of Clearance	- NONE		Runway	Status ·	- WET			
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP							
Precipitation - NONE									
Condition of Light - DAYLIGHT									
ersonnel Information									
Pilot-In-Command	Age - 58	Medical Certif) WAIVERS/	LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	F		Time (Ho					
ATP	Current - YES	Total			Last 24	4 Hrs -	1		
SE LAND, ME LAND	Months Since - 1	Make/Model	1-	150	Last 30) Days-	20		
	Months Since - 1 Aircraft Type - B-727	Instrument	t- 1	300	Last 90) Days-	75		
		Multi-Eng	- 13	000	Rotorci	raft -	0		
Instrument Rating(s) - AIRPLANE									
arrative									
arrative G A LANDING ATTEMPT, THE PILOT LOST DIRE									

Brief of Accident (Continued) File No. - 930 10/08/88 WEST JEFFERSON, NC A/C Reg. No. N7704C Time (Lcl) - 1030 EDT _____ LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 3. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND 4. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND _____ NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH ----------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information		Ainerst	Domogo		Tenževe			
Type Operating Certificate-AGRICULTUR	AL AIRCRAFT	Aircraft SUBSTANT		Fatal	Injuries Fatal Serious Minor None			
Type of Operation -AERIAL APP	LICATION	Fire	Crei		0		1	
Flight Conducted Under -14 CFR 137		NONE			ŏ	ŏ	Ó	
Accident Occurred During -LANDING								
-Aircraft Information								
Make/Model - EAGLE DW-1		Make/Model - LYCO	MING IO-540-M1B		Installed/			
Landing Gear - TAILWHEEL-ALL FIXED		per Engines - 1		S	tall Warniı	ng System	~ YES	
Max Gross Wt - 4500		ine Type - RECI						
No. of Seats - 1	Rate	ed Power - 3	00 HP					
-Environment/Operations Information								
Weather Data	Itinera	5			Proximity	_		
Wx Briefing - NO RECORD OF BRIEFI		Departure Point		UFF AI	RPORT/STRI			
Method - N/A Completeness - N/A		_DREGE,NE nation		Airport D	ata			
Basic Weather - VMC		CAL		Ampont D	ala			
Wind Dir/Speed- 260/005 KTS				Runway	Ident	- N/A		
Visibility - 10.0 SM	ATC/Ai	rspace				- N/A		
Lowest Sky/Clouds - N/A		of Flight Plan -	NONE			- DIRT		
Lowest Ceiling - 1500 FT BR		of Clearance -				- WET		
Obstructions to Vision- NONE		Apch/Lndg -				SOFT		
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command			ledical Certifica			D WAIVERS/	LIMIT	
Certificate(s)/Rating(s)			· Flig					
COMMERCIAL	Curren		Total -				10	
SE LAND		Since - 4		726	Last 30		50	
	Aircra	ft Type - 7GCBC	Instrument-	77	Last 90) Days-	53	

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT SAID THAT AFTER COMPLETING A SPRAYING OPERATION AND DEPLETING HIS CHEMICAL LOAD, HE FLEW TO A NEAR-BY FARM FIELD TO CHECK IT OVER. ENROUTE, THE ENGINE QUIT, AND ATTEMPTS TO RESTART IT WERE UNSUCCESSFUL. AN EMERGENCY LDG WAS ATTEMPTED IN A PLOWED FARM FIELD. DURING THE ROLLOUT, THE ACFT NOSED OVER, DUE TO THE SOFT, MUDDY CONDITIONS. POST ACCIDENT INSPECTION AND ENGINE RUN-UP, INDICATED THE ENGINE QUIT DUE TO FUEL EXHAUSTION.

Brief of Accident (Continued) A/C Reg. No. N8806B Time (Lcl) - 0745 CDT File No. - 967 7/17/88 HOLDREGE, NE LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE Finding(s) 1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION _____ FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SOFT _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

File No 1000 7/30/88 YORK,	NE A/C	Reg. No. N21779	٦ 	ime (Lcl) - 1	945 CDT		
Basic Information Type Operating Certificate-AGRICULTURAL				Injuries Fatal Serious Minor None			
Type of Openation -AERIAL APPLI		TANTIAL	Fatai w O				
Type of Operation -AERIAL APPLI Flight Conducted Under -14 CFR 137	NONE			0 0	õ	0	
Accident Occurred During -LANDING						-	
Aircraft Information							
Make/Model - CESSNA 188	Eng Make/Model -	CONTINENTAL 0-470-R	ELT	Installed/Act	ivated	- NO -N/	
Make/Model - CESSNA 188 Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -	1	9	Stall Warning	System	- YES	
Max Gross Wt - 3800		RECIPROCATING-CARBL	IRETOR				
No. of Seats - 1	Rated Power -	230 HP					
Environment/Operations Information							
Veather Data	Itinerary			Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt	OFF AI	RPORT/STRIP			
Method - N/A Completeness - N/A	Last Departure Poi SAME AS ACC/INC Destination						
			Airport [)ata			
Basic Weather - VMC	LOCAL		_		<i>.</i>		
Wind Dir/Speed- LIGHT AND VARIABLE				/ Ident - N			
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace			/Lth/Wid - N /Surface - D			
Lowest Ceiling - NONE	Type of Clearance			/ Status - D			
Obstructions to Vision- NONE	Type Apch/Lndg		Kuliway			ETATION	
Precipitation - NONE	Type Apeny Endg	I OKCED EANDING					
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - 48	Medical Certific	ate - VALID	MEDICAL-WAIV	ERS/LIM	IT	
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	aht Time (F	lours)	,		
COMMERCIAL, CFI	Age - 48 Biennial Flight Review Current - YES	Total -	24000	Last 24 H	rs -	10	
SE LAND, ME LAND, SE SEA	Months Since - 16	Make/Model-	5000	Last 30 D	ays-	75	
HELICOPTER	Aircraft Type - C-17	2 Instrument-	100	Last 90 D			
		Multi-Eng -	1000	Rotorcraf			
Instrument Rating(s) - AIRPLANE							

EN ROUTE TO PERFORM AN AERIAL APPLICATION OPERATION, THE PLT SAID HE EXPERIENCED A PARTIAL POWER LOSS FOLLOWED BY COMPLETE POWER FAILURE. HE ATTEMPTED AN EMERGENCY LDG IN A FARM CORNFIELD, SUBSTANTIALLY DAMAGING THE ACFT. AN ON SCENE INVESTIGATION BY THE FAA REVEALED MINIMUM FUEL QUANTITIES. THE ENGINE WAS REMOVED BY THE FAA, AND AFTER ADDING FUEL, THE ENGINE STARTED AFTER FIVE REVOLUTIONS AND RAN NORMALLY.

File No. ~ 1000 7/30/88 A/C Reg. No. N21779 YORK, NE Time (Lcl) - 1945 CDT _____ _____ Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation CRUISE Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. REFUELING - NOT CORRECTED - PILOT IN COMMAND _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING Finding(s) 3. TERRAIN CONDITION - NONE SUITABLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

File No 863 1/0	08/88 ATLANTIC CITY,NJ	A/C Reg. No. N62	2554	Time (Lc1)	- 1830 ES	т
	-AIR NEWARK -NON SCHED,DOMESTIC,PASSENGER -14 CFR 135	Aircraft Damage SUBSTANTIAL Fire NONE	Fatal Crew O Pass O	Inju Serious O O	uries Minor O 2	None 1 2
Aircraft Information Make/Model - PIPER PA-: Landing Gear - TRICYCLE- Max Gross Wt - 5200 No. of Seats - 6			:	Installed, Stall Warn		I - YES/YES - YES
Lowest Ceiling - Obstructions to Vision-	Itinerary Last Depar MONTICEL Destination SAME AS KTS SM ATC/Airspace UNK/NR Type of F1 600 FT OVERCAST Type of C1 NONE Type Apch/ NONE	LO,NY ACC/INC ight Plan - IFR earance - IFR	ON AI Airport I BADER Runwa Runwa Runwa			
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE,COMMERCIAL SE LAND,ME LAND	Age - 48 Biennial Flight Current Months Since Aircraft Typ	Review - YES Total - 2 Make/M e - PA-31 Instru	ertificate - VALI Flight Time (1 - 3900 Model- 710 Mment- 643 Eng - 2280	Hours) Last 2 Last 3	WAIVERS/LI 24 Hrs - 30 Days- 30 Days-	MIT 15 36 45
Instrument Rating(s)	- AIRPLANE		- 			
RIOR TO TOUCHDOWN, HOWEVER, BO IRCRAFT STARTED TO VEER TO THE HE LEFT SIDE OF THE RUNWAY. THI NJURIES. POST-CRASH EXAMINATION ORN WORKED PROPERLY, AND THAT OUND. THE PILOT HELD A VALID MI RIVILAGES AMEL. HE HAD RECEIVED	TRUMENT APPROACH TO THE AIRPORT TH PROPELLERS STRUCK THE RUNWAY LEFT. THE PILOT REDUCED POWER E PILOT AND 2 PASSENGERS WERE N N OF THE AIRCRAFT SHOWED THE LA THE LANDING GEAR WAS RETRACTED EDICAL, HOWEVER, HIS PILOT CERT D SEVERAL CHECKRIDES FROM THE F ENGINE A/C WITHOUT THIS BEING D	. THE PILOT TRIED TO AND THE AIRCRAFT MADE OT INJURED. TWO PASSE NDING GEAR AND LANDIN WHEN THE A/C TOUCHED IFICATE WAS COMMERCIA AA IN MULTI-ENGINE AA	MAKE A GO-AROUND CONTACT WITH TH NGERS RECEIVED M IG GEAR LIGHTS AN DOWN. NO MALFUNC L PRIVILAGES ASE C UNDER 14 CFR 13	AND THE E DIRT OFF INOR D WARNING TION COULD L AND PRIVA	ATE	

-

File No 863	1/08/88	ATLANTIC CITY,NJ	A/C Reg. No. N62554	Time (Lcl) - 1830 EST	
	NOT EXTENDED ING - FLARE/TOU	JCHDOWN			
Finding(s) 1. LIGHT CONDITION - NIG 2. GEAR EXTENSION - NO 3. CHECKLIST - NOT USED 4. INADEQUATE	F PERFORMED - F - PILOT IN COMM		ANIZATION)		
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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information		anoft Damage			Tradius	ioa	
Type Operating Certificate-NONE (GENERA		craft Damage BSTANTIAL		Fatal	Inju Serious		None
Type of Operation -PERSONAL	Fir		Crew			1	0
Flight Conducted Under -14 CFR 91	NO	NE	Pass	0 0	0	0	0
Accident Occurred During -LANDING							
Make/Model - SHINER PITTS S-1S	Eng Make/Model	- LYCOMING 0-360		ELT	[nstalled//		
Landing Gear - TAILWHEEL-ALL FIXED		- 1			tall Warniı	ng System	- NO
Max Gross Wt - 1150		- RECIPROCATING-C	ARBURI	ETOR			
No. of Seats - 1	Rated Power	- 180 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport			
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A	SAME AS ACC/IN	С		Adament D			
Completeness - N/A Basic Weather - VMC	Destination			Airport Da	EY AIRPAR	,	
Wind Dir/Speed- VARIABLE/002 KTS	LUCAL					- 35	
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid		40
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE			Surface		40
Lowest Ceiling - NONE	Type of filearanc	e - NONE			Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PAT	TERN				
Precipitation - NONE		FULL STOP					
Condition of Light - DAYLIGHT							
 -Personnel Information							· · · · · · · · · · · · · · · · · · ·
Pilot-In-Command	Age - 67	Medical Cert	ifica	te – VALID	MEDICAL~N	D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YE		Flig	nt Time (He	ours)		
ATP	Current - YE	S Total	- :	30000	Last 24	4 Hrs -	
SE LAND, ME LAND	Months Since - 4					Days- UN	
	Aircraft Type - C-	46 Instrume Multi-Eng			Last 90) Days-	49
Instrument Rating(s) - AIRPLANE							

THE ACFT TURNED TO THE LT AND RAN OFF THE LT SIDE OF THE RWY, COLLIDED WITH A DITCH AND NOSED OVER.

File No. - 831 2/23/88 LOS LUNAS, NM A/C Reg. No. N79SS Time (Lc1) - 1615 MST _____ _____ Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, STEERING SYSTEM - FAILURE, TOTAL 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -3. BRAKES(NORMAL) - INADEQUATE -Occurrence #2 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 4. DIRECTIONAL CONTROL - NOT POSSIBLE -Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH _____ _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GE		ircraft Damage SUBSTANTIAL	Injuries Fatal Serious Minor				
Type of Operation -PERSONAL		ire	Crew	Fatal O	Ser ious O	Minor O	None
Flight Conducted Under -14 CFR 9		NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT		UNL	F a S S	0	U	U	. J
Aircraft Information							
Make/Mode1 - BEECH C23		1 - LYCOMING 0-360)-A4K			Activated	
Landing Gear - TRICYCLE-FIXED	Number Engine				tall Warn	ing System	- YES
Max Gross Wt - 2450		- RECIPROCATING-	CARBURE	TOR			
No. of Seats - 4	Rated Power	- 180 HP					
Environment/Operations Information		·					
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NWS	Last Departure	Point		ON AIR			
Method - TELEPHONE	SAME AS ACC/						
Completeness - UNK/NR	Destination			Airport D	ata		
Basic Weather - VMC	AMARILLO,TX				MUNICIPA	_	
Wind Dir/Speed- 190/010 KTS	· · · · ·			Runwa∨	Ident	- 24	
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid	- 6300/	100
Lowest Sky/Clouds - 7500 FT S	CATTERED Type of Flight	Plan - NONE			Surface	- ASPHALT	
Lowest Ceiling - NONE	Type of Cleara				Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lnda			,			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 39	Medical Cer	tificat	e – VALTD	MEDICAL ~!	NO WATVERS	/ITMTT
Certificate(s)/Rating(s)	Biennial Flight Revi			t Time (H			/
PRIVATE		YES Total				24 Hrs -	9
SE LAND	Months Since -			145		BO Davs-	28
	Aircraft Type -	BE-23 Instrum		12		0 Days-	44

----Narrative----

THE PRIVATE PLT WAS TAKING OFF WITH THREE PASSENGERS FOR A PERSONAL TRANSPORTATION FLIGHT. THE AIRPLANE LEFT THE RUNWAY AND ONLY GAINED ABOUT 50 FEET AGL ACCORDING TO A WITNESS. THE PLT REPORTED THAT THE AIRCRAFT REACHED 200 FEET AGL. THE AIRPLANE STALLED AND FELL BACK ON THE RUNWAY, THE RIGHT WING STRUCK THE RUNWAY FIRST AND THE LANDING GEAR WAS SHEARED OFF. THE AIRPLANE CAME TO REST OFF THE RUNWAY. THE DESITY ALTITUDE WAS REPORTED BY THE FSS AS 9,200 FEET. THE PILOT STATED THAT HIS AIRPLANE WAS LOADED TO WITHIN 20 POUNDS OF THE MAXIMUM ALLOWABLE GROSS WEIGHT. THE PLT ALSO SAID THAT HE HAD NOT LEANED THE MIXTURE PROPERLY AND FELT THAT THE ENGINE WAS NOT PRODUCING FULL POWER.

A/C Reg. No. N9311S 6/05/88 GALLUP, NM Time (Lcl) - 1130 MDT File No. - 829 • _____ Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - HIGH DENSITY ALTITUDE 2. MIXTURE - IMPROPER - PILOT IN COMMAND 3. STALL - INADVERTENT - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD 5. LANDING GEAR, NOSE GEAR - SEPARATION _____ _____ ----Probable Cause----05 04 The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 3

Brief of Accident (Continued)

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	None			
Type of Operation -BUSINESS		Fire	Crew	0	Serious O		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - BOEING A75N1		le1 - P&W R-1340					u≈ - NO -N/.
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2717		es - 1 - RECIPROCAT			tan warr	ing Syste	m - NU
No. of Seats - 2	Rated Power		ING-CARDOR	TUR			
 -Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity	,	
Wx Briefing - NO RECORD OF BRIEFI				ON AIR	PORT		
Method - N/A	GRAND CANYO	IN, AZ					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	SAME AS ACC	C/INC		GALLUP		0.4	
Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 50.0 SM	ATC/Airspace				Ident	- 24 - 6300/	100
Lowest Sky/Clouds - 7000 FT SC		+ Plan - NONE				- ASPHAL	
Lowest Ceiling - NONE	Type of Clear				Status		1
Obstructions to Vision- NONE		ig - TRAFFI	C PATTERN				
Precipitation - NONE		5					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 39	Medical	l Certifica			NO WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev	1 EW	tal -	nt Time (F		24 Hrs -	2
COMMERCIAL Se land,me land,se sea	Biennial Flight Rev Current - Months Since -	· 165 101	ke/Model-	638	Lasi	30 Days-	
GLIDER	Aircraft Type -	· PA-34 Ins	strument-			90 Days-	
GEIDER	An or are rype		Iti-Eng -		240 (oo bayo	
Instrument Rating(s) - AIRPLANE							
-Narrative							
COMMERCIAL PLT AND A PAX WERE RETURNING	LIGHE ON A BUGTUESS						

Brief of Accident (Continued) Time (Lcl) - 1527 MDT File No. - 981 7/15/88 GALLUP, NM A/C Reg. No. N772WM Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL 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) 2,3

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Dama	age		Injur	ies	
		SUBSTANTIAL	-	Fatal	Serious	Minor	None
Type of Operation -PERSO		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CF		NONE	Pass	0	0	0	1
Accident Occurred During -MANEU	VERING						
Aircraft Information							
Make/Model - PIPER PA-28-140	Eng Make/	Model - LYCOMIN				ctivated -	
Landing Gear - TRICYCLE-FIXED					all Warnir	ng System –	- YES
Max Gross Wt - 2150		De - RECIPRO		FOR			
No. of Seats - 4	Rated Powe	er - 150 H	1P				
Environment/Operations Information							
Weather Data	Itinerary			Airport F	roximity		
Wx Briefing - FSS	Last Depar	ture Point		OFF AIF	PORT/STRIF)	
Method ~ IN PERSON	SAME AS A	ACC/INC					
Completeness - UNK/NR	Destination		1	Airport Da	ta		
Basic Weather - VMC	DURANGO,	C O		GALLUP			
Wind Dir/Speed- 030/015 KTS						06	
Visibility – 25.0 SM	ATC/Airspace					· 6300/ ·	100
Lowest Sky/Clouds ~ UNK/NR					Surface -		
Lowest Ceiling - NONE		earance - NON		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - FOR	CED LANDING				
Precipitation - NONE	-						
Condition of Light - DAYLIG	1) 						
Personnel Information							
Pilot-In-Command	Age - 65		cal Certificate			IVERS/LIM	I T
Certificate(s)/Rating(s)	Biennial Flight			t Time (Ho			
PRIVATE	Current		Total -	620 570		Hrs - UNH	
SE LAND	Months Since	- 22 i e - PA-28 i	Make/Model- Instrument- UNH	570	Last 30) Days- UNH) Days- UNH	
	Aircraft Type		Multi-Eng - UN			aft - UNK	
		, i	Multi-Eng - Uni		ROTOPEI	alt - Unr	(/ INK
Instrument Rating(s) - NONE							
Narrative							
NAFRATIVE PRIVATE PLT & HIS WIFE WERE STARTI							

RESIDENTIAL AREA. HE STATED THAT THE TERRAIN SEEMED TO RISE FASTER THAN THE ACFT COULD CLIMB & THE ACFT CRASH-

LANDED. THE CRASH OCCURRED WITHIN 3 MI OF THE APRT.

File No 9	82 7/15/88	GALLUP,NM	A/C Reg. No. N1578J	Time (Lcl) - 1308 MDT
Occurrence #1 Phase of Operation				
WEATHER CONDITI	ON - HIGH DENSITY ATION - INADEQUATE	INADEQUATE - PILOT ALTITUDE - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		NCY	·	
Occurrence #3 Phase of Operation		ION WITH TERRAIN/WA	TER	
Finding(s) 5. TERRAIN CONDITI 6. TERRAIN CONDITI				
Probable Cause				
The National Transpo is/are finding(s) 1		rd determines that	the Probable Cause(s) of this acci	ident

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER/		raft Damage			Injur	ies	
Type operating out throate none (denen	-	TROYED		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NON	E	Pass	0	0	0	0
Accident Occurred During -MANEUVERING			Other	0	0	0	1
Aircraft Information							
Make/Model - SCHEMPT-HIRTH DISCUS B	Eng Make/Model -				installed/Ac		
Landing Gear - UNK/NR	Number Engines -			St	all Warning	g System	- NO
Max Gross Wt - 1157	Engine Type -						
No. of Seats - 1	Rated Power -	N/A					
Environment/Operations Information	•						
Weather Data	Itinerary		4		Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po			OFF AIR	RPORT/STRIP	-	
Method - N/A	SAME AS ACC/INC						
Completeness - N/A	Destination		Ai	rport Da	ata		
Basic Weather - VMC	LOCAL			D	T al a va d		
Wind Dir/Speed- 190/009 KTS	ATC /A improve					N/A N/A	
Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Pla				Lth/Wid - Surface -	•	
Lowest Ceiling - NONE	Type of Clearance					N/A N/A	
Obstructions to Vision- NONE	Type Apch/Lndg			Kuliway	status -	IN/ A	
Precipitation - NONE	Type Apeny Endg	HONE					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 68	Medical Ce	rtificate	- NO MED	DICAL		
Certificate(s)/Rating(s)	Age - 68 Biennial Flight Review		Flight	Time (Ho	ours)		
PRIVATE	Current - YES	Total	- 32	90	Last 24	Hrs - U	NK/NR
SE LAND	Months Since - 4 Aircraft Type - ASK	Make/M	odel- 3	25	Last 30	Days- U	
GLIDER	Aircraft Type - ASK	-21 Instru	ment- UNK/	'NR	Last 90	Days- U	NK/NR
		Multi-	Eng -	35	Rotorcra	aft - U	NK/NR
Instrument Rating(s) - NONE							
Narrative							

Brief of Accident (Continued) File No. - 935 7/12/88 MINDEN, NV A/C Reg. No. N554T Time (Lcl) - 1435 PDT ------_____ Occurrence #1 MIDAIR COLLISION Phase of Operation MANEUVERING Finding(s) 1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT -----_____ _____ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 3. HORIZONTAL STABILIZER ATTACHMENT - SEPARATION 4. MISC EQPT/FURNISHINGS, PARACHUTE/DRAG CHUTE - ENGAGED 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

Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING incraft Information Make/Model - SCHEMPT-HIRTH DISCUS A Landing Gear - UNK/NR Max Gross Wt - 1157	AVIATION) Aircraft MINOR Fire NONE Eng Make/Model - N/A	Crew Pass Other	Fatal O O O	Injur Serious O O		None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING ircraft Information Make/Model - SCHEMPT-HIRTH DISCUS A Landing Gear - UNK/NR Max Gross Wt - 1157	Fire NONE	Pass	0	0	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING ircraft Information Make/Model - SCHEMPT-HIRTH DISCUS A Landing Gear - UNK/NR Max Gross Wt - 1157		Pass	Ō	-	-	•
Accident Occurred During -MANEUVERING ircraft Information Make/Model - SCHEMPT-HIRTH DISCUS A Landing Gear - UNK/NR Max Gross Wt - 1157	Eng Make/Model - N/A	Other	0	_	~	0
Make/Model - SCHEMPT-HIRTH DISCUS A Landing Gear - UNK/NR Max Gross Wt - 1157	Eng Make/Model - N/A			0	0	1
Landing Gear - UNK/NR Max Gross Wt - 1157	Eng Make/Model - N/A					
Max Gross Wt - 1157				installed/A		
	Number Engines - N/A		St	all Warnin:	g System	- NO
	Engine Type - N/A					
No. of Seats - 1	Rated Power - N/A					
nvironment/Operations Information						
eather Data	Itinerary		Airport F			
Wx Briefing ~ NWS	Last Departure Point		OFF AIF	PORT/STRIP		
Method - UNK/NR Completeness - UNK/NR	SAME AS ACC/INC					
Basic Weather - VMC	Destination LOCAL	4	Airport Da	ita		
Wind Dir/Speed- 190/009 KTS	LUCAL		Bubyay	Ident -	N/A	
Visibility ~ 40.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE			N/A	
Lowest Ceiling - NONE	Type of Clearance				N/A	
Obstructions to Vision- NONE	Type Apch/Lndg -		,			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command	Age - 53 I Biennial Flight Review	Medical Certificate			IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review		t Time (Ho			_
COMMERCIAL	Current - YES	Total - 4	112	Last 24	Hrs -	5
SE LAND	Months Since - 1 Aircraft Type - C-182	Make/Model-	541	Last 30	Days-	35
GLIDER	Aircraft Type - C-182	Make/Model- Instrument- UNM Multi-Eng - UNM	K/NR K/NR	Rotorcr	aft - U	INK/NR
Instrument Rating(s) - AIRPLANE						
arrative						

File No 935	7/12/88	MINDEN, NV	A/C Reg. No. N130JB	Time (Lcl) - 1435 PDT
	AIR COLLISION EUVERING			
Finding(s) 1. VISUAL LOOKOUT - NOT 2. VISUAL LOOKOUT - NOT				
Probable Cause			bable Cause(s) of this accide	· · · · · · · · · · · · · · · · · · ·

is/are finding(s) 1,2

Basic Information Type Operating Certificate-NONE (G		Aircraft Damage			Injur	ios	
Type operating certificate-none (G	ENERAL AVIATION)	SUBSTANTIAL	3.	Fatal	Serious	Minor	None
Type of Operation -PERSONA		Fire	Crew		0	2	0
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BEECH N35		del - CONTINENT/	AL IO-470-N				- YES-UNK/N
Landing Gear - TRICYCLE-RETRACTAB				S	tall Warnir	g System	- YES
Max Gross Wt - 3125		- RECIP-FUE	_ INJECTED				
No. of Seats - 4	Rated Power	- 260 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRI				OFF AI	RPORT/STRIF		
Method - N/A	SAME AS AC	C/INC					
Completeness - N/A	Destination			Airport Da	ата		
Basic Weather – VMC Wind Dir/Speed- 290/011 KTS	LOCAL			FALLON	Ident -	03	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -	-	75
Lowest Sky/Clouds - 8000 FT		ht Plan - NONE			Surface -		75
Lowest Ceiling - 10000 FT					Status -		
Obstructions to Vision- NONE	Type Apch/Ln		4E		0.0.00	,	
Precipitation - NONE		GO AR					
Condition of Light - NIGHT(DA	RK)	FORCE	LANDING				
Pilot-In-Command	Age - 41	Medica	l Certifica	te - VALID	MEDICAL-WA	IVERS/LI	TIN
Certificate(s)/Rating(s)	Biennial Flight Re	view	Flig	ht Time (H			
ATP,CFI	Current	- YES To	tal -	1910	Last 24	Hrs -	1
SE LAND, ME LAND	Months Since	- 12 Mai	<e model-<="" td=""><td>100</td><td>Last 30</td><td>Days-</td><td>16</td></e>	100	Last 30	Days-	16
	Aircraft Type		strument-			,	34
		Mu'	lti-Eng -	90	Rotorcr	aft - Ul	NK/NR
Instrument Rating(s) - AIRPLA	NE						
Narrative							
G LOST POWER ON PRACTICE MISSED APPROA	CH. FORCED LANDING MADE	IN ROUGH TERRAI	N. INVESTIG	ALIUN REVE	ALED RIGHT		

File No 9	62 8/13/88	FALLON, NV	A/C Reg. No.	N25EM	Time (Lc1) - 2130 PDT
Phase of Operation 1. FUEL SYSTEM,SEL	GO-AROUND (VFR) ECTOR VALVE - WORN ECTOR POSITION - I	OWER(TOTAL) - NON-MECHANICA MPROPER - PILOT IN COMMAND			
Occurrence #2 Phase of Operation	DESCENT - EMERCE	NCY			·
Occurrence #3 Phase of Operation		ION WITH TERRAIN/WATER			
Finding(s) 4. TERRAIN CONDITI	ON - ROUGH/UNEVEN				
Probable Cause					
The National Transpo is/are finding(s) 1	2	rd determines that the Prob	able Cause(s)	of this accident	
Factor(s) relating t	o this accident is	/are finding(s) 4			

Basic Information Type Operating Certificate-NONE (GENERA		Domogo		Taiua	inc	
Type operating centificate-None (GENERA	DESTRO	t Damage (ED	Fatal	Injur Serious	Minor	None
Type of Operation -FLIGHT TEST		Crew		0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT						
Aircraft Information						
Make/Model - MACE R-2	Eng Make/Model - CO					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			all Warnin	ng System –	· UNK/NR
Max Gross Wt - 860 No. of Seats - 1	Engine Type - RE Rated Power -	100 HP	IOR			
NO. OF Seats - 1	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary		Airport P			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	i Last Departure Point RENO,NV		UFF AIR	PORT/STRIP		
Completeness - N/A	Destination		Airport Da	ta		
Basic Weather - VMC	LOCAL			cu .		
Wind Dir/Speed- CALM			Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -	•	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	NUNE				
Precipitation - NONE Condition of Light - DAYLIGHT						
-Personnel Information	1	Madian 1. Orandi Ciant				T.M.T.T
Pilot-In-Command Certificate(s)/Rating(s)	Age - 62 Biennial Flight Review	Medical Certificat	e - VALID t Timo (Ho	MEDICAL-NU	WAIVERS/L	.1M11
COMMERCIAL, ATP, CFI	Current - YES	Total -	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	last 24	Hrs - UNK	
SE LAND, ME LAND	Months Since - 12	Make/Model- UN	<td>Last 30</td> <td>Davs- UNK</td> <td>/NR</td>	Last 30	Davs- UNK	/NR
GLIDER	Aircraft Type - UNK/NR	Instrument-	800	Last 90	Days- UNH	/NR
	Months Since - 12 Aircraft Type - UNK/NR	Multi-Eng - UN	<td>Rotorcr</td> <td>aft - UNK</td> <td>K/NR</td>	Rotorcr	aft - UNK	K/NR
Instrument Rating(s) - AIRPLANE						
-Narrative		WAS ON SIXTH TEST				

OF PRE-EXISTING DEFECT.

Brief of Accident (Continued) 8/18/88 A/C Reg. No. N711HM Time (Lc1) - 0945 PDT File No. - 934 RENO, NV _____ _____ Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 1. AEROBATICS - PERFORMED - PILOT IN COMMAND 2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 3. WING, SPAR - OVERLOAD 4. WING - SEPARATION ------Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,3

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

File No 936 3/14/88 BATAVI	A,NY A/C	Reg. No. N759GJ	Time (Lcl) - 1845 EST				
-Basic Information Type Operating Certificate-NONE (GENERAL		AVIATION) Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor		
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire	Crew Pass	0 0	0 0	0 0	2 0	
-Aircraft Information Make/Model - CESSNA 182 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800 No. of Seats - 4	Number Engines -	RECIPROCATING-CARBURI	S	Installed/A tall Warnin			
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/010 KTS Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Poi SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	n - NONE	ON AIR Airport Da GENESE Runway Runway Runway	ata E CO.	ASPHALT DRY	75 OMPACTED	
	Age - 49 Biennial Flight Review Current - YES Months Since - 3 Aircraft Type - UNK/	Total - Make/Model-	nt Time (He 1085 95	ours) Last 24	Hrs - Days- UN	0	

Instrument Rating(s) - AIRPLANE

----Narrative----

THE ACFT WAS RETURNING TO THE AIRPORT FOR LANDING AFTER AN INSTRUCTIONAL FLIGHT WITH A STUDENT. THE STUDENT WAS LANDING THE AIRCRAFT BUT WHEN SNOW SHOWERS WERE ENCOUNTERED WHILE FLYING DOWNWIND, THE INSTRUCTOR PILOT TOOK CONTROL. HE STATED THAT HE WAS LANDING THE AIRCRAFT NOSE HIGH DUE TO SNOW ACCUMULATION ON THE RUNWAY. HOWEVER DIRECTIONAL CONTROL WAS LOST AND THE AIRCRAFT DRIFTED OFF OF THE RUNWAY, THE LEFT MAIN GEAR WENT INTO MUD, AND THE AIRCRAFT NOSED OVER TO AN INVERTED ATTITUDE.

File No 93	6 3/14/88	BATAVIA,NY	A/C Reg. No. N759GJ	Time (Lcl) - 1845 EST
Occurrence #1 Phase of Operation		ON GROUND		
Finding(s) 1. WEATHER CONDITIO 2. TERRAIN CONDITIO 3. LIGHT CONDITION 4. DIRECTIONAL CO	N - SNOW COVERED - DARK NIGHT	INED - PILOT IN COM	MAND(CFI)	
Occurrence #2 Phase of Operation				
Finding(s) 5. TERRAIN CONDITIO 6. TERRAIN CONDITIO	N - WET			
Probable Cause	-			
The National Transpor is/are finding(s) 4	tation Safety Boar	d determines that t	ne Probable Cause(s) of this accid	ent

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

File No 905 4/12/88 CEM	NTER VILLAGE,OH	A/C Reg. No. No.	5089P 	T	ime (Lcl) -	• 1145 EDT	
Basic Information Type Operating Certificate-NONE (GEN		ircraft Damage			Injur		Nama
Turne of Openation - INSTRUCTIO		SUBSTANTIAL	Cnow	Fatal O	Serious O	Minor O	None
Type of Operation -INSTRUCTIC Flight Conducted Under -14 CFR 91		ire JONE	Crew Pass	-	0	0	2
Accident Occurred During -TAKEOFF	·	NOINE	Fass	U	U	U	Ū
Aircraft Information							
Make/Model - CESSNA 152	Eng Make/Mode	I - LYCOMING O-2	235-L2C	ELT	[nstalled/#	ctivated	~ YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engine	s - 1		S S	tall Warnir	ng System	- YES
Max Gross Wt - 1670	Engine Type	- RECIPROCATIN	IG-CARBUR	ETOR			
No. of Seats - 2	Rated Power	- 110 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEF				ON AIR:	STRIP		
Method - N/A	SAME AS ACC/	INC					
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	LOCAL			AUGUST			
Wind Dir/Speed- 090/010 KTS	_ /				Ident -		
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid ·		
Lowest Sky/Clouds - 25000 FT SC					Surface ·		IRF
Lowest Ceiling - NONE	Type of Cleara			Runway	Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 42			te - VALID) WAIVERS/	LIMII
Certificate(s)/Rating(s)	Biennial Flight Revi			ht Time (H	•		
COMMERCIAL, ATP, CFI	Current -	ES Tota			Last 24		2
SE LAND, ME LAND	Months Since -			1960			
	Aircraft Type -	C-172 Instr	rument-		Last 90) Days-	91
		Mult	i-Eng -	97			
Instrument Rating(s) - AIRPLANE							
Narrative							
CFI ATTEMPTED TO DEMONSTRATE A SHORT-F.	IELD TAKEOFF TO HIS STUD	ENT. WITH A TAIL	WIND. HE	REPORTED I	BELIEVING A	Т	
TIME THAT A LIGHT CROSS-WIND/QUARTERING	G TAILWIND WAS BLOWING.	HE ELECTED TO I	DEPART FR	OM RWY 27.	BECAUSE R	VY 09	
JTILITY WIRES AT THE DEPARTURE END AND	A SLIGHT UPHILL GRADIEN	. DURING THE	TO ROLL.	THE ATRPL	ANE "LIFTE)	
SLIGHTLY 1-2 TIMES" AND HE HELD THE AI	RPLANE ON THE GRASS RWY	TO INCREASE ACC	FIERATION	AFTER RO	TATION.		
AIRPLANE CLIMBED TO ABOUT 15-20 FT AGL	AND BEGAN TO SETTLE BA	CK TO THE GROUNI	D. THE N	OSEWHEEL I	MPACTED A		
_ DITCH AND THE AIRPLANE NOSED OVER.	THE ARPT MGR REPORTED TH	AT A 15 KT WIND	WAS BLOW	ING FROM T	HE EAST WHI	EN	
ACCIDENT OCCURRED. A WX REPORTING STAT	IIUN ABUUI II NM AWAY RE	UKIED WINDS EKI	лм пр га	SIALION			
ACCIDENT OCCURRED. A WX REPORTING STA R THE ACCIDENT OCCURRED. BASED ON PER	FORMANCE DATA IN THE CES	SNA 152 INFORMA	IN THE EA	AL. THE AT	RPLANE		

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Brief of Accident (Continued) File No. - 905 4/12/88 CENTER VILLAGE, OH A/C Reg. No. N5089P Time (Lc1) - 1145 EDT Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. TERRAIN CONDITION - DITCH 2. WEATHER CONDITION - TAILWIND 3. WEATHER EVALUATION - POOR - PILOT IN COMMAND(CFI) 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND(CFI) 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI) NOSE OVER Occurrence #2 TAKEOFF - INITIAL CLIMB Phase of Operation ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

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

File No 802 4/26/88 DANVIL	LE,OH A/	A/C Reg. No. N4835B			Time (Lcl) - 1300 EDT			
-Basic Information Type Operating Certificate-NONE (GENERAL		raft Damage STANTIAL		Fatal	Injur Serious	ies Minor	None	
Type of Operation -OTHER WORK US Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING			Crew Pass	0 0	0 0	0 0	1 0	
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Model - Number Engines - Engine Type - Rated Power -	1		S	Installed/A tall Warnin			
-Environment/Operations Information	T				De			
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Po TOLED0,0H	int			Proximity RPORT/STRIP			
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Ai	irport D				
Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 15.0 SM	ATC/Airspace					N/A N/A		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Flight Pl Type of Clearance Type Apch/Lndg	- NONE	ING	Runway	Surface -	GRASS/TU WET SOFT	RF	
Precipitation - NONE Condition of Light - DAYLIGHT								
-Personnel Information								
	Age - 26 Ricoppial Elight Powiew	Medical Cert		- VALID Time (H		WAIVERS/	LIMIT '	
COMMERCIAL	Biennial Flight Review Current - YES			538		Hrs -	6	
SE LAND	Months Since - 6	Make/Moo	-	210		Days- UN		
	Aircraft Type - UNK				Last 90	•	52	
		Multi-Er	iy -	4	Rotorcr	art -	0	

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED THAT THE ENGINE BEGAN TO RUN ROUGH ABOUT 2 HRS & 45 MINUTES INTO THE LOW-LEVEL AERIAL PHOTO FLT. THE ENGINE SUBSEQUENTLY LOST POWER ALTOGETHER AND THE PLT MADE A FORCED LDG IN A MARSH. THE AIRPLANE NOSED OVER DURING THE LDG. POST-CRASH EXAM OF THE AIRPLANE REVEALED EVIDENCE OF WATER CONTAMINATION IN THE FUEL SYSTEM. THE PLT NOTED THAT THE AIRPLANE HAD BEEN FUELED ABOUT 20 MINUTES PRIOR TO DEPARTURE, AND THAT HE HAD DRAINED THE FUEL SUMPS AFTERWARD. HE ADDED THAT HE FLEW THE AIRPLANE A TOTAL OF 6 HRS ON THE PREVIOUS DAY WITHOUT INCIDENT.

4/26/88 File No. - 802 DANVILLE, OH A/C Reg. No. N4835B Time (Lcl) - 1300 EDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE 1. FLUID, FUEL - WATER -------Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 NOSE OVER Phase of Operation LANDING Finding(s) 2. TERRAIN CONDITION - SOFT 3. TERRAIN CONDITION - WET 4. TERRAIN CONDITION - ROUGH/UNEVEN ______ ----Probable Cause----

Brief of Accident (Continued)

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

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

Basic Information Type Operating Certificate-NONE		Aircraft [Injur	ios	
Type operating certificate-none	(GENERAL AVIATION)	SUBSTANTI		Fatal	Serious		None
Type of Operation -PERSO	NAL	Fire	Cre		0	0	1
Flight Conducted Under -14 CF		NONE	Pas	s O	0	0	0
Accident Occurred During -DESCE	NT .						
-Aircraft Information							
Make/Model - TAYLORCRAFT BC12	5	(e/Model - CONTI			Installed/#		
Landing Gear - TAILWHEEL-ALL FI.					tall Warnir	ng System	- NO
Max Gross Wt - 1200		Type - RECIF		RETOR			
No. of Seats - 1	Rated P	Power - 6	5 HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF B		parture Point		ON AIR	STRIP		
Method - N/A		S ACC/INC					
Completeness - N/A	Destinati	on		Airport Da LANG	ата		
Basic Weather - VMC Wind Dir/Speed- 010/005 KTS	LOCAL				Ident -	- 36	
Visibility - 15.0 SM	ATC/Airspa				Lth/Wid -		50
Lowest Sky/Clouds - UNK/NR		Flight Plan - N	IONE		Surface -		
Lowest Ceiling - 6000						· DRY	
Obstructions to Vision- NONE		h/Lndg - 0					
Precipitation - NONE							
Condition of Light - DAYLIG	HT						
Pilot-In-Command	Age - 46	Me	dical Certifica			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Fligh			ght Time (H			
STUDENT	Current	,	Total -		Last 24		0
	Months Sir		Make/Model-) Days- UN	•
	Aircraft T	ype - N/A	Instrument-) Days-	9
			Multi-Eng -	0	Rotorcr	raft -	0
Instrument Rating(s) - NONE							
PLT REPORTED THAT THE HE ELECTED THE		TTING HE WAS CO					
	U GU AKUUND ALILK KLAL		TING TO LAND LO	NG. A GUSI (ILD OF	

Brief of Accident (Continued) File No. - 843 5/02/88 A/C Reg. No. N5061M CANFIELD, OH Time (Lcl) - 1700 EDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 4. GO-AROUND - INITIATED - PILOT IN COMMAND 5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 6. AIRCRAFT CONTROL - 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) 5,6

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 842 5/07/88 BO	WLING GREEN,OH	A/C Reg. No.	T 	ime (Lcl) -	1200 EDT		
-Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -INSTRUCTI Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0 0	0 0	1 0
-Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4				S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 090/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	PORT C Destination SAME A ATC/Airspac Type of C Type of C	S ACC/INC		ON AIR Airport D WOOD C Runway Runway Runway	ata OUNTY Ident - Lth/Wid - Surface -	O9 4200/ ASPHALT DRY	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 50 Biennial Fligh Current Months Sind Aircraft T	t Review - N/A Tot ce - N/A Mak		t Time (H 43 43	ours) Last 24	Hrs - Days- UN	1

Instrument Rating(s) - NONE

----Narrative----

THE PLT REPORTED THAT HE REDUCED THE PWR TO IDLE WHILE ON FINAL APPCH AFTER DETERMINING THAT THE AIRPLANE WAS TOO HIGH. HE THEN LOWERED THE NOSE TO "ACCELERATE THE DESCENT". THE AIRPLANE TOUCHED DOWN LONG ON THE RWY AT ABOUT 90 KTS, AND BEGAN TO PORPOISE. HE BECAME CONCERNED THAT THE AIRPLANE MIGHT OVERRUN THE RWY END, AND PUSHED THE NOSE DOWN TO GET THE AIRPLANE ON THE RWY. THE NOSEWHEEL HIT THE RWY HARD, AND THE NOSE GEAR COLLAPSED. THE ENGINE FIREWALL AND THE PROPELLER WERE DAMAGED DURING THE MISHAP.

File No 842	5/07/88 BOWLING GREEN,OH	A/C Reg. No. N5495K	Time (Lc1) - 1200 EDT	
	LANDING NG - FLARE/TOUCHDOWN			
Finding(s) 1. PROPER TOUCHDOWN POINT 2. AIRSPEED - EXCESSIVE - 3. GO-AROUND - NOT PERFOR 4. FLARE - IMPROPER - PIL 5. LANDING GEAR,NOSE GEAR	MED - PILOT IN COMMAND OT IN COMMAND			
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

Basic Information								
Type Operating Certificate-NONE (GENERAL		Aircraft Damage			Injuries			
		STANTIAL	•	Fatal	Serious		° No	one
Type of Operation -PERSONAL	Fire		Crew	0	0	0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NON	E	Pass	0	0	0		2
Aircraft Information								
Make/Model - PIPER PA-28-181	Eng Make/Model -		44M	ELT	[nstalled/A	ctivate	ed - YES	3/NC
Landing Gear - TRICYCLE-FIXED	Number Engines -				tall Warnin	ng Syste	em – YES	5
Max Gross Wt - 2550		RECIPROCATING-CA	ARBURET	OR				
No. of Seats - 4	Rated Power -	180 HP						
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int		ON AIR	PORT			
Method - N/A	DAYTON, OH							
Completeness - N/A Basic Weather - VMC	Destination		4	Airport Da				
	SAME AS ACC/INC					04		
Wind Dir/Speed- 230/007 KTS Visibility - 10.0 SM	ATC/Airspace				Ident - Lth/Wid -	31	(150	
Lowest Sky/Clouds - CLEAR	Type of Flight Pl				Surface -			
Lowest Ceiling - NONE	Type of Clearance				Status -		- 1	
Obstructions to Vision- NONE	Type Apch/Lndg			Kuliway	Status	DKI		
Precipitation - NONE	Type Apeny Endg	TOLE STOP						
Condition of Light - DAYLIGHT								
Personnel Information			,					
	Age - 43) WAIVER	RS/LIMIT	ĩ
Certificate(s)/Rating(s)	Biennial Flight Review		Flight	: Time (He	ours)			
PRIVATE	current - res	ισται	_	204 2	Last 24			
SE LAND	Months Since - 10	Make/Mode						
	Aircraft Type - UNK			-				
		Multi-Eng	g -	0	Rotorcr	raft -	0	
Instrument Rating(s) - NONE								

THE PLT LANDED THE AIRPLANE LONG AT AN EXCESSIVE AIRSPEED. THE AIRPLANE OVERRAN THE RWY END, TRAVELED ACROSS A GRASSY AREA ONTO A RAMP AREA, AND COLLIDED WITH A PARKED AIRPLANE. THE PLT HAD 2 HRS OF FLT EXPERIENCE IN THIS MAKE AND MODEL AIRPLANE, WHICH WAS OBTAINED IN THE PRECEDING 90 DAYS. HE HAD NO OTHER FLIGHT EXPERIENCE DURING THAT TIME PERIOD.

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Brief of Accident (Continued) File No. - 971 5/15/88 COLUMBUS, OH A/C Reg. No. N8261L Time (Lc1) - 1205 EDT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 3. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND -----Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 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

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No. - 969 5/18/88 LEBANON, OH A/C Reg. No. N69161 Time (Lc1) - 2035 EDT ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Iniuries SUBSTANTIAL Serious Minor Fatal None Type of Operation -PERSONAL Fire Crew 0 0 1 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 1 0 Accident Occurred During -LANDING ----Aircraft Information----Make/Model - PIPER PA-28-161 Eng Make/Model - LYCOMING 0-320-D3G ELT Installed/Activated - YES-UNK/NR Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2325 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 160 HP _____ --Environment/Operations Information----Weather Data , Itinerary Airport Proximity Wx Briefing - FSS Last Departure Point ON AIRPORT - ACFT RADIO Method BATAVIA,OH Completeness - UNK/NR Destination Airport Data Basic Weather - VMC LOCAL BROWNIES APT Wind Dir/Speed- 050/014 KTS Runway Ident - 27 Visibility - 10.0 SM Runway Lth/Wid - 2100/ ATC/Airspace 37 Lowest Sky/Clouds -25000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling -NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DUSK -Personnel Information----Pilot-In-Command Age - 28 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) -PRIVATE Current - YES Total 300 Last 24 Hrs -SE LAND Months Since - 7 Make/Model-79 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument-81 Last 90 Days- UNK/NR Multi-Eng -0 Instrument Rating(s) - AIRPLANE ----Narrative----

THE PLT WAS MAKING AN APCH FOR A FULL STOP LDG WITH A QUARTERING RIGHT TAILWIND. HE STATED THAT HE HAD BEEN PREVIOUSLY TOLD TO ALWAYS LAND ON RWY 27 AND TAKEOFF FROM RUNWAY O9 AT THIS APT. WITNESSES INDICATED THAT THE AIRPLANE TOUCHED DOWN ABOUT HALF WAY DOWN THE RWY. THE PLT REPORTED THAT HE INITIATED A GO AROUND AFTER THE AIRPLANE BOUNCED ON TOUCHDOWN. THE AIRPLANE DEPARTED THE RUNWAY TO THE LEFT AND COLLIDED WITH TWO PARKED AIRPLANES AND A VAN BEFORE COMING TO A STOP UPSIDE DOWN. THE PILOT REPORTED HIS PASSENGER WAS IN THE LEFT SEAT AT THE TIME OF THE ACCIDENT.

Time (Lc1) - 2035 EDT File No. - 969 5/18/88 LEBANON, OH A/C Reg. No. N69161 Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - ABORTED Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND 3. ABORTED LANDING - DELAYED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. WEATHER CONDITION - TAILWIND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - ABORTED Finding(s) 6. OBJECT - AIRCRAFT PARKED 7. OBJECT - VEHICLE ----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					Tadio		
Type Operating Certificate-NONE (GENERAL A)		craft Damage BSTANTIAL		Fatal	Injur Serious	Minor	None
Type of Operation -PERSONAL	Fir		Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NO		Pass	õ	ŏ	õ	o
Accident Occurred During -APPROACH			Other	Ō	1	1	Ō
-Aircraft Information							
Make/Model - PIPER PA-28-180	Eng Make/Model		AIA-C				
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warnir	ng System	- YES
Max Gross Wt - 2400	Engine Type		-CARBURE1	OR			
No. of Seats - 4	Rated Power	- 180 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure P			ON AIR	PORT		
Method - N/A	WAYNESVILLE, OH						
Completeness - N/A	Destination	0	4	Airport D			
Basic Weather - VMC	SAME AS ACC/IN	C		MORAIN		0.0	
Wind Dir/Speed- 330/004 KTS				-		- 26	CE.
Visibility - 50.0 SM Lowest Sky/Clouds - PART OBS	ATC/Airspace				Lth/Wid · Surface ·		65
	Type of Flight P Type of Clearanc					- ASPHALI - DRY	
Obstructions to Vision- HAZE	Type Apch/Lndg			Kullway	JIAIUS	DRI	
Precipitation - NONE	Type Apeny Ling	FULL STOP					
Condition of Light - DAYLIGHT							
 -Personnel Information							
Pilot-In-Command Age	e - 51	Medical Ce	rtificate	e - VALID	MEDICAL-NO	D WAIVERS,	/LIMIT
Certificate(s)/Rating(s) Bie	ennial Flight Review			t Time (H	ours)		
STUDENT	Current - N/			556		1 Hrs -	3
	Months Since - N/	A Make/M	odel-	300	Last 30) Days-	75
	Aircraft Type - N/	A Instru	mont-	0	125+ 90) Days-	150

Instrument Rating(s) - NONE

----Narrative----

WHILE ON FINAL APPROACH N7222W EXPERIENCED A MIDAIR COLLISION WITH N8611U ON A SIMILAR APPROACH. N7222W WAS A LOW WING ACFT AND WAS BEHIND AND ABOVE N8611U WHICH WAS A HIGH WING AIRCRAFT. THE PILOT OF N7222W STATED THAT HIS FIRST KNOWLEDGE OF THE IMPENDING COLLISION WAS APPROXIMATELY ONE HALF SECOND BEFORE THE ACTUAL COLLISION WHEN THE OTHER AIRCRAFT APPEARED TO "PULL UP SHARPLY", INTO HIM. HE TOLD RESPONDING LOCAL AUTHORITIES THAT HE DID NOT HAVE HIS RADIO TURNED ON AT THE TIME OF THE OCCURRENCE. THE ACCIDENT OCCURRED AT AN UNCONTROLLED AIRPORT.

7/07/88 A/C Reg. No. N7222W File No. - 954 MORAINE, OH Time (Lc1) - 1935 EDT _____ ______ -----Occurrence #1 MIDAIR COLLISION Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT 3. COMMUNICATIONS - NOT PERFORMED - PILOT IN COMMAND 4. ACFT/EQUIP INADEQUATE, VISUAL RESTRICTION - PILOT IN COMMAND 5. ACFT/EQUIP INADEQUATE, VISUAL RESTRICTION - PILOT OF OTHER AIRCRAFT _ _ _ _ _ _ _ _ _ ----Probable Cause----

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

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

File No 954 7/07/88 MORAINE,OH	A/C Reg. No.	A/C Reg. No. N8611U			Time (Lc1) - 1935 EDT				
-Basic Information Type Operating Certificate-NONE (GENERAL AVIA	DESTROYED		Fatal	Injur Serious	ries 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 -APPROACH		Other	0	0	0	1			
Make/Model - CESSNA 172F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Eng Make/Model - CONTINENTA Number Engines - 1 Engine Type - RECIPROCAT Rated Power - 145 HP		S	Installed/4 tall Warnir		•			
Environment/Operations Information Weather Data I	tinerary		Airport	Proximity					
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point CINCINNATI.OH		ON AIR						
Completeness - N/A	Destination	ļ.	Airport D	ata					
Basic Weather - VMC	MORAINE, OH		MORAIN	E					
Wind Dir/Speed- 330/004 KTS					- 26				
	TC/Airspace			Lth/Wid ·		65			
Lowest Sky/Clouds - PART OBS	Type of Flight Plan - NONE		-	Surface ·					
Lowest Ceiling - 25000 FT BROKEN	Type of Clearance - NONE		Runway	Status -	- DRY				
Obstructions to Vision- HAZE	Type Apch/Lndg - TRAFFI								
Precipitation - NONE	FULL S	ТОР							
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command Age -	26 Medical	Certificate	e - VALID	MEDICAL-NO	D WAIVERS/	/LIMIT			
Certificate(s)/Rating(s) Bienr	ial Flight Review	Flight	t Time (H	ours)					
		al -	242	Last 24	1 Hrs -	1			
SE LAND M	lonths Since - 15 Mak			Last 30) Days-	9			
Δ	ircraft Type - UNK/NR Ins	trument-	1	Last 90) Days-	16			

Instrument Rating(s) - NONE

----Narrative----

WHILE ON FINAL APPROACH N7222W EXPERIENCED A MIDAIR COLLISION WITH N8611U ON A SIMILAR APPROACH. N8611U WAS A HIGH WING AIRCRAFT AND WAS IN FRONT OF AND BELOW N7222W WHICH WAS A LOW WING AIRCRAFT. THE PILOT OF N8611U STATED THAT HE HAD NO KNOWLEDGE OF THE OTHER AIRCRAFT, HOWEVER HAD HIS RADIO TUNED TO THE UNICOM FREQUENCY AND HEARD A WARNING FROM ANOTHER AIRCRAFT THAT A "HIGH WING AND LOW WING AIRCRAFT (WERE) COMING TOGETHER AND TO GET OUT". HE STATED THAT HE "APPLIED POWER AND PUSHED THE STICK FORWARD, AT THE SAME TIME, TO GAIN SPEED", HOWEVER THE "OTHER AIRCRAFT STRUCK (HIM) FROM BEHIND. THE ACCIDENT OCCURRED AT AN UNCONTROLLED AIRPORT.

File No 954	7/07/88 MORAINE,OH	A/C Reg. No. N8611U	Time (Lc1) - 193	5 EDT
	IR COLLISION DACH - VFR PATTERN - FINAL APP	ROACH		
Finding(s)				
	EQUATE - PILOT IN COMMAND EQUATE - PILOT OF OTHER AIRCRA	FT		
3. COMMUNICATIONS - NOT	PERFORMED - PILOT OF OTHER AIR	CRAFT		
	UATE, VISUAL RESTRICTION - PIL	OT IN COMMAND		
ACFT/EQUIP INADEQ	UATE, VISUAL RESTRICTION - PIL	OT 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) 1,3,4,5

File No 872	2/10/88	OKLAHOMA	CITY,OK	A/C Reg	g. No. N2186	6K	T ·	me (Lcl)	- 1243 CS	бт
Basic Information Type Operating Certific	ate-NONE	(GENERAL AV	IATION)	Aircraft				Inju	ries	
				SUBSTAN	FIAL		Fatal	Serious		None
Type of Operation	-PERSC			Fire		Crew	0	0	0	1
Flight Conducted Under				NONE		Pass	0	0	0	0
Accident Occurred Durin						~				
Aircraft Information										
Make/Model - PIPER P				Model - LYCC	DMING TIO-54	40-SL				- YES/NO
Landing Gear - TRICYCL	E-RETRACT	ABLE		gines - 1			St	all Warni:	ng System	n - YES
Max Gross Wt - 3600			Engine Typ	be - RECI	[P-FUEL INJ	ECTED				
No. of Seats - 7			Rated Powe	er - 3	300 HP					
Environment/Operations In	formatior									
Weather Data			Itinerary				Airport #	roximity		
Wx Briefing - FSS			Last Depar	ture Point			ON AIRF	-		
Method - TELEP	HONE		MEMPHIS,	TN						
Completeness - UNK/N			Destination				Airport Da	ita		
Basic Weather - IMC			SAME AS /	ACC/INC			WILEY F	POST		
Wind Dir/Speed- 340/0	18 KTS								- 17L	
	000 SM		ATC/Airspace					Lth/Wid		150
Lowest Sky/Clouds -			Type of F1		IFR			Surface		
		FT OVERCAST	Type of Cle						~ DRY	-
Obstructions to Visio				Lndg -		TF		01010	2	
Precipitation	- FRFF71	NG DRIZZLE	ijpe Apenyi	Lindg	FULL STOP					
Precipitation Condition of Light	- DAYLIG	HT								
Pilot-In-Command		Aae	- 22	N	Medical Cer	tificat				MTT
Certificate(s)/Rating(-)		- 33 nnial Flight f		leancar cer				AIVERS/LI	IMII
COMMERCIAL, ATP, FLT		Die	Current	- YES	Total				4	
	ENG								24 Hrs - L	
SE LAND, ME LAND			Months Since Aircraft Type	- 3	Make/Moo				80 Days- L	
			Aircraft (ype	e - UNK/NR	Instrume				0 Days-	
					Multi-En	ng -	2422	Rotoro	raft -	0
Instrument Rating(s) - AIRP	LANE								
Narrative										
E AIRPLANE WAS EQUIPPED FOR	IFR BUT	NOT EQUIPPE	D TO FLY INTO	ICING COND.	. AT 4000 FI	EET MSL	, THE OAT	WAS		
OVE FREEZING. AT 3000 FEET										
TEMPT DOWNWIND ILS APPROACH	AND LAND	ING. PLT WAS	S VISUAL AT 49	50 FEET AGL	AND ENCOUN	TERED S	TRONG DOWN	I DRAFTS W	/ITH	
RGE AIRSPEED FLUCTUATIONS.	PLT STATE	D HE FELT H	E HAD THE RUNI	NAY MADE AND	D DID NOT CO	UN2IDER	A GU-ARUL	JND. WHEN	CLOSE	
RGE AIRSPEED FLUCTUATIONS.										
	AND APPRO	ACHED A STA	LL. AFTER PLT	PUSHED NOSE	E DOWN, THE	NOSE W	HEEL HIT 1	HE GROUND)	

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File No 872	2 2/10/88	OKLAHOMA CITY,OK	A/C Reg. No. N2186K	Time (Lc1) - 1243 CST
Occurrence #1	HARD LANDING			
Phase of Operation				
1. WEATHER CONDITION				
2. FLIGHT INTO KNO 3. WING - ICE	JWN ADVERSE WEATH	ER - PERFORMED - PILOT I	N COMMAND	
4. STABILIZER - ICE				
5. WEATHER CONDITION	I - TAILWIND			
6. FLIGHT TO ALTER	NATE DESTINATION	- NOT SELECTED - PILOT	IN COMMAND	
7. ANTI-ICE/DE-ICE	SYSTEM - NOT INST	ALLED		
Decurrence #2 Phase of Operation Finding(s) 8. LANDING GEAR,NOSI 9. LANDING GEAR,MAIN	LANDING - FLARE/			
Probable Cause				
The National Transpor is/are finding(s) 2,3		rd determines that the P	robable Ċause(s) of this accid	ent
Factor(s) relating to	this accident is	/are finding(s) 1,5,6,7		

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GEN		Aircraft Damage	2		Iniu	ıries	
Type operating certhicate NONL (GE	VERAL AVIATION)	DESTROYED	5	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew			0	0
Flight Conducted Under -14 CFR 9	1	NONE	Pass	0	0	0	0
Accident Occurred During -DESCENT							
ircraft Information							
Make/Model - AEROTECK PITTS S-2A		odel - LYCOMING /	AEIO-360-A1		[nstalled/		
Landing Gear - TAILWHEEL-ALL FIXED			THEOTED	S	tall Warni	ng Syste	m - YES
Max Gross Wt - 1500 No. of Seats - 2	Rated Power	e - RECIP-FUEI	LINJECTED				
nvironment/Operations Information leather Data	- Itinerary			Ainmont /	Proximity		
Wx Briefing - NO RECORD OF BRIE	ure Point			RPORT/STRI	D		
Method - N/A	SAME AS A				CFORT/ STRI	F	
Completeness - N/A	Destination	50, 110		Airport Da	ata		
Basic Weather - VMC	LOCAL			•			
Wind Dir/Speed- 360/010 KTS						- N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - UNK/NR S Lowest Ceiling - NONE					Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE		arance - NONE ndg - NONE		Runway	Status	- N/A	
Precipitation - NONE	Type Apen/Ei	idg Noine					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 54 Biennial Flight Re	Medica	l Certifica	te – VALID	MEDICAL-V	AIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Re	eview	Flig	ht Time (He	ours)		
PRIVATE	Current	- YES TO	tal -	5784	Last 2	24 Hrs -	3
SE LAND	Months Since	- 24 Mal - 7KCAB In	ke/Model-	164	Last a	80 Days- 90 Days-	
	All chart Type		strument-	0	Lasts	0 Days-	40
Instrument Rating(s) - NONE							
larrative			CLIMBING VE				

		Brief of	Accident (Continued)	
File No 8	08 4/10/88	ELK CITY,OK	A/C Reg. No. N8076	Time (Lc1) - 1710 CDT
Occurrence #1 Phase of Operation		- IN FLIGHT		
Finding(s) 1. AEROBATICS - IN 2. STALL/SPIN - PE 3. STALL/SPIN - NC	RFORMED - PILOT I	N COMMAND		
Occurrence #2 Phase of Operation		SION WITH TERRAIN/WATE TROLLED	ĒR	
Probable Cause			· · · · · · · · · · · · · · · · · · ·	
The National Transpo is/are finding(s) 3		ard determines that tr	ne Probable Cause(s) of this accid	dent

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

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File No 896 5/18/88 LE FLORE,	18/88 LE FLORE,OK A/C Reg. No. N212FR			Time (Lcl) - 1845 CDT				
Basic Information Type Operating Certificate-NONE (GENERAL A)	/IATION) Aircraf DESTRO				Injuries Fatal Serious Minor No			
Type of Operation -OTHER WORK USE Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	1	0		0 0		
Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4	Eng Make/Model - LY Number Engines - 1 Engine Type - RE Rated Power -		S	Installed/A tall Warnin	·			
Environment/Operations Information	T.t							
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point TALIHINA,OK			Proximity RPORT/STRIP				
Completeness - N/A Basic Weather - VMC	Destination POTEAU,OK		Airport D	ata				
Wind Dir/Speed- 130/004 KTS					N/A			
Visibility - 20.0 SM Lowest Sky/Clouds - N/A	ATC/Airspace Type of Flight Plan				N/A N/A			
Lowest Céiling - 25000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance				N/A			
Personnel Information Pilot-In-Command Aqe	e - 23	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT		
	ennial Flight Review		nt Time (H					
PRIVATE	Current - YES	Total -		Last 24		2		
SE LAND	Months Since - 21			Last 30		7		
	Aircraft Type - C-172	Instrument- Multi-Eng -	2 5	Last 90	Days-	31		

Instrument Rating(s) - NONE

----Narrative----

THE ACFT WAS BEING USED TO FLY OVER A WOODED AREA & SPOT CATTLE FOR PSNL ON THE GROUND. AFTER SPOTTING CATTLE FOR ABOUT 2 HRS, THE PLT WAS FLYING AT LOW ALT WHEN THE ACFT SUDDENLY ROLLED INTO A STEEP BANK, THEN THE NOSE DROPPED & THE ACFT CRASHED IN A STEEP DSCNT. A WITNESS RPRTD THE ENG REVVED UP JUST BEFORE IMPACT. SEVERAL TREE BRANCHES WERE FOUND AT THE CRASH SITE THAT HAD BEEN SMOOTHLY SEVERED BY THE PROP. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. DRG TOXICOLOGY STUDIES OF THE OCCUPANTS, LOW LVLS OF COCAINE & MARIJUANA WERE DETECTED. TESTS OF THE PLT'S URINE SHOWED A MARIJUANA METABOLITE LEVEL OF 79 NG/ML & A COCAINE LVL OF 0.13 MCG/ML. HIS BLOOD HAD A CARBOXY-THC LVL OF 12 NG/ML. TESTS OF THE PAX'S URINE SHOWED A MARIJUANA METABOLITE LEVEL OF 56 NG/ML & A COCAINE LEVEL OF 0.2 MCG/ML.

File No 8	96 5/18/88	LE FLORE,OK	A/C Reg.	No. N212FR	Time (Lcl) - 1845 CDT
Occurrence #1 Phase of Operation		- IN FLIGHT			
_	MAINTAINED - PILOT	MMAND COMMAND			
$\Omega_{\rm COURRENCE}$ #2	IN FLIGHT COLLIS	ION WITH TERRAIN/WATER			

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

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf	t Damage			Injur	ies	
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	SUBSTAN	NTIAL	Crew Pass	Fatal O O	Serious O O	Minor O O	None 3 0
-Aircraft Information Make/Model - BEECH B-24R Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550 No. of Seats - 6	Eng Make/Model - LYG Number Engines - 1 Engine Type - REG	COMING ID-360- CIP-FUEL INJEC	A 1B6	ELT : S1	Installed/A all Warnir	activated - ng System -	- YES
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/005 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest C&?Tring - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DUSK	Itinerary Last Departure Point NORMAN,OK Destination LOCAL ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE - NONE	A	Airport F OFF AIF irport Da Runway Runway Runway Runway Runway	Proximity PORT/STRIP ata Ident - Lth/Wid -	N/A N/A DIRT	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 28 Biennial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Medical Certi Total Make/Mode Instrumer Multi-Eng	- : el- nt-	257 18 42	Last 24 Last 30 Last 90) WAIVERS/L Hrs - UNM) Days- UNM) Days- UNM raft -	K/NR K/NR K/NR
Instrument Rating(s) - NONE	` 						

FLIGHT INSTRUCTOR IN ONE OF THE REAR SEATS. THE PRIVATE PILOT IN THE LEFT FRONT SEAT WAS TO PRACTICE FOR HIS COMMERCIAL FLIGHT TEST AND THE COMMERCIAL PILOT IN THE RIGHT FRONT SEAT WAS THERE TO STUDY FOR A FLIGHT INSTRUCTOR FLIGHT TEST. THE CFI IN ONE OF THE REAR SEATS STATED HE WAS INVITED TO GO ALONG AS A PASSENGER. THE LEFT SEAT PILOT STARTED A SPIRAL AT 4500 FT MSL AND THE AIRPLANE DESCENDED TO THE GROUND. THIS WAS A SIMULATED FORCED LANDING. THE ACFT COLLIDED WITH AN OIL WELL WELL-HEAD BEFORE IT STOPPED.

Brief of Accident (Continued) File No. - 815 6/22/88 BLANCHARD, OK A/C Reg. No. N9162S Time (Lc1) - 2030 CDT Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT Finding(s) 1. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND 2. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation OTHER Finding(s) 3. OBJECT - POLE ----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 (GENERA		Aircraft Damag SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -BUSINESS		Fire	Crew		0	2	0
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		ON GROUND			0	2 0	0
Aircraft Information Make/Model - NORTHROP C-125A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 38000 No. of Seats - UNK/NR	Number Engi Engine Type	- RECIPROCA - 1275 HF	TING-CARBUR	S	Installed/A tall Warnir	ng System	- UNK/NR
Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departu	no Point			Proximity RPORT/STRIF	,	
•• · · · · • • • • • • • • • • • • • •	SAME AS AC			UFF AI	RPURI/SIRIF	•	
Method - N/A Completeness - N/A	Destination	0/110		Airport D	ata		
Basic Weather - VMC	DAYTON, OH				INTERNATION	JAL	
Wind Dir/Speed- 160/006 KTS				Runway	Ident -	- 26	
Visibility - 15.0 SM					Lth/Wid -	•	150
Lowest Sky/Clouds - 4500 FT SCAT	TERED Type of Flig	ht Plan - VFR			Surface -		
Lowest Ceiling - 7000 FT BROK Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		rance - VFR dg - NONE		Runway	Status -	- N/A	
Personnel Information Pilot-In-Command	Δαe - 51	Medica	l Certifica			TVERS/ITM	 тт
Certificate(s)/Rating(s)	Biennial Flight Re	view	Flio	aht Time (H	ours)	(IVERS/EIM	11
COMMERCIAL	Current	- YES To	otal -	6274	Last 24	Hrs - UN	K/NR
SE LAND, ME LAND	Age - 51 Biennial Flight Re Current Months Since	- 9 Ma	ke/Model-	56	Last 30) Days- UN	K/NR
	Aircraft Type	-UNK/NR Ir	nstrument- 11ti-Eng -	164	Last 90) Days- UN	K/NR
Instrument Rating(s) - AIRPLANE							3

A TYPE RATING OR WRITTEN AUTHORIZATION TO ACT AS SECOND IN COMMAND AND HIS MEDICAL HAD EXPIRED. THE AIRCRAFT DID NOT HAVE AN AIRWORTHINESS CERTIFICATE NOR HAD A SPECIAL FLIGHT PERMIT BEEN ISSUED. THE LEFT PROPELLER WENT INTO REVERSE DURING THE INITIAL CLIMB DUE TO CORROSION AND DETERIORATION OF THE WIRING THAT CONTROLLED THE PROPELLER. THE ACFT CRASHED OUT OF CONTROL AFTER COLLIDING WITH POWER LINES DURING TAKEOFF. IT STRUCK THE GROUND AND WENT THRU A FENCE THEN DOWN A SLOPE AND OVER AN EMBANKMENT. THE ACFT THEN BOUNCED ACROSS A STREET WHILE TURNING AROUND AND COLLIDING WITH A POWER LINE POLE TAIL FIRST. THE ACFT HAD TRAVELED ABOUT 537 FT FROM INITIAL GROUND CONTACT. ALL 3 ENGINES WERE STILL PRODUCING POWER WHEN THE ACFT CAME TO REST.

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Brief of Accident (Continued) A/C Reg. No. N3756Q Time (Lc1) - 0625 CDT File No. - 806 6/29/88 TULSA,OK Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ELECTRICAL SYSTEM - CORRODED INADEQUATE SUBSTANTIATION PROCESS, INADEQUATE DOCUMENTATION - COMPANY/OPERATOR MGMT 2. 3. ELECTRICAL SYSTEM - DETERIORATED 4. PROPELLER SYSTEM/ACCESSORIES, REVERSING SYSTEM - ENGAGED 5. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND 6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND 7. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 8. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT/SECOND PILOT _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY 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) 1,3,4,5,6

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

Basic Information						
Type Operating Certificate-NONE (GENE		aft Damage TANTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NAL Fire NONE	Cre Pas	-	0 0	1 0	0 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engines -	LYCOMING 0-235-L2C 1 RECIPROCATING-CARBU 110 HP	S	Installed/A tall Warnin		
Environment/Operations Information	· · ·					
Weather Data	Itinerary	-		Proximity		
Wx Briefing - FSS Method - IN PERSON	Last Departure Poi	Πτ	UFF AI	RPORT/STRIP		
Completeness - UNK/NR	LUFKIN,TX Destination		Airport D	lata		
Basic Weather - IMC	MENA, AR		Anport	ald		
Wind Dir/Speed- UNK/NR	HEIRA, AN		Runway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace				N/A	
Lowest Sky/Clouds - PART OBS	Type of Flight Pla	n - VFR			N/A	
Lowest Ceiling - OVERCAST	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- FOG	Type Apch/Lndg	~ NONE	-			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 20	Medical Certific			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (F			
PRIVATE	Current - YES	Total -			Hrs - UN	
SE LAND	Months Since - 3	Make/Model-	12/		Days- UN Days- UN	

Instrument Rating(s) - NONE

----Narrative----

DURING A CROSS COUNTRY TRAINING FLIGHT, THE NON-INSTRUMENT RATED PILOT FLEW INTO IMC CONDITIONS WHILE DESCENDING. THE PILOT ATTEMPTED TO CLIMB INTO VFR CONDITIONS BUT WHEN THAT WAS NOT SUCCESSFUL A DESCENT WAS BEGUN IN AN EFFORT TO BREAKOUT INTO VFR CONDITIONS. DURING THE DESCENT THE AIRCRAFT COLLIDED WITH TREES.

File No. - 804 7/20/88 HEAVENER, OK A/C Reg. No. N68700 Time (Lcl) - 1400 CDT ---------------Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation DESCENT - NORMAL Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. WEATHER CONDITION - OBSCURATION 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - NORMAL Finding(s) 5. TERRAIN CONDITION - HIGH TERRAIN 6. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

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

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 850 8/05/88 WESTVILLE,OK	B8 WESTVILLE,OK A/C Reg. No. N			ime (Lcl) -	1) - 1600 CDT		
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Type of Operation -PERSONAL	Aircraft Damag SUBSTANTIAL Fire	e Crew	Fatal 0	Injur Serious O	ies Minor 1	None 0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	õ	Ö	0	
Landing Gear - TRICYCLE-RETRACTABLE Number E Max Gross Wt - 2550 Engine T	e/Model - LYCOMING Engines - 1 Type - RECIPROCA Dwer - 180 HP	TING-CARBURE	S	Installed/A tall Warnin			
Method - N/A MUSKDGE Completeness - N/A Destinatio Basic Weather - VMC SPRINGE Wind Dir/Speed- 180/012 KTS Visibility - 10.0 SM ATC/Airspac Lowest Sky/Clouds - 4500 FT SCATTERED Type of F Lowest Ceiling - 8000 FT BROKEN Type of C	DALE,AR Ce		OFF AI Airport D Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A N/A N/A		
PRIVATE Current SE LAND Months Since	t Review - YES To ce - 9 Ma	tal -	t Time (H 99 21	ours) Last 24	Hrs - Days-	LIMIT 0 2 25	

Instrument Rating(s) - NONE

----Narrative----

THE PILOT DESCENDED THE AIRPLANE FROM 5000 FEET USING REDUCED POWER BUT WITHOUT USING CARBURETOR HEAT. AT 3500 FEET THE PILOT ADVANCED THE THROTTLE BUT THE ENGINE DID NOT ACCELERATE AND THEN STOPPED PRODUCING POWER COMPLETELY. DESPITE CORRECTIVE MEASURES BY THE PILOT, THE ENGINE WOULD NOT RUN. DURING THE FORCED LANDING, THE LEFT WING HIT A TREE. NO FUEL WAS FOUND IN THE FUEL SYSTEM BUT THE CARBURETOR WAS BROKEN OPEN DURING GROUND IMPACT. THE PILOT STATED HE SAW THE FUEL QUANTITY GAUGE AND FUEL PRESSURE GAUGE INDICATING PROPERLY BEFORE THE TREE IMPACT. THE ICING PROBABILITY CHART INDICATES THE TEMPERATURE/DEW POINT WAS RIGHT FOR SERIOUS CARBURETOR ICING AT GLIDE POWER.

		Brief of A	ccident (Continued)	
File No 8	50 8/05/88	WESTVILLE,OK	_	Time (Lcl) - 1600 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. WEATHER CONDITI 2. IN-FLIGHT PLA 3. CARBURETOR HEAT	NNING/DECISION - 1	INADEQUATE - PILOT IN C PILOT IN COMMAND	OMMAND	
Occurrence #2 Phase of Operation				·
Occurrence #3 Phase of Operation				
Probable Cause				
The National Transpo	rtation Safety Boa	ard determines that the	Probable Cause(s) of this accid	lent

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

File No 921 8/20/88 ADA,OK	A/C Reg. No.	A/C Reg. No. N89271			Time (Lcl) - 1630 CDT			
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Aircraft Damag SUBSTANTIAL Fire NONE	e Crew Pass	Fatal O O	Inju Serious O O	ries Minor O O	None 1 1		
Landing Gear - TRICYCLE-FIXED Number Max Gross Wt - 1670 Engine	e/Model - LYCOMING Engines - 1 Type - RECIPROCA ower - 110 HP	TING-CARBURE	S	Installed// tall Warnin				
Method- TELEPHONETULSA,Completeness- UNK/NRDestinatiBasic Weather- VMCSAME AWind Dir/Speed-160/008 KTSVisibility- 15.0 SMATC/AirspaLowest Sky/Clouds- UNK/NRType ofLowest Ceiling- 4000 FT BROKENType of	on S ACC/INC ce Flight Plan - VFR Clearance - NONE h/Lndg - STRAI0		ON AIR Airport D ADA MU Runway Runway Runway Runway	ata NICIPAL Ident Lth/Wid Surface	- 17 - 5000/ - ASPHALT - DRY	100		
-Personnel Information Pilot-In-Command Age - 22 Certificate(s)/Rating(s) Biennial Fligh PRIVATE Current SE LAND Months Sin Aircraft T	t Review - YES To ce - 1 Mal	tal - ke/Model-	e - VALID t Time (H 54 51 3	ours) Last 24 Last 30	4 Hrs -	MIT 1 7 25		

Instrument Rating(s) - NONE

----Narrative----

AFTER A LOSS OF ENGINE POWER, THE AIRPLANE LANDED IN A SOFT, PLOWED FIELD, 50 FEET SHORT OF A RUNWAY AT THE DESTINATION AIRPORT. AFTER TOUCHDOWN, IT NOSED OVER TO THE INVERTED POSITION. ACCORDING TO THE OPERATOR, THE PILOT SAID HE MIGHT HAVE RUN OUT OF FUEL. THE PILOT TOLD THE ASI THERE WAS STILL FUEL BEING INDICATED IN THE SYSTEM AFTER THE POWER LOSS AND SAID THERE WAS FUEL COMING OUT OF THE FUEL CAP AFTER THE ACCIDENT. WHEN THE AIRPLANE WAS SALVAGED, THE TANKS WERE EMPTY AND NO PROBLEMS COULD BE FOUND WITH THE ENGINE OR FUEL SYSTEM.

File No 9	21 8/20/88	ADA, 0K	A/C Reg. No. N89271	Time (Lc1) - 1630 CDT
Occurrence #1 Phase of Operation		IER		
Finding(s) 1. FLUID,FUEL - EX 2. FUEL CONSUMPT	HAUSTION ION CALCULATIONS - I	NADEQUATE - PILO	T IN COMMAND	
Occurrence #2 Phase of Operation		Y		
Occurrence #3 Phase of Operation		UCHDOWN		
Finding(s) 3. TERRAIN CONDITI	DN - ROUGH/UNEVEN			
Probable Cause				
The National Transpo is/are finding(s) 1		determines that	the Probable Cause(s) of this accid	ent

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

File No 919 8/30/88	OKLAHOMA CITY,OK	DK A/C Reg. No. N6474F Time (Lcl) - 1900 CDT					CDT
-Basic Information Type Operating Certificate-NON	E (GENERAL AVIATION)	Aircraft Damage	_		Injur		
Type of Operation -INS Flight Conducted Under -14 (Accident Occurred During -LAN	CFR 91	SUBSTANTIAL Fire NONE	Fa Crew Pass	tal O O	Serious O O	Mino O O	1
-Aircraft Information Make/Model - CESSNA 150F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number En	Model - CONTINENTAL O gines - 1 pe - RECIPROCATING er - 100 HP			installed/A all Warnir		
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF Method - N/A Completeness - N/A	Itinerary BRIEFING Last Depar SAME AS Destination	-	۵		Proximity PORT/STRIF	,	
Basic Weather - VMC Wind Dir/Speed- 170/009 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 25000 Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYL	Type of C1 Type Apch/		R R ATTERN GO	unway unway	Lth/Wid - Surface -	GRASS DRY	/TURF VEGETATION
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 35 Biennial Flight Current Months Since Aircraft Typ	Review - N/A Total - N/A Make/M	rtificate - Flight Ti - 17 odel- 17 ment- C	me (Ho	ours) Last 24 Last 30	Hrs - Days-	UNK/NR 2
Instrument Rating(s) - NO	١E						

----Narrative----

THE STUDENT PILOT HAD JUST RETURNED TO FLYING AFTER AN EXTENDED TIME. DURING THE APPROACH HE FAILED TO ADD CARBURETOR HEAT AND THE ENGINE FAILED WHEN POWER WAS ADDED. AUTOMOTIVE FUEL WAS BEING USED IN THE AIRCRAFT BUT THE STC HAD NOT BEEN COMPLIED WITH.

Brief of Accident (Continued) OKLAHOMA CITY,OK File No. - 919 8/30/88 A/C Reg. No. N6474F Time (Lcl) - 1900 CDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND з. LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND 4. INADEQUATE CERTIFICATION/APPROVAL, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - TREE(S) ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2

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

File No 870 9/05/88 MARIET	τα, οκ α/ο	A,OK A/C Reg. No. N9914			Time (Lcl) - 1430 CDT			
Basic Information Type Operating Certificate-NONE (GENERAL		raft Damage ROYED		Fatal	Injur Serious		None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire	E .	Crew Pass	0	1	0 0	0 0	
Aircraft Information Make/Model - CESSNA 172P Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4	Eng Make/Model - Number Engines - Engine Type - Rated Power -	1		S	Installed/A tall Warnin			
Environment/Operations Information Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poi FORT WORTH,TX	int		ON AIR	PORI			
Completeness - N/A	Destination			Airport D	ata			
Basic Weather - VMC	SAME AS ACC/INC				E CATFISH R	EST.		
Wind Dir/Speed- 300/006 KTS				Runway	Ident -	17		
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Flight Pla				Surface -		IRF	
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance Type Apch/Lndg		TTERN	Runway	Status -	DRY		
Personnel Information		·						
Pilot-In-Command	Age - 24	Medical Cer	tificate	e - VALID	MEDICAL-WA	IVERS/LIM	IIT	
Certificate(s)/Rating(s)	Biennial Flight Review		Fligh	t Time (H	ours)			
COMMERCIAL	Current - YES		-	363	Last 24		1	
SE LAND, ME LAND	Months Since - 16	Make/Moo	del-	147	Last 30	-	5	
	Aircraft Type - C-15	52 Instrume	ent-	39	Last 90	Davs-	5	

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT ELECTED TO LAND ON RWY 17 WITH WIND FROM 300 DEGREES AT 6 KNOTS. DURING THE SECOND GO-AROUND THE AIRPLANE'S LEFT WING STRUCK A TREE AT A POINT 30 FEET ABOVE THE GROUND AND THE AIRCRAFT ENDED UP INVERTED IN A PARKING LOT. PLT STATED HE HAD LANDED AT THIS AIRPORT ABOUT EIGHT TIMES PRIOR TO THE ACCIDENT.

File No. - 870 9/05/88 MARIETTA.OK A/C Reg. No. N99144 Time (Lc1) - 1430 CDT _____ _____ Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation GO-AROUND (VFR) Finding(s) 1. WEATHER CONDITION - TAILWIND 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 5. 6. OBJECT - TREE(S) 7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----

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

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

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Air	craft Damage			Iniur	ies	
				Fatal	Serious		None
Type of Operation -PERSONAL			Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NOI	NE	Pass	0	0	1	0
Accident Occurred During -LANDING		Fire Crew O O 1 NONE Pass O 0 1 ake/Model - LYCOMING IO-360-A3B6D ELT Installed/Activate - r Engines - 1 Stall Warning System - e Type - RECIP-FUEL INJECTED Power - 200 HP ON AIRPORT y Airport Proximity opace Runway Ident - 33 pace Runway Lth/Wid - 2400/ 5 f Flight Plan - IFR Runway Surface - ASPHALT f Clearance - VFR Runway Status - DRY pch/Lndg - FULL STOP Medical Certificate - VALID MEDICAL-NO WAIVERS/L1 ght Review Flight Time (Hours) - YES Total - 420 Last 24 Hrs - ince - 0 Make/Model - 44 Last 30 Days-					
Aircraft Information							
Make/Model - MOONEY M20J			0-A3B6D				
Landing Gear - TRICYCLE-RETRACTABLE				St	all Warnin	g Syste	m - YES
Max Gross Wt - 2740			ECTED				
No. of Seats - 4	Rated Power	- 200 HP					
Environment/Operations Information							
Weather Data	Itinerary						
Wx Briefing - NO RECORD OF BRIEFING	•	oint		ON AIRP	PORT		4
Method - N/A	SEATTLE, WA			1 /			
Completeness - N/A Basic Weather - VMC	Destination	c					
Wind Dir/Speed- LIGHT AND VARIABLE	SAME AS ACC/IN					33	
Visibility - 30.0 SM	ATC/Airspace						50
Lowest Sky/Clouds - CLEAR		lan - IFR					
Lowest Ceiling - NONE							
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP		-			
Precipitation - NONE							
Condition of Light - DUSK							
Personnel Information							
Pilot-In-Command	Age - 33					WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review						
PRIVATE	Current - YE	S Total		420	Last 24		0
SE LAND, ME LAND		Make/MO	del-	44	Last 30		
	Aircraft Type - PA	-44 Instrum	ent-	80	Last 90		
		MUITI-E	ng -	22	Rotorcr	art - 1	JNK/NR
Instrument Rating(s) - AIRPLANE							
Narrative							

File No 9	31 8/26/88	NEHALEM,OR	A/C Reg. No. N5813X	Time (Lcl) - 1930 PDT	-
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING	- IN FLIGHT			
2. PROPER TOUCHDOW	- DELAYED - PILOT	- PILOT IN COMMAND IN COMMAND			-
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATE	R		
Probable Cause					-
The National Transpo	rtation Safety Boa	rd determines that th	ne Probable Cause(s) of this accid	ent	

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

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

File No 979 9/29/88 HILL	SBORO,OR A/C Reg. No. N4758E			Т	ime (Lcl) -	1030 PDT	
-Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL AVIATION)	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injuri Serious O O	es Minor O O	None 1 0
-Aircraft Information Make/Model - CESSNA 185F Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3350 No. of Seats - 6	Number Engi	- RECIP-FUEL			Installed/Ac tall Warning		
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR 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	Type of Clea			ON AIR Airport Da PORTLA Runway Runway Runway	ata ND-HILLSBORO Ident - Lth/Wid - Surface -	30 6600/	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND Instrument Rating(s) - AIRPLANE		view -YES Tot -4 Mak -C-185F Ins	tal - i	t Time (H 2320 653 K/NR	ours) Last 24 Last 30	Hrs - Days- Days-	′LIMIT 3 10 15 0

----Narrative----

DURING LANDING ROLL THE AIRCRAFT VEERED TO THE RIGHT AND DEPARTED THE RUNWAY WHERE A GROUNDLOOP OCCURRED. THE WIND WAS CALM. NO EXPLANATION FOR THE LOSS OF CONTROL WAS GIVEN BY THE PLT.

File No 9	79 9/29/88	HILLSBORD,OR	A/C Reg. No. N4758E	Time (Lc1) - 1030 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - ROLL	- ON GROUND		
Finding(s) 1. DIRECTIONAL CON	TROL - NOT MAINTAI	NED - PILOT IN COMMAN	D	
Occurrence #2 Phase of Operation	ON GROUND COLLIS LANDING - ROLL	ION WITH TERRAIN/WATE	R	
Probable Cause				

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

File No 965 4/22/88	MONCKS CORNER, SC	A/C Reg. No. N9	4251	Time (Lcl) - 1000 EDT			
asic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage		Fatal	Injur	ies Minor	None
Type of Operation -INST Flight Conducted Under -14 C Accident Occurred During -DESC	FR 91	Fire NONE	Crew Pass	0	0 0	1 0	0
vircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number E	/Model - LYCOMING 0-2 ngines - 1 ype - RECIPROCATIN wer - 108 HP		S	Installed/A tall Warnir		
invironment/Operations Information leather Data Wx Briefing - NO RECORD OF I Method - N/A	Itinerary	rture Point SC			Proximity RPORT/STRIP	•	
Completeness - N/A Basic Weather - VMC	Destinatio		,	Airport D	ata		
Wind Dir/Speed- 270/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 25000 Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIG	Type of C Type Apch		-IN	Runway Runway	Lth/Wid - Surface -	N/A N/A N/A N/A	
Personnel Information Pilot-In-Command	Age - 20				MEDICAL-WA	IVERS/LIM	
Certificate(s)/Rating(s) STUDENT	Biennial Flight Current Months Sinc	- N/A Total			Last 24		2 33

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT COULD NOT LOCATE HER 1ST APRT DURING HER 1ST SOLO X-C FLT. SHE DETERMINED THAT SHE WAS SOUTH OF HER INTENDED 220 DEG COURSE. AFTER SEARCHING FOR THE ARPT FOR ABOUT 50 MIN, SHE THOUGHT SHE HAD LOCATED IT. AFTER UNSUCCESSFULLY ATTEMPTING TO OBTAIN APRT TRAFFIC ADVISORIES VIA UNICOM, SHE DECIDED TO DESCEND TO PATTERN ALT. SHE DID NOT RECALL THE APCH, BUT REMEMBERED BEING 10-15 FEET ABOVE TREES THINKING THAT SHE WAS GOING TO CRASH. THE ACFT COLLIDED WITH TREES OFF OF THE END OF A DRAG STRIP 8 MILES SOUTH OF THE INTENDED DESTINATION APRT. THE APRT AND DRAG STRIP WERE ORIENTED ON SIMILAR DIRECTIONAL BEARINGS. WINDS WERE FROM 270 DEGREES AT 10 TO 20 KNOTS DURING THE FLT. THERE WERE NO PRE-IMPACT MECHANICAL OR STRUCTURAL MALFUNCTIONS OR FAILURES REPORTED.

Brief of Accident (Continued) Time (Lc1) - 1000 EDT 4/22/88 A/C Reg. No. N94251 File No. - 965 MONCKS CORNER, SC LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation APPROACH Finding(s) 1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 5. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation APPROACH Finding(s) 7. OBJECT - TREE(S) _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

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

File No 844 5/01/88 GIL	BERT,SC	A/C Reg. No. N5085K Time (Lcl) - 1800 EDT				「
Basic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	-	Aircraft Damage SUBSTANTIAL Fire NONE	Fatal Crew O Pass O	Injur Serious O O		None 1 1
Accident Occurred During -LANDING			1400 0	Ũ	Ŭ	
Aircraft Information Make/Model - CESSNA 172N Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Engin	- RECIPROCATING-(T Installed/A Stall Warnir		
Environment/Operations Information		· · · · · · · · · · · · · · · · · · ·				
Weather Data	Itinerary			t Proximity		
Wx Briefing - NO RECORD OF BRIEFI			ON A	IRSTRIP		
Method - N/A	COLUMBIA,SC					
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	SAME AS ACC	/INC		BARRIER FIEL		
Wind Dir/Speed- 040/012 KTS			Runw	ay Ident -	23	
Visibility – 15.0 SM	ATC/Airspace			ay Lth/Wid -		
Lowest Sky/Clouds - 6500 FT SC				ay Surface -	GRASS/TL	JRF
	Type of Clear	ance - NONE	Runw	ay Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	g - TRAFFIC PA	TERN			
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 43	Madiaal Car	ificate - VAL			/1 T 84T T
Certificate(s)/Rating(s)	Riennial Flight Rev	iew	Elight Time	(Hours)	WAIVERS/	
PRIVATE	Current -	YES Total 3 Make/Mod	- 102	Last 24	Hrs -	1
SE LAND	Months Since -	3 Make/Mod	lei- 102	Last 30) Days-	0
	Aircraft Type -	YES Total 3 Make/Mod C-172 Instrume	ent- 5	Last 90	Days-	31
Instrument Rating(s) - NONE						

THE AIRPLANE OVERRAN RWY 23 DURING LDG AND NOSED OVER. THE PLT REPORTED THAT HE ATTEMPTED TO ABORT THE LDG AFTER INITIALLY LANDING LONG ON THE RWY. AS THE AIRPLANE BEGAN TO CLIMB HOWEVER, HE REALIZED THAT IT WOULD NOT CLEAR OBSTACLES LOCATED PAST THE END OF THE RWY. HE SUBSEQUENTLY ABORTED THE TAKEOFF AND LANDED AGAIN. THE AIRPLANE TOUCHED DOWN IN A WHEAT FIELD AT THE END OF THE RWY, WHERE THE NOSEWHEEL DUG INTO SOFT TERRAIN. A NEARBY WX OBSERVATION STATION REPORTED WINDS FROM 040 DEGREES AT 12 KTS, SHORTLY BEFORE THE ACCIDENT.

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A/C Reg. No. N5085K Time (Lcl) - 1800 EDT 5/01/88 GILBERT,SC File No. - 844 _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ Occurrence #1 OVERRUN Phase of Operation LANDING Finding(s) 1. WEATHER CONDITION - TAILWIND 2. WEATHER EVALUATION - POOR - PILOT IN COMMAND 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 5. GO-AROUND - DELAYED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Brief of Accident (Continued)

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

File No 970 5/18/88 FL	_ORENCE,SC A/	ICE,SC A/C Reg. No. N757VH Time (Lc1) - 1219 EDT				
Basic Information Type Operating Certificate-NONE (GEN Type of Operation -INSTRUCT) Flight Conducted Under -14 CFR 91	SUB IONAL Fire	raft Damage STANTIAL E Cre	w O	Injur Serious O O		None 1 0
Accident Occurred During -TAKEOFF						
-Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Engines -	RECIPROCATING-CARBU	S	Installed/A tall Warnin		
-Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 290/010 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 SAME AS ACC/INC Destination AUGUSTA,GA ATC/Airspace Type of Flight P1 Type of Clearance Type Apch/Lndg	an - NONE - NONE	ON AIR Airport D FLOREN Runway Runway Runway	ata ICE REGIONAL Ident - Lth/Wid - Surface -	27 6498/	150
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 35 Biennial Flight Review Current - N/A Months Since - N/A Aircraft Type - N/A	Fli - Total - Make/Model-	ght Time (H 50 50	ours) Last 24 Last 30	Hrs -	1

----Narrative----

THE ACCIDENT OCCURRED AS THE STUDENT PILOT WAS ATTEMPTING TO DEPART RWY 27. HE REPORTED THAT THE AIRPLANE BEGAN TO TURN TO THE LEFT AS HE INITIATED ROTATION. HE WAS UNABLE TO CORRECT THE TURN, AND HE ATTEMPTED TO ABORT THE TAKEOFF. THE AIRPLANE VEERED OFF OF THE LEFT SIDE OF THE RWY, OVERRAN AN EMBANKMENT, AND NOSED OVER. THE STUDENT PLT REPORTEDLY HAD 29 HRS OF PIC EXPERIENCE.

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File No. - 970 5/18/88 FLORENCE, SC A/C Reg. No. N757VH Time (Lcl) - 1219 EDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - ABORTED Finding(s) 4. TERRAIN CONDITION - DOWNHILL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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

Basic Information									
Type Operating Certificate-NONE (GENER	AL AVIATION)	VIATION) Aircraft Damage			Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	or None		
Type of Operation -INSTRUCTION	AL	Fire	Crew	0	0	0	1		
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0		
Accident Occurred During -LANDING									
Aircraft Information									
Make/Model - PIPER PA-38-112	Eng Mak	e/Model - LYCOMING 0-2	235	ELT	Installed/#	ctivateo	- YES/YE		
Landing Gear - TRICYCLE-FIXED	Number	Number Engines - 1			Stall Warning System - YES				
Max Gross Wt - 1670	Engine	Type - RECIPROCATIN	IG-CARBURE	TOR					
No. of Seats - 2	Rated F	ower - 112 HP							
Environment/Operations Information									
Weather Data Itinerary				Airport	Proximity				
Wx Briefing - FSS		arture Point	-						
Method - TELEPHONE	ATHENS								
Completeness - UNK/NR	Destinati	on		Airport D					
Basic Weather - VMC SAME		S ACC/INC		MCCORMICK CO.					
Wind Dir/Speed- 020/004 KTS				Runway	Ident -	· 36			
Visibility - 15.0 SM	ATC/Airspa	ce			Lth/Wid -		75		
Lowest Sky/Clouds - CLEAR		Flight Plan - VFR			Surface -				
Lowest Ceiling – NONE		Type of Clearance - VFR			Status -	- DRY			
Obstructions to Vision- NONE	Туре Арс	h/Lndg - TRAFFIC	PATTERN						
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information				<i>,</i> .					
Pilot-In-Command	Age - 19								
Certificate(s)/Rating(s)					ht Time (Hours)				
STUDENT	Current	- N/A Total	- Model- rument-	49	Last 24	Hrs -			
	Months Sir	ice – N/A – Make/	Model-	15	Last 30) Days- Ul	NK/NR		

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT WAS ON HER SECOND SOLO CROSS COUNTRY FLIGHT. SHE HAD DEPTD DONALDSON CENTER NEAR GREENVILLE, SC AND HAD FLOWN TO ATHENS, GA WHERE SHE HAD COMPLETED A TOUCH AND GO LANDING. SHE THEN PROCEEDED TO MCCORMICK, SC AND FLEW OVER THE AIRPORT TO CHECK THE WINDSOCK. IT WAS FAVORING RWY 36. WHEN SHE WAS ON EITHER BASE OR FINAL SHE STATED THAT THE WIND WAS "SWITCHING AROUND". SHE FLEW A NORMAL FINAL USING THE SLIP METHOD TO CORRECT FOR DRIFT. AT TOUCHDOWN SHE STATED THAT THE AIRPLANE TOUCHED DOWN HARD ON ALL THREE WHEELS AND THE NEXT THING SHE KNEW THE AIRPLANE HAD COME TO STOP ON ITS NOSE. THE STUDENT HAD ABOUT 15 HOURS IN THE AIRPLANE AT THE TIME, OF WHICH 5 HOURS WERE SOLO.

File No. - 903 6/10/88 MCCORMICK.SC A/C Reg. No. N2609G Time (Lcl) - 1715 EDT ______ HARD LANDING Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AIRSPEED - INADEQUATE - PILOT IN COMMAND 2. FLARE - MISJUDGED - PILOT IN COMMAND 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. LANDING GEAR, NOSE GEAR - OVERLOAD _____ ----Probable Cause----100000

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					Injuries				
	DESTRO		Fatal	Serious		None			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire	Crew	0	1	0	0			
Accident Occurred During -DESCENT	NONE	Pass	0	1	0	0			
Aircraft Information Make/Model - AERONCA 0-58B	Eng Neke (Nedel)		 C T						
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	INTINENTAL A65-8		Installed/A tall Warnin					
Max Gross Wt - 1260		CIPROCATING-CARBURE		tari warnin	y system	II - NU			
No. of Seats - 2	Rated Power -	65 HP	IOK						
Environment/Operations Information									
Weather Data	Itinerary		Airport	Proximity					
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT						
Method - N/A	SAME AS ACC/INC								
Completeness - N/A	Destination		Airport Data						
Basic Weather - VMC	LOCAL		NEWBERRY CO.						
Wind Dir/Speed- UNK/NR			Runway	Ident -	22				
Visibility - 10.0 SM	ATC/Airspace		Runway		3500/				
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE				ASPHAL	Г			
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY				
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE							
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age ~ 44	Medical Certificat		MEDICAL-WA	TVERS/L	тмтт			
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (Hours)						
PRIVATE	Current - YES	Total -	571		Hrs -	2			
SE LAND	Months Since - 4					-			
	Aircraft Type - UNK/NF	•							
						•			

----Narrative----

THE PILOT RELATED THAT HE HAD BEEN FLYING AROUND THE LOCAL AREA MAKING LANDINGS AT VARIOUS AIRPORTS FOR ABOUT 1 1/2 HOURS. HE RETURNED TO THE DEPARTURE AIRPORT AND MADE A FULL STOP LANDING. HIS 12 YEAR OLD SON REQUESTED THAT HE MAKE ANOTHER TAKEOFF AND LANDING. AFTER TAXI BACK, HE MADE A TAKEOFF AND, AT A LOW ALTITUDE, INITIATED A STEEP CLIMBING TURN TO THE LEFT. HE STATED THAT THE AIRPLANE STALLED AND CRASHED INTO THE HANGAR ROOF. HE AND HIS SON SUSTAINED SERIOUS INJURIES. THERE WAS NO FIRE.

File No 984	6/21/88	NEWBERRY,SC	A/C Reg. No	. N47190	Time (Lcl) - 1730 EDT
currence #1 LO hase of Operation T					
nding(s) 1. MANEUVER - ABRUPT 2. AIRSPEED - INADEQUJ 3. STALL/SPIN - INADVI	ATE - PILOT IN				
currence #2 IN mase of Operation D					
nding(s)	NONRESIDENTIAL)				

The National Transportation Safety is/are finding(s) 1,2

Brief of Accident

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage	2		Injuries		
·);		SUBSTANTIAL	-	Fatal		nor	None
Type of Operation -PERSONA		Fire	Crew	0	0		0
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 182	Eng Make	Model - CONTINENT	L 0-470-1		nstalled/Activ		
Landing Gear - TRICYCLE-FIXED		ig inico i			all Warning Sy	stem -	YES
Max Gross Wt - 2550		/pe - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 4	Rated Pov	ver - 230 HP					
Environment/Operations Information	=-						
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRI		rture Point		OFF AIF	PORT/STRIP		
Method - N/A	FLORENCE						
Completeness - N/A	Destination			Airport Da	ita		
Basic Weather - VMC Wind Dir/Speed- 006/006 KTS	ALLENDAI	_E,SC		Bunway	Ident ~ N/A		
Visibility - 6.0 SM	ATC/Airspace	2			Lth/Wid ~ N/A		
Lowest Sky/Clouds - N/A	Type of F	light Plan - VFR			Surface - N/A		
Lowest Ceiling - 1900 FT	OVERCAST Type of C	learance - NONE			Status - N/A		
Obstructions to Vision- NONE	Type Apch	[/] Lndg - FORCED	LANDING	-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 62	Medica Review	Certificat		MEDICAL-NO WAI	VERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	nt Time (Ho			
PRIVATE	Current	- YES Tot	tal -	1035	Last 24 Hrs	5 -	4
SE LAND	Months Since	e - 12 Mak	(e/Model-	461	Last 30 Day	/5-	5
	Aircraft ly	e - 12 Mak be - C-182 Ins Mul	strument-	101	Rotorcraft	/5-	6 0
		MU	iti-Eng -	U	ROLOPCPATI	-	0
Instrument Rating(s) - NONE							

FROM THE CAMSHAFT GEAR HAD FAILED IN FATIGUE. THE TACHOMETER INDICATED THAT THE AIRPLANE HAD BEEN OPERATED 89 HOURS

SINCE THE ENGINE WAS OVERHAULED IN 1981.

BAMBERG,SC POWER(TOTAL) - MECH F URE,PARTIAL A - FATIGUE		Time (LCl) - 1005 EDT
URE,PARTIAL 2 - FATIGUE	FAILURE/MALF	
R - FATIGUE		
GENCY		
RE/TOUCHDOWN		
•	E/TOUCHDOWN	

is/are finding(s) 1,2

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-Basic Information						
Type Operating Certificate-NONE (GENERAL		raft Damage		Injuri		
		STANTIAL	Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL		-	rew O	0	1	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NON	E P	ass O	0	0	0
-Aircraft Information						
Make/Model - HUGHES 269A		LYCOMING HD-360-C		Installed/Ac		
Landing Gear - SKID Max Gross Wt - 1550	Number Engines - Engine Type -	RECIPROCATING-CAR		Stall Warning	System	~ NU
No. of Seats - 2	0 11	180 HP	DURETUR			
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po		OFF A	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport [Data		
Basic Weather - VMC	LOCAL		_			
Wind Dir/Speed- UNK/NR					N/A	
Visibility - 20.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Pl				N/A	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	/ Status - I	N/A	
Precipitation - NONE	Type Apch/ Lhug	FULL STOP				
Condition of Light - DAYLIGHT		FULL STOP				
-Personnel Information Pilot-In-Command	Age - 32	Medical Certif	icate - VALTI		WATVEDS/	
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (WAIVERS/	
COMMERCIAL, CFI	Current - YES		- 1184	Last 24	Hrs -	8
SE LAND	Months Since - 4	Make/Model		Last 30		165
HELICOPTER	Aircraft Type - UNK			Last 90		372
	2.	Multi-Eng	- 11			834
Instrument Rating(s) - NONE						

THE INSTRUCTOR PILOT REPORTED THAT THEY WERE CONDUCTING AUTOROTATION TRAINING. DURING AN AUTOROTATION THE CREW DELAYED INITIATING THE POWER RECOVERY. THE HELICOPTERS STRUCK THE GROUND CAUSING SUBSTANTIAL DAMAGE. THE PILOTS DID NOT REPORT EXPERIENCING A SYSTEM PROBLEM OR MALFUNCTION. THE STUDENT PLT HAD NO PREVIOUS EXPERIENCE IN THIS MAKE & MODEL. HIS TOTAL HELICOPTER TIME WAS 45 HRS WITH 21 AS PIC.

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Brief of Accident (Continued) File No. - 978 9/05/88 A/C Reg. No. N8823F Time (Lcl) - 1400 EDT SALUDA, SC Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. AUTOROTATION - PERFORMED -2. FLARE - IMPROPER - DUAL STUDENT 3. THROTTLE/POWER CONTROL - DELAYED - DUAL STUDENT 4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) ----Probable Cause----

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

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

_ 14/*

Basic Information Type Operating Certificate-NONE (GENER)	AL AVIATION)	Aircraft Damage	e		Injur	ies	
		DESTROYED		Fatal	Serious		None
Type of Operation -INSTRUCTION		Fire	Crew	0	2	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
 Aircraft Information	· · · · · · · · · · · · · · · · · · ·						
Make/Model - CESSNA 150L	Eng Make/M	odel - CONTINENT	AL 0-200-A	FLT	Installed/A	ctivated -	VES/VE
Landing Gear - TRICYCLE-FIXED	Number Eng				tall Warnin		
Max Gross Wt - 1600		e - RECIPROCA	TING-CARBURE			g e, e e e e	
No. of Seats - 2	Rated Powe	r - 100 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	Last Depart	ure Point			RPORT/STRIP		
Method - TELEPHONE	KNOXVILLE						
Completeness - WEATHER NOT PERTINEN	T Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL				CREEK		
Wind Dir/Speed- 030/008 KTS				Runway	Ident -	2 2	
Visibility - 15.0 SM	ATC/Airspace			Runway	Lth/Wid -	2100/ 1	16
Lowest Sky/Clouds - UNK/NR	Type of Fli	ght Plan - NONE		Runway	Surface -	GRASS/TUR	۲F
Lowest Ceiling - 9000 FT BROK	KEN Type of Cle	arance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - FORCEI	D LANDING				
Precipitation - NONE		5					
Condition of Light - DAYLIGHT							
 Personnel Information							
Pilot-In-Command	Age - 44	Medica	1 Certificat	e - VALTD	MEDICAL-WA	TVERS/LIMI	т
Certificate(s)/Rating(s)	Biennial Flight R	eview				,,	
COMMERCIAL, CFI	Biennial Flight R Current	- YES To	tal -	2127	Last 24	Hrs -	1
SE LAND	Months Since	- UNK/NR Mai - C-182 In:	ke/Model-	1021	Last 30	Days- UNK	
	Aircraft Type	- C-182 In	strument-	130	Last 90	Days-	
		Mu	lti-Eng - UN	K/NR	Rotorcr	aft - UNK	
			J	-			• • • •

----Narrative----

THE CFI REPORTED THAT THE DAY'S INSTRUCTION WAS ORIGINALLY INTENDED TO BE A DUAL CROSS-COUNTRY FOR THE UNCERTIFICATED STUDENT. DUE TO WEATHER, IT WAS CANCELLED AT THE LAST MINUTE. RATHER THAN NOT FLY AT ALL, IT WAS DECIDED TO STAY AT THE PRIVATE GRASS STRIP AND MAKE TAKEOFFS AND LANDINGS. TWO TAKEOFFS AND LANDINGS HAD BEEN COMPLETED SUCCESSFULLY. AFTER THE THIRD TAKEOFF AT ABOUT 300 FEET AGL, THE ENGINE LOST POWER "LIKE RETARDING THE THROTTLE". THE CFI ASSUMED CONTROL OF THE AIRPLANE AT THE NORTHEAST END OF AN ABANDONED GRASS STRIP. THE CFI STATED THAT HE WAS TRYING TO STRETCH HIS GLIDE TO REACH THE STRIP AND THE AIRPLANE STRUCK TREES DURING THE TURN TO LAND TO THE NORTHEAST. THE ENGINE HAD AN INTERNAL STRUCTURAL FAILURE. THE ACFT HAD FLOWN 23 HOURS SINCE THE ANNUAL AND 100 HOUR INSPECTIONS. DURING POST ACC ENG TEARDOWN IT WAS NOTED THAT THE ROCKER ARM SHAFT BOSSES ON #3 CYL WERE FRACTURED. THE TOP RING ON #3 PISTON WAS BROKEN ALSO. ONE BOSS ON THE #2 CYL WAS SEPARATED BUT THE VALVES FUNCTIONED.

File No. - 917 4/25/88 KNOXVILLE, TN A/C Reg. No. N1491Q Time (Lc1) - 1500 EDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ENGINE ASSEMBLY, ROCKER ARM/TAPPET - FRACTURED 2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL 3. EXHAUST SYSTEM, MANIFOLD - LOOSE 4. MAINTENANCE, OVERHAUL, MAJOR - IMPROPER - OTHER MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - EMERGENCY - 10 Finding(s) 5. OBJECT - TREE(S) _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Brief of Accident (Continued)

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

-Basic Information Type Operating Certific	ate-NONF (GENERAL AVIATION)	Aircraft D	amage			Injur	ies	
			NONE	allage	Fata	al Se	rious		None
Type of Operation	-PERSON		Fire		-	0	0	0	1
Flight Conducted Under			NONE	Pa	ISS (0	1	0	0
Accident Occurred Durir	ig -LANDIN	IG 						`	
Aircraft Information									
	BALLOON A55		ke/Model - N/A		l			ctivate d	
Landing Gear - N/A			Engines - N/A			Stall	Warnin	ng System	- NO
Max Gross Wt - 1500 No. of Seats - UNK/NR		Rated F	Type - N/A Power - N/A						
-Environment/Operations Ir	formation-								
Weather Data		Itinerary				ort Prox			
Wx Briefing - FSS Method - TELEP	HONE		Darture Point ALL CO,MS		UF	F AIRPOR	1/21811	•	
Completeness - UNK/N		Destinati			Airpo	rt Data			
Basic Weather - VMC		LOCAL				e bata			
Wind Dir/Speed- 230/C	04 KTS				Ru	nway Ide	nt ·	N/A	
Visibility - 10.		ATC/Airspa			Rui	nway Lth	/Wid ·	• N/A	
Lowest Sky/Clouds -								• GRASS/TL	IRF
Lowest Ceiling -			Clearance - N		Ru	nway Sta	tus ·	- DRY	
Obstructions to Visio		Туре Арс	ch/Lndg - F	ULL STOP					
Precipitation Condition of Light		T							
	- DATLIGF								
-Personnel Information									
Pilot-In-Command Certificate(s)/Rating(-)	Age - 38 Disputiel Elist	Me	dical Certifi					
PRIVATE	S)	Biennial Fligh Current	- YES	Total -	ight Tim		•	Hrs - UN	
FRIVAIL		Months Sir	nce - 7	Make/Model-	48				•
FREE BALLOON		Aircraft 1	vpe - ADAMS55	Instrument-	0				22
FREE BALLOON	s) – NONE	Months Sir Aircraft 1	nce - 7 Type - ADAMS55	Make/Model- Instrument-	48 0	-) Days-) Days-	15 22

File No 983	6/29/88	COLLIERVILLE, TN	A/C Reg. No. N9807N	Time (Lc1) - 0730 CDT
	FLIGHT COLLIS NDING - FLARE/	ION WITH TERRAIN/WATER TOUCHDOWN		
inding(s) 1. CLEARANCE - MISJUD(FD - PTINT TN	COMMAND		
2. BALLOON EQUIPMENT,	ASKET - DUMPED			
3. TERRAIN CONDITION - 4. MISC EQPT/FURNISHIN		LACK OF		

. . .

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

File No 937 8/22/88 DANCY	(VILLE,TN	A/C Reg. No. M	16783K	Time	(Lc1) -	1200 CDT	
Basic Information Type Operating Certificate-AGRICULTURAL	_ AIRCRAFT	Aircraft Damage			Injur	ies	
		DESTROYED	F	atal S	erious	Minor	None
Type of Operation -AERIAL APPLI	CATION	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 137		NONE	Pass	0	0	0	0
Accident Occurred During -MANEUVERING							
Aircraft Information							
Make/Model - GRUMMAN G-164B	Eng Make/Moo	le1 - P&W R-1340-	14BAN1	ELT Ins	talled/Ad	ctivated -	- NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engir	ies - 1			1 Warning	g System –	- YES
Max Gross Wt - 6075	Engine Type	- RECIPROCATI	NG-CARBURETOR	ર			
No. of Seats - 1	Rated Power						
Environment/Operations Information			~ _ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~				
Weather Data	Itinerary		Δi	irport Pro	ximitv		
Wx Briefing - NO RECORD OF BRIEFING		e Point		OFF AIRPO			
Method - N/A	BROWNSVILLE			OFF AIR O	KI/ JIKI		
Completeness - N/A	Destination	,	۸ir	port Data			
Basic Weather - VMC	LOCAL			por c bucu			
Wind Dir/Speed- 090/003 KTS	EGOAL			Runway Id	ent -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Runway Lt		N/A	
Lowest Sky/Clouds - CLEAR	Type of Fligh	t Plan - NONF		Runway Su			
Lowest Ceiling - NONE	Type of Clear			Runway St		N/A	
Obstructions to Vision- NONE	Type Apch/Lnd			Runnay St	atub		
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 55	Madiaal	Certificate -				r -
Certificate(s)/Rating(s)	Biennial Flight Rev		Flight 1			LVERS/LIMI	
COMMERCIAL	Current -		al - 458			Hrs -	2
SE LAND	Months Sinco -	14 Make				Days- UNH	
SE LAND	Ainchaft Type	14 Make PA-28 Inst	Model- 316 rument- UNK/N			Days- UNF Days-	
	Allenatt Type -		i-Eng - UNK/N			aft - UNK	
			I-Eng - UNK/I	NK	RULUPUP		
Instrument Rating(s) - NONE							
E PLT HAD ABOUT COMPLETED EMPTYING HIS HOPP		TCATTON EL TOUT					
ARTED SMOKING NEAR THE END OF A SWATH RUN.						- TNI	
IE OPEN FIELD. SMOKE OBSCURED HIS VISION DU							
E GROUND. SUBSEQUENT EXAMINATION OF THE EN							
E ENGINE OIL HAD ESCAPED. THE ENGINE HAD E							
THE ENGINE LOGBOOK.	AFERIENCED A FRUPELL	EN SININE PRIOR	IU INC PREVIL	JUJ UVERHA	UL ACCURI	JING	
THE ENGLINE LUGDUUK.							

Brief of Accident (Continued)

File No. - 937 8/22/88 DANCYVILLE, TN A/C Reg. No. N6783K Time (Lc1) - 1200 CDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. ENGINE ASSEMBLY, CRANKCASE - FRACTURED 2. MAINTENANCE, OVERHAUL, MAJOR - INADEQUATE - OTHER MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. FUSELAGE, CREW COMPARTMENT - SMOKE Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY) Finding(s) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND 4. ----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

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Brief of Accident

File No 809 2/21/88 CANYO	N LAKE,TX A/C	Reg. No. N5539Z		Time (Lcl)	- 1700 C	ST
Basic Information Type Operating Certificate-NONE (GENERA		aft Damage			uries	
		TANTIAL	Fatal			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire		rew O	0		•
Accident Occurred During -DESCENT	NONE	Pa	ass O	0	_ 1	0
Aircraft Information Make/Model - HODGES CONDOR III +2	Eng Make/Model - I	KAWASAKT TA-4400	C T	Inctalled	(Activate)	
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warn		
Max Gross Wt - 200	Engine Type - I			Starr Warn	ing syste	
No. of Seats - 2	Rated Power -					
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt	ON AI	RSTRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 240/010 KTS			Runwa	y Ident	- 20	
Visibility – 20.0 SM	ATC/Airspace			y Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			y Surface		TURF
Lowest Ceiling - NONE	Type of Clearance		Runwa	y Status		
Obstructions to Vision- NONE	Type Apch/Lndg	- TOUCH AND GO			SOFT	
Precipitation - NONE		FORCED LANDING	3			
Condition of Light - DAYLIGHT						
Personnel Information					·	
Pilot-In-Command	Age - 39	Medical Certifi			WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (-		
PRIVATE	Current - YES Months Since - 7	Total -	920		24 Hrs -	1
SE LAND, ME LAND	Months Since - 7	Make/Model-	- 3	Last	30 Days-	
	Aircraft Type - UNK/	NR Instrument-	- 161	Last	90 Days-	12
		Multi-Eng -	240			
Instrument Rating(s) - AIRPLANE						

WAS 50 FEET IN THE AIR WHEN THE ENGINE QUIT. THE PILOT STATED IN HIS REPORT, "WE SUSPECT A KILL SWITCH WAS INADVERTENTLY TOUCHED AND THIS WAS CAUSE OF UNTIMELY LOSS OF POWER.

File No 809 2/21/88 CANYON LAKE,TX A/C Reg. No. N5539Z Time (Lcl) - 1700 CST	
Occurrence #1 LOSS OF ENGINE POWER Phase of Operation TAKEOFF - INITIAL CLIMB	
Finding(s) 1. IGNITION SYSTEM,IGNITION SWITCH - SWITCHED OFF	
Occurrence #2 HARD LANDING Phase of Operation DESCENT	
Probable Cause	

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

Brief of Accident

File No 873 4/01/88 HEN	RIETTA,TX	A/C Reg. N	o. N8553P	T	ime (Lcl) -	0852 CS	T
asic Information Type Operating Certificate-NONE (GENE Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	RAL AVIATION)	Aircraft Dam DESTROYED Fire NONE	age Crew Pass	/ 1	Injur Serious O O	Minor	None 0 0
Accident Occurred During -TAKEOFF							
ircraft Information Make/Model - PIPER PA-24-260 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3200 No. of Seats - 4	Number Er	Model - LYCOMIN ngines - 1 pe - RECIP-F rer - 260	UEL INJECTED		Installed/A tall Warnin		
nvironment/Operations Information							
eather Data	Itinerary				Proximity		
Wx Briefing - FSS		ture Point		OFF AI	RPORT/STRIP		
Method - TELEPHONE	SAME AS	,					
Completeness - FULL	Destination			Airport D			
Basic Weather - IMC	DEMING, N	IM		PIERCE			
Wind Dir/Speed- 240/018 KTS					Ident -		
Visibility - 4.000 SM	ATC/Airspace				Lth/Wid -	•	-
	Type of Fi				Surface -		
Lowest Ceiling - 400 FT OVI				Runway	Status -	WEI	
Obstructions to Vision- FOG	Type Apch/	'Lndg - NON	E				
Precipitation - RAIN	<i>,</i>						
Condition of Light - DAYLIGHT							
ersonnel Information		•• ! *					
Pilot-In-Command	Age - UNK/NR		cal Certifica			IVERS/LI	MII
Certificate(s)/Rating(s)	Biennial Flight Current			ht Time (H			
COMMERCIAL,CFI SE LAND			Total -				•
JE LANU			Make/Model-				
	A nonart Typ		Instrument- Multi-Eng -			Days- aft -	

----Narrative----

THE PLT WAS GIVEN A PRE-FLT WX BRIEFING BY A FSS BRIEFER. HE RCVD A FULL & THOROUGH BRIEFING, EXCEPT THE BRIEFER DID NOT HAVE AN OPNL WX RADAR SET AVAILABLE. THE PLT WAS ADZD OF A LINE OF THUNDERSTORMS (TSTMS) TO THE SOUTHWEST, MOVING EAST AT 20 KTS. HE WAS ALSO GIVEN A PIREP CONCERNING A TSTM 20 MI SOUTH OF WICHITA FALLS (SW OF HENRIETTA), RPRTDLY MOVING NORTH. WITNESSES SAID THE ACFT TOOK OFF DOWNWIND, HAD DIFFICULTY GETTING AIRBORNE, THEN MADE AN ABRUPT RGT TURN INTO A LOW CEILING. SHORTLY THEREAFTER, A WITNESS SAW IT COME OUT OF THE CLOUDS & CRASH APRX 1-1/2 MI SOUTHEAST OF THE ARPT. IMPACT OCCURRED IN A STEEP LEFT WING DOWN, SLIGHTLY NOSE LOW, ATTITUDE. NO PREIMPACT PART FAILURE/MALFUNCTION WAS FND. A WITNESS SAID THAT JUST BFR TAKEOFF, THERE WAS A HVY DOWNPOUR OF RAIN WITH SMALL HAIL, LIGHTNING & THUNDER. THERE WERE INDCNS THE PLT WAS HURRYING TO DEPART BFR A CLNC VOID TIME OF 0900 CST. HE TOOK OFF ABT 8 MIN BFR THE VOID TIME. ACCORDING TO SPECS, THE ATTITUDE INDICATOR WOULD HAVE NEEDED A 3 MIN SPIN-UP TIME TO ACHIEVE ITS RATED PERFORMANCE. Brief of Accident (Continued)

File No 8	4/01/88	HENRIETTA,TX	A/C Reg. No. N8553P	Time (Lc1) - 0852 CST
	LOSS OF CONTROL - TAKEOFF - INITIAL			
2. SELF-INDUCE 3. FLIGHT INTO KNO 4. WEATHER CONDITI 5. WEATHER CONDITI	ON - LOW CEILING ON - THUNDERSTORM,LE ON - UNFAVORABLE WIN ON - RAIN	N COMMAND INITIATED - PILOT IN CO VEL II	DMMAND	
	IN FLIGHT COLLISIO DESCENT - UNCONTRO	N WITH TERRAIN/WATER LLED		
Probable Cause			· · · · · · · · · · · · · · · · · · ·	
The National Transpo is/are finding(s)		determines that the Pro	bable Cause(s) of this accid	ent

is/are finding(s) 1,3

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

Brief of Accident

File No 807 4/18/88 ANGLE	Γ ΟΝ ,ΤΧ	A/C Reg.	No. N6915	T 	ime (Lc1) -	1900 CDT	
Basic Information Type Operating Certificate-NONE (GENERAL	_ AVIATION)	Aircraft Da DESTROYED	mage	Fatal	None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass		0 0	0 0	0 0
Aircraft Information Make/Model - CURTIS BABY GREAT LAKES Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 850 No. of Seats - 1	Number	e/Model - CONTIN Engines - 1 Type - RECIPR ower - 65		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/012 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME A Destinati LAKE J ATC/Airspa Type of Type of	on ACKSON,TX	INE	ON AIR Airport D BAILES Runway Runway Runway	ata	3855/ GRASS/TU	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		t Review	Total - Make/Model-	ht Time (H 1290	lours) Last 24 Last 30		5

Instrument Rating(s) - NONE

----Narrative----

SHORTLY AFTER LIFTOFF, THE ACFT WAS OBSERVED TO ENTER A RT BANK AND THEN A LEFT BANK TO A COURSE PARALLEL TO THE T/O RWY. IT WAS SUBSEQUENTLY OBSERVED TO ENTER A LEFT TURN WHICH STEEPENED AND THE ACFT NOSED OVER UNTIL GROUND IMPACT. ORIGINAL TURN WAS EXECUTED AT ABOUT 150' AGL. ACFT STRUCK THE GROUND IN A NOSE LOW, LEFT WING DOWN ATTITUDE. NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION. NOR WAS THERE ANY EVIDENCE OF PLT INCAPACITATION FOUND DURING THE SUBSEQUENT AUTOPSY AND TOXICOLOGY STUDIES.

Brief of Accident (Continued) File No. - 807 4/18/88 ANGLETON, TX A/C Reg. No. N6915 Time (Lc1) - 1900 CDT Occurrence #1 ABRUPT MANEUVER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. MANEUVER - ATTEMPTED - PILOT IN COMMAND 2. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND _____ Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND 4. STALL - UNCONTROLLED - 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

Flight Conducted Under -14 CFR 91 NONE P Accident Occurred During -LANDING P -Aircraft Information Make/Model - CONTINENTAL TSIO- Make/Model - PIPER PA-28-201T Eng Make/Model - CONTINENTAL TSIO- Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Max Gross Wt - 3000 Engine Type - RECIP-FUEL INJECT No. of Seats - 4 Rated Power - 200 HP	ED Airpor ON A Airport SHAL	Serious O O T Installed, Stall Warn t Proximity IRPORT Data	0 0 Activateo	
Flight Conducted Under -14 CFR 91 NONE P Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-28-201T Eng Make/Model - CONTINENTAL TSIO- Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Max Gross Wt - 3000 Engine Type - RECIP-FUEL INJECT No. of Seats - 4 Rated Power - 200 HP Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 150/020 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Obstructions to Vision-NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FULL STOP	ASS O BGO EL ED Airpor ON A Airport SHAL	O T Installed, Stall Warn t Proximity IRPORT Data	O Activatec	0 - YES-UNK
Accident Occurred During -LANDING -Aircraft Information Make/Model - PIPER PA-28-201T Eng Make/Model - CONTINENTAL TSIO- Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Max Gross Wt - 3000 Engine Type - RECIP-FUEL INJECT No. of Seats - 4 Rated Power - 200 HP -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 150/020 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Destructions to Vision-NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FULL STOP	360 EL ED Airpor ON A Airport SHAL	T Installed, Stall Warn t Proximity IRPORT Data	/Activatees	
 Aircraft Information Make/Model - PIPER PA-28-201T Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3000 No. of Seats - 4 Engine Type - RECIP-FUEL INJECT No. of Seats - 4 Rated Power - 200 HP -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 150/020 KTS Visibility - 15.0 SM Lowest Sky/Clouds - N/A Lowest Sky/Clouds - N/A Destination Dostructions to Vision- NONE Precipitation - NONE 	ED Airpor ON A Airport SHAL	Stall Warn t Proximity IRPORT Data		
Make/Model- PIPER PA-28-201TEng Make/Model- CONTINENTAL TSIO-Landing Gear- TRICYCLE-RETRACTABLENumber Engines1Max Gross Wt- 3000Engine Type- RECIP-FUEL INJECTNo. of Seats- 4Rated Power- 200 HP-Environment/Operations InformationItineraryWeather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/ADestinationBasic Weather- VMCSAME AS ACC/INCWind Dir/Speed-150/020 KTSType of Flight PlanLowest Sky/Clouds- N/AType of ClearanceLowest Ceiling- 25000 FT OVERCASTType Apch/LndgObstructions to VisionNONEType Apch/LndgPrecipitation- NONEFULL STOP	ED Airpor ON A Airport SHAL	Stall Warn t Proximity IRPORT Data		
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Max Gross Wt - 3000 Engine Type - RECIP-FUEL INJECT No. of Seats - 4 Rated Power - 200 HP 	ED Airpor ON A Airport SHAL	Stall Warn t Proximity IRPORT Data		
Max Gross Wt-3000Engine Type-RECIP-FUEL INJECTNo. of Seats-4Rated Power-200 HP-Environment/Operations InformationItineraryWeather DataItineraryWx Briefing-NO RECORD OF BRIEFINGLast Departure PointMethod-N/AABILENE,TXCompleteness-N/ADestinationBasic Weather-VMCSAME AS ACC/INCWind Dir/Speed-150/020 KTSType of Flight Plan - NONELowest Sky/Clouds-N/AType of ClearanceLowest Ceiling-25000 FT OVERCASTType of ClearanceObstructions to Vision-NONEType Apch/Lndg-Precipitation-NONEFULL STOP	Airpor ON A Airport SHAL	t Proximity IRPORT Data	ing System	- YES
No. of Seats -4Rated Power -200 HP-Environment/Operations Information Weather DataItineraryWx Briefing -NO RECORD OF BRIEFING Method -Last Departure Point ABILENE,TX DestinationMethod -N/AABILENE,TX DestinationMethod -N/ADestination SAME AS ACC/INCWind Dir/Speed-150/020 KTS Visibility -15.0 SM Type of Flight Plan - NONELowest Sky/Clouds -N/AType of Flight Plan - NONE Type Apch/Lndg -Obstructions to Vision-NONEType Apch/Lndg -STRAIGHT-IN FULL STOP	Airpor ON A Airport SHAL	IRPORT Data		
Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A ABILENE,TX Completeness - N/A Destination Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- 150/020 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FULL STOP	ON A Airport SHAL	IRPORT Data		
Weather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/AABILENE,TXCompleteness- N/ADestinationBasic Weather- VMCSAME AS ACC/INCWind Dir/Speed-150/020 KTSVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- N/AType of Flight Plan - NONEDestructions to Vision-NONEType of ClearancePrecipitation- NONEFULL STOP	ON A Airport SHAL	IRPORT Data		
Wx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/AABILENE,TXCompleteness- N/ADestinationBasic Weather- VMCSAME AS ACC/INCWind Dir/Speed-150/020 KTSVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- N/AType of Flight Plan - NONEObstructions to Vision-NONEType Apch/LndgPrecipitation- NONEFULL STOP	ON A Airport SHAL	IRPORT Data		
Method- N/AABILENE,TXCompleteness- N/ADestinationBasic Weather- VMCSAME AS ACC/INCWind Dir/Speed-150/020 KTSVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- N/AType of Flight Plan - NONELowest Ceiling- 25000 FT OVERCASTType of ClearanceObstructions to Vision-NONEType Apch/LndgPrecipitation- NONEFULL STOP	Airport SHAL	Data		
Completeness- N/ADestinationBasic Weather- VMCSAME AS ACC/INCWind Dir/Speed-150/020 KTSVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- N/AType of Flight Plan - NONELowest Ceiling- 25000 FT OVERCASTType of ClearanceObstructions to Vision-NONEType Apch/LndgPrecipitation- NONEFULL STOP	SHAL			
Basic Weather- VMCSAME AS ACC/INCWind Dir/Speed-150/020 KTSVisibility-Lowest Sky/Clouds-N/AType of Flight Plan - NONELowest Ceiling-25000 FT OVERCASTType of ClearanceObstructions to Vision-NONEPrecipitation-NONEFULL STOP	SHAL			
Wind Dir/Speed- 150/020 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FULL STOP	-			
Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FULL STOP	Runw	LOWATER		
Lowest Sky/Clouds - N/A Type of Flight Plan - NONE Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FULL STOP	_	ay Ident	- 27	
Lowest Ceiling - 25000 FT OVERCAST Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FULL STOP		ay Lth/Wid		
Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE FULL STOP		ay Surface		
Precipitation - NONE FULL STOP	Runw	ay Status	- DRY	
Condition of Light - DAYLIGHT			SLUSH	
-Personnel Information				/
Pilot-In-Command Age - 42 Medical Certif Certificate(s)/Rating(s) Biennial Flight Review F	lcate - VAL light Time		WAIVERS	/LIMII
Certificate(s)/Rating(s) Biennial Flight Review F PRIVATE Current - YES Total			24 Hrs -	50
SE LAND Months Since - 18 Make/Model	- 0945	Last 4	30 Days-	106
SE LAND Months Since - 18 Make/Model Aircraft Type - UNK/NR Instrument	- 1002	Last C	0 Days-	106
		2401		
Instrument Rating(s) - AIRPLANE				

Brief of Accident (Continued)

4/28/88 A/C Reg. No. N30273 Time (Lcl) - 1450 CDT File No. - 810 SHALLOWATER, TX _____ _____ LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 3. GO-AROUND - DELAYED - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ABORTED Finding(s) 4. TERRAIN CONDITION - SOFT 5. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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

Basic Information		•					
Type Operating Certificate-NONE (GENERAL	AVIATION) A	ircraft Damag	ae		Injur	ies	
		SUBSTANTIAL	<u> </u>	Fatal	Serious		None
Type of Operation -PERSONAL		ire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Mode1 - HUDSON MUSTANG II	Eng Make/Mode		0-320-DIA		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engine				tall Warnin	g System –	- NO
Max Gross Wt - 1800	Engine Type			TOR			
No. of Seats - 2	Rated Power	- 150 HI	> 				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			ON AIR	PORT		
Method - N/A	FRIENDSWOOD,	тх					
Completeness - N/A	Destination			Airport Da			
Basic Weather - VMC	LOCAL				WAYNE HOOKS		
Wind Dir/Speed- 280/012 KTS						35L	100
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight				Lth/Wid -		100
Lowest Ceiling - NONE	Type of Cleara				Surface - Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			Kuliway	status -	DKT	
Precipitation - NONE	Type Apen/Endg	FULL					
Condition of Light - DAYLIGHT		TOLL	5101				
Personnel Information							
Pilot-In-Command	Age - 41	Medica	al Certificat	e – VALID	MEDICAL-NO	WAIVERS/I	IMIT
Certificate(s)/Rating(s)	Biennial Flight Revi		Fligh				
PRIVATE	Current -		otal -				4
SE LAND, ME LAND	Months Since -	9 Ma	ake/Model-	90	Last 30	Days- UN	
	Aircraft Type -		nstrument- UN			Days-	
		M	ulti-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							

THE ACFT WAS SUBSTANTIALLY DAMAGED WHEN CONTROL WAS LOST DURING THE ROLLOUT AFTER LDNG WITH A 12 KNOT LEFT CROSSWIND. FOLLOWING THE LOSS OF CONTROL, THE ACFT VEERED LEFT OF THE RWY, STRUCK A RWY LT, HIT A DITCH, AND FLIPPED OVER.

Brief of Accident (Continued) File No. - 925 5/23/88 TOMBALL,TX A/C Reg. No. N29WH Time (Lcl) - 1214 CDT Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 4. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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

File No 812 5/24/88 WINN	.E, IX	A/C Reg. No. N5374	1 	ا 	1me (LCI) 	- 1745 CD	I
Basic Information Type Operating Certificate-AGRICULTURAL		Aircraft Damage SUBSTANTIAL		Fatal	Inju Serious	uries Minor	None
Type of Operation -AERIAL APPL		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		NONE	Pass	õ	õ	o	0
Aircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4500 No. of Seats - 1	Number Engin	- RECIPROCATING-C		S		Activated ing System	
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departur	e Point		OFF AI	RPORT/STRI	P	
Method - N/A	SAME AS ACC	/INC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			_			
Wind Dir/Speed- 300/011 KTS					Ident	- N/A	
Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR SCA1	ATC/Airspace TERED Type of Fligh				Lth/Wid		UDC
Lowest Ceiling - NONE	Type of Clear					<pre>'- GRASS/T - DRY</pre>	URF
Obstructions to Vision- NONE		g - FORCED LANE		Runway	Status	- DRT	
Precipitation - NONE	Type Apch/End	g TORGED LANE	JING				
Condition of Light - DAYLIGHT							
Personnel Information		Maddan 1 0			MEDICAL		
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 32 Biennial Flight Rev	Medical Cert		e – VALID t Time (H		VAIVERS/LI	MII
COMMERCIAL						24 Hrs -	6
SE LAND	Current - Months Since -					30 Days-	
	Aircraft Type -	3 Make/Mod C-150 Instrume	ent-	45	Last 9	0 Days-	
Instrument Rating(s) - AIRPLANE							

ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT STRUCK A DITCH AND FLIPPED OVER AFTER SETTLING TO THE GROUND FOLLOWING T/O FROM A PVT AG STRIP. THE PLT STATED THAT DURING THE T/O, THE WIND SHIFTED TO A QUARTERING TAILWIND AND THAT HE ATTEMPTED TO DUMP HIS LOAD BECAUSE HE WAS PAST HIS REJECTED T/O PT. FOLLOWING LIFT OFF, THE ACFT BRUSHED SOME TREE TOPS AT THE END OF THE STRIP, DECELERATED, AND SUBSEQUENTLY SETTLED INTO A CULTIVATED FIELD OFF THE END OF THE RWY. AFTER TOUCHDOWN, THE ACFT ROLLED ABOUT 100' AND STRUCK AN IRRIGATION DITCH WHICH CAUSED IT TO FLIP OVER.

Brief of Accident (Continued) 5/24/88 Time (Lcl) - 1745 CDT File No. - 812 WINNIE, TX A/C Reg. No. N5374 Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - TAILWIND 2. OBJECT - TREE(S) 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND 4. LOAD JETTISON - ATTEMPTED - PILOT IN COMMAND ON GROUND COLLISION WITH TERRAIN/WATER Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DITCH ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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

Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GE	NERAL AVIATION) Aircra DESTR	ft Damage	Fatal	Injuri		Nama
Type of Operation -BUSINESS		Crew	Fatal	Serious O	Minor O	None 0
Flight Conducted Under -14 CFR 9		Pass		ŏ	ŏ	ŏ
Accident Occurred During -DESCENT		·				
Aircraft Information	· · · · · · · · · · · · · · · · · · ·					
Make/Model - CESSNA 205		ONTINENTAL IO-470-S				
Landing Gear - TRICYCLE-FIXED	Number Engines -		S	tall Warning)System ·	· YES
Max Gross Wt - 3300 No. of Seats - 6	Engine Type - R Rated Power -	ECIP-FUEL INJECTED 260 HP				
		260 HP				
Environment/Operations Information Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Poin	+		RPORT/STRIP		
Method - TELEPHONE	PERRYTON, TX	-	011 /11			
Completeness - UNK/NR	Destination		Airport D	ata		
Basic Weather - IMC	AUSTIN, TX					
Wind Dir/Speed- 040/010 KTS					N/A	
Visibility - 5.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - N/A	Type of Flight Plan			Surface -		
Lowest Ceiling - 900 FT	OVERCAST Type of Clearance		Runway	Status -	WET	
Obstructions to Vision- HAZE Precipitation - NONE	Type Apch/Lndg	- FURCED LANDING				
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 41	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/L	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
PRIVATE	Current - NO	Total -	468	Last 24		0
SE LAND	Months Since - 30	Make/Model- R Instrument-	72	Last 30	•	0
	Aircraft Type - UNK/N					6
		Multi-Eng -	0	Rotorcra	ift -	0
Instrument Rating(s) - AIRPLAN	IE					
Narrative						
PILOT RADIOED THAT HE WAS RUNNING OUT	OF FUEL WHILE BEING VECTORED	FOR LANDING. THE CE	TI ING WAS	ABOUT 900		
WITH 5 MILES VISIBILITY AND THE ACCI						
ING OUT AND A LOSS OF CONTROL OCCURRE						
S OF FUEL AND THE ACCIDENT OCCURRED A						
SHOWED THAT FUEL EXHAUSTION DID NOT	OCCUR. NO RECORD WAS FOUND THA	T THE PILOT HAD SAT	ISFACTORIL	Y COMPLETED		
ENNIAL FLIGHT REVIEW WITHIN THE PAST						
DUMENT FLICHT TIME WITHIN THE DAST 6	MONTHS. POST ACC INVEST REVEAL	ED THAT THE FUEL SE	LECTOR WAS	ON THE RT T	ANK	
THE RT TANK CONTAINED NO FUEL WITH NO						

Brief of Accident (Continued) 6/10/88 A/C Reg. No. N8181Z Time (Lcl) - 0841 CDT File No. - 871 ELGIN, TX Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - NORMAL Finding(s) 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 5. LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

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

Brief of Accident

File No 826 6/13/88 G	ILMER,TX	A/C Reg. No. N	9087X	Time (Lc1)	- 1415 CDT	
Basic Information Type Operating Certificate-NONE (GE Type of OperationPERSONAL Flight Conducted Under		Aircraft Damage SUBSTANTIAL Fire NONE	Fa Crew	Inju tal Serious 0 0 0 0	Minor	None 1 1
Aircraft Information Make/Model - CESSNA 182D Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2650 No. of Seats - 4	Number Eng	De - RECIPROCATI		ELT Installed/ Stall Warni		
Environment/Operations Information Weather Data Wx Briefing - NWS Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 110/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 6000 FT Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depar BIG SPRI Destination SAME AS ATC/Airspace Type of F1 OVERCAST Type of Cla Type Apch/I	NGS,TX ACC/INC ight Plan - NONE	O Airp G R R R PATTERN OP	port Proximity N AIRPORT ort Data ILMER UPSHUR CO unway Ident unway Lth/Wid unway Surface unway Status	- 35 - 3300/ - ASPHALT - DRY	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 40 Biennial Flight M Current Months Since	Medical Review - YES Tota	Certificate - Flight Ti 1 - 106 /Model- 43	VALID MEDICAL-W me (Hours) Last 2 Last 3	AIVERS/LIM 4 Hrs -	IT 8 9 10 0
Instrument Rating(s) - NONE						

----Narrative----

THE PILOT SAID HE MADE TWO APPROACHES TO RUNWAY 17 AND TWO GO-AROUNDS. HE SAID THE WIND THEN CHANGED DIRECTION AND HE SET-UP FOR LANDING ON RUNWAY 35. HE SAID HE SHOULD HAVE GONE AROUND FOR THE THIRD TIME BUT INSTEAD HE LANDED LONG, WENT THROUGH A FENCE AND STOPPED 500 FEET PAST THE END OF THE RUNWAY.

Brief of Accident (Continued) File No. - 826 6/13/88 GILMER,TX A/C Reg. No. N9087X Time (Lcl) - 1415 CDT OVERRUN Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - 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) 1,2,3

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

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Basic Information		·					
Type Operating Certificate-NONE ((GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONA	AL.	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	2
Accident Occurred During -DESCEN	ſ						
Aircraft Information							
Make/Model - CESSNA 170		lodel - CONTINENTAL	0-300-A		nstalled/		
Landing Gear - TAILWHEEL-ALL FIXE		jines - 1 De - RECIPROCATI			all Warni	ng System	I - UNK/N
Max Gross Wt - 2200 No. of Seats - 4	Rated Powe		NG-CARDURE	IUR			
Environment/Operations Information	 Itinerary			Airport F	rovimity		
Wx Briefing - NO RECORD OF BRI		ure Point		ON AIRF			
Method - N/A	SAME AS A				0		
Completeness - N/A	Destination			Airport Da	ita		
Basic Weather - VMC	LOCAL			HORSESH			
Wind Dir/Speed- 180/025 KTS						- 17	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - UNK/NR		ght Plan - NONE			Surface		-
Lowest Ceiling - 7500 F	BRUKEN Type of Cle	earance - NONE	DATTON	Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/L	ndg - TRAFFIC. FULL ST					
Precipitation - NONE Condition of Light - DAYLIGH	r	FOLL ST	UP				
Personnel Information Pilot-In-Command	Age - 56	Medical	Certificat		MEDICAL-W	ATVERS/IT	MTT
Certificate(s)/Rating(s)	Biennial Flight R	Medical Review	Fligh	t Time (Ho			
PRIVATE	Current	-YES Tota	1 -	215	Last 2	4 Hrs -	3
SE LAND	Months Since	- 11 Make - C-170 Inst	/Model- rument- i-Eng -	215	Last 3	0 Days- L	INK/NR
	Aircraft Type	e - C-170 Inst	rument-	0	Last 9	0 Days-	40
		Mult	i-Eng -	0	Rotoro	raft -	0
Instrument Rating(s) - NONE							
Narrative							
PILOT LOST DIRECTIONAL CONTROL DURIN	NG THE LNDG ON RUNWAY 17	. THE AIRCRAFT COL	LIDED WITH	THE TERRA	IN AND TR	EES	

SLIDING BACKWARDS INTO SMALL TREES.

Brief of Accident (Continued) File No. - 869 7/03/88 A/C Reg. No. N2642V Time (Lc1) - 2035 CDT MARBLE FALLS, TX _____ 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 - IMPROPER - PILOT IN COMMAND _____ Occurrence #2 DRAGGED WING, ROTOR, PO Phase of Operation DESCENT - UNCONTROLLED DRAGGED WING, ROTOR, POD, OR FLOAT ______ Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. OBJECT - TREE(S) ----Probable Cause----

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

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

Brief of Accident

Basic Information		Admenta Ct. Demons			Tanán		
Type Operating Certificate-AGRIC	ULTURAL AIRCRAFT	Aircraft Damage DESTROYED		Fatal	Inju Serious		None
Type of Operation -AERIA	L APPLICATION	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CF Accident Occurred During -LANDI	R 137 NG	NONE	Pass	0	0	0	0,
Aircraft Information							
Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FI Max Gross Wt - 4200 No. of Seats - 1	XED Number Eng Engine Typ	lodel - CONTINENTAL nines - 1 ne - RECIP-FUEL n - 285 HP				Activated ng System	
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF B Method - N/A	RIEFING Last Depart SAME AS A			OFF AIF	PORT/STRI	Р	
Completeness - N/A	Destination			Airport Da	ita		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 270/002 KTS						- N/A	
	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 4000					Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIG	Type Apch/L	arance - NONE ndg - NONE		Runway	Status	- N/A	
-Personnel Information							·
Pilot-In-Command Certificate(s)/Rating(s)	Age - 40 Biennial Flight R	loviow	Certificat	t Time (He		U WAIVERS/	LIMII
COMMERCIAL	Current	- YES Tota	al - e/Model-	5134	-	4 Hrs -	4
SE LAND, ME LAND	Months Since				Last 3	0 Days-	56
	Aircraft Type		trument- ti-Eng -		Last 9	0 Days-	60
Instrument Rating(s) - NONE							
Narrative							
THE AG AIRPLANE TRIED TO LEVEL OFF	AT THE START OF THE SPRAY	RUN. IT CONTINUE	D THE DESCE	NT INTO TH	E CORN AN	ID	
PPED FORWARD TO THE INVERTED POSITI							

Brief of Accident (Continued) 8/04/88 File No. - 851 DALHART, TX A/C Reg. No. N9248R Time (Lcl) - 1035 CDT _____ IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #1 Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. TERRAIN CONDITION - CROP 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE 4. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND 5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND ______ Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----

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

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

Type of Operation -INSTRUCTIONAL Fi Flight Conducted Under -14 CFR 91 N Accident Occurred During -LANDING -Aircraft Information Make/Model - BELLANCA 7ECA Eng Make/Model Landing Gear - TAILWHEEL-ALL FIXED Number Engines Max Gross Wt - 1650 Engine Type No. of Seats - 2 Rated Power	JESTANTIAL Ye DNE - LYCOMING - 1 - RECIPROC - 115 H - 115 H - 115 H - 100 Point JC	C P G O-235-C1 CATING-CAR IP	Crew Pass BURETOR Airp Of Airpo SU Ru Ru Ru	O ELT I S ¹ Dort F N AIRF Drt Da JNRISE JNRISE JNRISE	Serious O O Installed tall Warn Proximity PORT ata E BEACH Ident Lth/Wid	- 12 - 2:	inor O Vated ystem	- NO
Flight Conducted Under-14 CFR 91NAccident Occurred During-LANDINGAircraft Information Make/Model- BELLANCA 7ECAEng Make/ModelLanding Gear- TAILWHEEL-ALL FIXEDNumber EnginesMax Gross Wt- 1650Engine TypeNo. of Seats- 2Rated PowerEnvironment/Operations Information Weather DataItineraryWx Briefing- NO RECORD OF BRIEFING MethodLast Departure SAME AS ACC/IMethod- N/ADestinationBasic Weather- VMC UOALLOCALWind Dir/Speed-CALM Uisibility- 15.0SMVisibility- 15.0SMATC/Airspace Type of Flight Lowest CeilingObstructions to Vision-NONEType Apch/Lndg PrecipitationType Apch/Lndg	PNE - LYCOMING - 1 - RECIPROC - 115 H - 15 H Point C Point 	P G 0-235-C1 CATING-CAR IP	Crew Pass BURETOR Airp Of Airpo SU Ru Ru Ru	O O ELT J S OORT F N AIRF DRISE JNRISE JNRISE JNRISE	O O Installed tall Warn Proximity PORT ata E BEACH Ident Lth/Wid	/Activ ing Sy - 12 - 23	0 vated vstem	0 - YES-UNK, - NO
Flight Conducted Under-14 CFR 91NAccident Occurred During-LANDINGAircraft Information Make/Model- BELLANCA 7ECAEng Make/ModelLanding Gear- TAILWHEEL-ALL FIXEDNumber EnginesMax Gross Wt- 1650Engine TypeNo. of Seats- 2Rated PowerEnvironment/Operations Information Weather DataItineraryWx Briefing- NO RECORD OF BRIEFING MethodLast Departure SAME AS ACC/IMethod- N/ADestinationBasic Weather- VMC UOCALLOCALWind Dir/Speed-CALM Visibility- 15.0SMVisibility- 15.0SMATC/Airspace Type of Flight Lowest CeilingObstructions to Vision-NONEType Apch/Lndg PrecipitationType Apch/Lndg	- LYCOMING - 1 - RECIPROC - 115 H - 115 H 	G O-235-C1 CATING-CAR HP	Pass BURETOR Airp Airpo Airpo Su Ru Ru	O ELT I S ¹ Dort F N AIRF Drt Da JNRISE JNRISE JNRISE	O Installed tall Warn Proximity PORT ata E BEACH Ident Lth/Wid	/Activ ing Sy - 12 - 23	vated ystem	- YES-UNK, - NO
Aircraft Information Make/Model - BELLANCA 7ECA Eng Make/Model Landing Gear - TAILWHEEL-ALL FIXED Number Engines Max Gross Wt - 1650 Engine Type No. of Seats - 2 Rated Power Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Method - N/A SAME AS ACC/I Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- CALM Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - CLEAR Type of Flight Lowest Ceiling - NONE Type of Clearan Obstructions to Vision-NONE Type Apch/Lndg Precipitation - NONE	- 1 - RECIPROC - 115 H Point NC Plan - NONE = - NONE	CATING-CAR HP	RBURETOR Airp Airp Airpo Su Ru Ru Ru	St port f N AIRF Drt Da JNRISF JNRISF JNWAY	tall Warn Proximity PORT ata E BEACH Ident Lth/Wid	ing Sy - 12 - 23	ystem	- NO
Make/Model- BELLANCA 7ECAEng Make/ModelLanding GearTAILWHEEL-ALL FIXEDNumber EnginesMax Gross Wt- 1650Engine TypeNo. of Seats- 2Rated PowerEnvironment/Operations InformationItineraryWeather DataItineraryWx Briefing- NO RECORD OF BRIEFINGLast DepartureMethod- N/ASAME AS ACC/ICompleteness- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed- CALMVisibility- 15.0Lowest Sky/Clouds- CLEARType of FlightLowest Ceiling- NONEType of ClearanObstructions to Vision-NONEType Apch/LndgPrecipitation- NONEType Apch/Lndg	- 1 - RECIPROC - 115 H Point NC Plan - NONE = - NONE	CATING-CAR HP	RBURETOR Airp Airp Airpo Su Ru Ru Ru	St port f N AIRF Drt Da JNRISF JNRISF JNWAY	tall Warn Proximity PORT ata E BEACH Ident Lth/Wid	ing Sy - 12 - 23	ystem	- NO
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	TOUC	CH AND GO	RN					
bondreton of Eight balleran	1000	CH AND GU						
Personnel Information Pilot-In-Command	Medic	cal Certif	icate - \		MEDICAL -	NO WA	IVERS/	TMTT
Pilot-In-CommandAge -24Certificate(s)/Rating(s)Biennial Flight Revie	/	F	light Tir	ne (Ho	ours)			
STUDENT Current - N	′а т	[ota]	~ 18		Last	24 Hrs	s -	2
Months Since - N	΄Δ Ν	Make/Model	- 18		Last	30 Day	vs-	18
STUDENT Current - N Months Since - N Aircraft Type - N	'A I	[nstrument	t- 0		Last	90 Da	√s-	18
Instrument Rating(s) - NONE								

Brief of Accident (Continued) File No. - 849 8/07/88 KINGSLAND, TX A/C Reg. No. N57430 Time (Lc1) - 1015 CDT -----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 - PILOT IN COMMAND Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 3. OBJECT - AIRPORT FACILITY 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

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

Brief of Accident

Lowest Ceiling - BROKEN Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- HAZE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVER	ic Information				-		
Type of Operation-PERSONALFireCrewOO1Flight Conducted Under-14 CFR 91NONEPassOOOOAccident Occurred During-DESCENTAircraft InformationMake/Model- AERONCA 65-TLEng Make/Model- CONTINENTAL A-65-8ELT Installed/ActivateMake/Model- AERONCA 65-TLEng Make/Model- CONTINENTAL A-65-8ELT Installed/ActivateMax Gross Wt- 1150Engine Type- RECIPROCATING-CARBURETORMax Gross Wt- 1150Engine Type- 65 HPEnvironment/Operations InformationWeather DataAirport ProximityWx Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/ADestinationAirport DataBasic Weather- VMCLOCALSHILLINGWind Dir/Speed- LIGHT AND VARIABLEType of Flight Plan - NONERunway Ident - 27Visibility- 10.0SMATC/AirspaceRunway Surface - GRASS,Lowest Sky/Clouds- S500 FT SCATTEREDType of Flight Plan - NONERunway Surface - GRASS,Lowest Ceiling- BROKENType of Clearance - NONERunway Status - DRYObstructions to Vision- HAZEType Apch/Lndg- TRAFFIC PATTERNPrecipitation- NONEType Apch/Lndg- TRAFFIC PATTERNPrecipitation- DAYLIGHT	ype Operating Certificate-NONE (GENERAL AV			F - + - 1	Injurie	es Miner	Nama
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Obstructions to Vision- HAZE Type Apch/Lndg - TRAFFIC PATTERN Precipitation - NONE Condition of Light - DAYLIGHT 	Lowest Sky/Clouds - 5500 FT SCATTERE	D Type of Flight Plan	- NONE	Runway	Surface - (GRASS/TUP	۲F
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Personnel Information Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVER							
Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVER	Condition of Light - DAYLIGHT						
Pilot-In-Command Age - 40 Medical Certificate - VALID MEDICAL-NO WAIVE		·					
	lot-In-Command Age	- 40	Medical Certificat			₩AIVERS/I	IMIT
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours)	Certificate(s)/Rating(s) Bie	nnial Flight Review	Fligh	nt Time (H			_
PRIVATE Current - YES Total - 150 Last 24 Hrs -							5
SE LAND Months Since - 2 Make/Model - 100 Last 30 Days-	SE LAND						15
Aircraft Type - 65-TL Instrument- 0 Last 90 Days-		Aircraft Type - 65-TL	Instrument-	0	Last 90 I	Days-	20

----Narrative----

THE AIRPORT OPERATOR STATED HE SAW THE AIRPLANE TURN IN TO LAND. HE SAID IT APPEARED TO STALL AND THEN MAKE A QUICK TURN TO THE LEFT, INTO A TREE.

Brief of Accident (Continued) File No. - 848 8/21/88 TEXARKANA, TX A/C Reg. No. N18460 Time (Lcl) - 1610 CDT LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation Finding(s) 1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND -----Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 3. OBJECT - TREE(S) ---------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

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

Brief of Accident

File No 920 8/24/88 WHITN	ΕΥ,ΤΧ Α	/C Reg. No. N25	50Q	T	ime (Lcl)	- 2045 CD	T
-Basic Information		anoft Domogo			Ini	uries	
Type Operating Certificate-NONE (GENERA		craft Damage BSTANTIAL		Fatal	Serious		None
Type of Operation -INSTRUCTIONA			Crew	0	0	0	1
Flight Conducted Under -14 CFR 91			Pass	ŏ	õ	ŏ	ò
Accident Occurred During -LANDING				Ū	Ũ	Ũ	Ũ
-Aircraft Information							
Make/Model - CESSNA 150K	Eng Make/Model	- CONTINENTAL O	-200-A	ELT	Installed	/Activated	- YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warn	ing System	- YES
Max Gross Wt - 1600	Engine Type		-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 100 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure P			ON AIR	PORT		
Method - N/A	SAME AS ACC/IN	С					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	LOCAL				Υ STATE Ρ		
Wind Dir/Speed- 050/007 KTS					Ident	- 35	
Visibility - 50.0 SM	ATC/Airspace					- 2000/	50
Lowest Sky/Clouds - CLEAR	Type of Flight P					- ASPHALT	
Lowest Ceiling - NONE	Type of Clearanc			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg						
Precipitation - NONE Condition of Light - DUSK		TOUCH AND	GU				
 -Personnel Information							
Pilot-In-Command	Age - 24	Medical Ce	rtificat		MEDICAL -	WAIVERS/LT	мтт
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H			
STUDENT	Current - N/			39		24 Hrs - U	NK/NR
•••••	Months Since - N/		odel-	17		30 Days-	8
	Aircraft Type - N/		ment-			90 Days-	16

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT DECIDED TO MAKE A TOUCH AND GO LANDING BEFORE FLYING TO ANOTHER AIRPORT. THE AIRPLANE TOUCHED DOWN MORE THAN 1000 FEET DOWN THE 2000 FOOT RUNWAY, WENT OFF THE END AND 300 FEET BEYOND THE END BEFORE HITTING A DIRT BANK AND NOSING OVER TO THE INVERTED POSITION. ALTHOUGH ONE BRAKE LINE WAS BROKEN, THERE WERE NO SKID MARKS ON THE RUNWAY AND THERE WAS NO BRAKE FLUID ON THE RUNWAY, THE WHEEL OR THE BRAKE ASSEMLBY.

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File No 920 8/24/88 WHITNEY,TX	A/C Reg. No. N2550Q	Time (Lc1) - 2045 CDT	
Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL			
Finding(s) 1. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND 4. TERRAIN CONDITION - DIRT BANK			
Probable Cause The National Transportation Safety Board determines that the Prob	· · · · · · · · · · · · · · · · · · ·		

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

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

Brief of Accident

Basic Information									
Type Operating Certificate-NONE (GENE	RAL AVIATION)		Aircraft Damage			Injuries			
Type of Operation -PERSONAL		DESTROYED Fire	Crew	Fatal O	Serious O	Minor O	None		
Flight Conducted Under -14 CFR 91		NONE		0	0	0	0		
Accident Occurred During -DESCENT		NONE	Fass	Ū	Ū	0	0		
Aircraft Information									
Make/Model - CESSNA 150M		Model - CONTINENTA							
Landing Gear - TRICYCLE-FIXED		3			tall Warnin	g System	~ YES		
Max Gross Wt - 1600		pe - RECIPROCAT	ING-CARBURE	TOR					
No. of Seats - 2	Rated Pow	er - 100 HP							
Environment/Operations Information									
Weather Data	Itinerary			Airport	Proximity				
Wx Briefing - NO RECORD OF BRIEFI	NG Last Depar	ture Point			RPORT/STRIP				
Method - N/A	SAME AS	ACC/INC							
Completeness - N/A	Destination	l i i i i i i i i i i i i i i i i i i i		Airport Da	ata				
Basic Weather - VMC	LOCAL			MUNICI	PAL				
Wind Dir/Speed- 120/008 KTS						19			
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -				
Lowest Sky/Clouds - 600 FT SC					Surface -				
Lowest Ceiling - NONE		earance - NONE		Runway	Status -	DRY			
Obstructions to Vision- NONE	Type Apch/	Lndg - TRAFFI							
Precipitation - NONE Condition of Light - NIGHT(DARK)		FULL S	ТОР						
Personnel Information Pilot-In-Command	1	M = -1 / 1				WATVEDO	/. TMTT		
Certificate(s)/Rating(s)	Age - 42 Biennial Flight		Certificate	e - VALID t Time (He		WAIVERS,			
PRIVATE	Current	- YES Tot	al -			Hnc -	0		
SE LAND		e - 17 Mak					ő		
JE ERRO		e - C-150 Ins					ő		
				-		, _	0		

----Narrative----

ACCORDING TO THE PILOT/OPERATOR AIRCRAFT ACCIDENT REPORT, THE PRIVATE PILOT HAD NOT FLOWN IN THE PREVIOUS 90 DAYS. THE PILOT WAS PRACTICING LANDINGS ON A DARK NIGHT AND COLLIDED WITH POWER LINES 1000 FEET SHORT OF THE RUNWAY. AFTER COLLIDING WITH THE WIRES, THE AIRPLANE HIT THE GROUND AND FLIPPED TO THE INVERTED POSITION.

A/C Reg. No. N704SB File No. - 847 8/28/88 KILLEEN, TX Time (Lcl) - 2137 CDT _____ _ _ _ _ _ _ IN FLIGHT COLLISION WITH OBJECT Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND 4. LIGHT CONDITION - DARK NIGHT Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3

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

Brief of Accident

-Basic Information			1	Democra			Tasárra		
Type Operating Certificate-/ Name of Carrier			Aircraft DESTROY	-		Fatal	Injur Serious	Minor	None
Type of Operation -	SCHEDULED.DOMEST	IC.PASSENGER	Fire		Crew		4	1	0
Flight Conducted Under -	14 CFR 121		ON GROU	ND	Pass	12	22	49	18
Accident Occurred During -	TAKEOFF								
-Aircraft Information									
Make/Model - BOEING 727-2				JT8D-15			Installed/A		
Landing Gear - TRICYCLE-RE	RACTABLE	Number Eng				5	tall Warnin	g System	I - YES
Max Gross Wt - 184200 No. of Seats - 156		Engine Typ		500 LBS THRU	sт				
-Environment/Operations Informa Weather Data	ation	Itinerary				Airport	Proximity		
Wx Briefing - COMPANY		Last Depart	ure Point				-		
Method - IN PERSON		SAME AS A							
Completeness - FULL		Destination	,			Airport D	ata		
Basic Weather - VMC		SALT LAKE	CITY,UT			DALLAS	/FT. WORTH		
Wind Dir/Speed- 090/009 K								18L	
Visibility - 10.0		ATC/Airspace					'Lth/Wid -		
	_EAR DNE	Type of Flig Type of Cle					Surface - Status -		E
Obstructions to Vision- N		Type Apch/L	nda -	NONE		Kullway	Julus	DRI	
Precipitation - N		()po ()po() =							
Condition of Light - D/			* * * * * * * * * * * *						
-Personnel Information									
Pilot-In-Command	Age	e - 48		Medical Cert				IVERS/LI	MIT
Certificate(s)/Rating(s) COMMERCIAL,ATP	B16	ennial Flight R Current	eview - YES	Total		τιme (H 7000		Hre -	1
SE LAND, ME LAND, SE SEA		Months Since	- 1			7000			
JE EAND, ME EAND, JE JEA		Aircraft Type		Instrume	nt- UN	K/NR	Last 90	-	
				Instrume Multi-En	g - UN	K/NR	Rotorcr	aft [´] - L	
Instrument Rating(s) -	AIRPLANE								
Instrument Rating(s) - 	AIRPLANE								
FLIGHTCREW REPORTED THAT THE 1 NINGS, OR UNUSUAL ENGINE INSTRU		. THE CAPTAIN	STATED THA		ON WAS	INITIALL	Y NORMAL, B		

INSTRUMENT LANDING SYSTEM (ILS) LOCALIZER ANTENNA ARRAY APPROXIMATELY 1,000 FEET BEYOND THE END OF RUNWAY 18L, AND CAME TO REST ABOUT 3,200 FEET BEYOND THE DEPARTURE END OF THE RUNWAY. INVESTIGATION DETERMINED THAT THE FLIGHTCREW DID NOT PROPERLY CONFIGURE THE WING FLAPS AND SLATS PRIOR TO THE ATTEMPTED TAKEOFF. (FOR FURTHER INFORMATION- SEE NTSB/AAR-89/04.)

File No. - 895 8/31/88 DALLAS/FT WORTH,TX A/C Reg. No. N473DA Time (Lcl) - 0901 CDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - COPILOT/SECOND PILOT 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND 5. PROCEDURE INADEQUATE - COMPANY/OPERATOR MANAGEMENT 6. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - FAA(ORGANIZATION) 7. INADEQUATE SUBSTANTIATION PROCESS. INADEQUATE METHOD OF COMPLIANCE DTRMTN RCRDKPNG - FAA(ORGANIZATION) 8. LOWERING OF FLAPS - NOT PERFORMED -9. LOWERING OF SLATS - NOT PERFORMED -10. SAFETY SYSTEM(OTHER) - INOPERATIVE 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) 1,2,3,4,8,9,10

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

Brief of Accident

Type Operating Certificate-ON-DEMAND /	TD TAYT Aircraf	t Damage		Injuries	
· / · · · · · · · · · · · · · · · · · ·	SUBSTA		Fatal	Serious Minor	r None
Type of Operation -BUSINESS	Fire	Crew		0 0	
Flight Conducted Under -14 CFR 91	NONE	Pass	; O	0 0	0
Accident Occurred During -MANEUVERING					
Aircraft Information	·				
Make/Model - BOLKOW BO-105C	Eng Make/Model - Al	LISON 250-C2OB	ELT	Installed/Activate	ed - YES/NC
Landing Gear - SKID	Number Engines - 2		S	tall Warning Syste	em – UNK/NF
Max Gross Wt - 5291	Engine Type - Tl				
No. of Seats - 5	Rated Power -	420 HP			
Environment/Operations Information					
leather Data	Itinerary		Airport	Proximity	
Wx Briefing - NO RECORD OF BRIEFIN		t	ON AIR	PORT	
Method - N/A	DALLAS, TX				
Completeness - N/A	Destination		Airport D		
Basic Weather - VMC	KILGORE,TX		DALLAS		_
Wind Dir/Speed- 170/010 KTS				Ident - UNK/N	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid - UNK/N	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface - UNK/N	
Lowest Ceiling - NONE	Type of Clearance		Runway	Status - UNK/N	ĸ
Obstructions to Vision- NONE	Type Apch/Lndg	~ NUNE			
Precipitation - NONE Condition of Light - DAYLIGHT					
Personnel Information					TMTT
Pilot-In-Command Certificate(s)/Rating(s)	Age - 43 Biennial Flight Review		ht Time (H		
COMMERCIAL, CFI	Current - VES		6927	Last 24 Hrs -	1
SE LAND, ME LAND, SE SEA	Current - YES Months Since - 8	Make/Model-	477	Last 30 Days-	
HELICOPTER	Aircraft Type - BH-200	6 Instrument-	514		
		Multi-Eng -		Rotorcraft -	
Instrument Rating(s) - AIRPLANE,	IELICOPTER				

TO BOUNCE. DURING THE POST-FLIGHT, DAMAGE WAS FOUND ON THE RIGHT SIDE OF THE FUSELAGE AND ON THE TAIL BOOM.

File No 9	18 9/07/8	8 DALLAS,TX	A/C Reg. No. N210BB	Time (Lc1) - 1220 CDT
Occurrence #1 Phase of Operation		ER		
	ITTEN/VERBAL -	PSNL(LCL/GND/CLNC) ATTEMPTED - PILOT IN C ILOT IN COMMAND	OMMAND	
Occurrence #2 Phase of Operation		LISION WITH TERRAIN/WA	TER	
Finding(s) 4. ROTORCRAFT FLIG 5. TERRAIN CONDITI		MPROPER USE OF - PILOT	IN COMMAND	
Probable Cause				¬14V\ ***
The National Transpo is/are finding(s) 4	rtation Safety	Board determines that	the Probable Cause(s) of this accide	ent

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

Brief of Accident

File No 976 4/14/88 MILF	ORD,UT	13850M	т	ime (Lcl) -	1526 MDT			
asic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage DESTROYED			Injuries Fatal Serious Minor M			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE		Fire NONE	Crew Pass	1 0		0	0	
ircraft Information Make/Model - PIPER PA-28-161 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2325 No. of Seats - 4	Number E Engine T	/Model - LYCOMING O- ngines - 1 ype - RECIPROCATI wer - 160 HP		S	Installed/A tall Warnin			
nvironment/Operations Information eather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - VMC Wind Dir/Speed- 180/015 KTS Visibility - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - UNK/NR Obstructions to Vision- UNK/NR Precipitation - HAIL Condition of Light - DAYLIGHT	PROVO,U Destinatio ST GEOR ATC/Airspac Type of F Type of C	n GE,UT		OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	N/A N/A N/A		
ersonnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Months Sinc	Review - YES Tota e - 2 Make pe - PA-28 Ins ⁻	Fligh al - e/Model-	t Time (H 167 81 50	Last 24 Last 30 Last 90	WAIVERS/ Hrs - UN Days- UN Days- UN aft -	IK/NR IK/NR IK/NR	

----Narrative----

THE PLT (WITH A RECENT INSTRUMENT RATING) RCVD A WX BRIEFING FM CEDAR CITY (CDC) FSS & FILED AN IFR FLT PLAN FM PROVO (PVU) TO ST GEORGE (SGU). CURRENT SGU WX WASN'T AVAILABLE, BUT WX FOR CDC (ABT 45 MI NNE) WAS PROVIDED. THE PLT WAS ADZD OF MOIST UNSTABLE AIR, RAIN, OBSCURED MTNS & CUMULUS CLOUDS ALONG THE ROUTE. ALSO, HE WAS ADZD OF A PIREP CONCERNING AN ENCTR WITH CLR ICG NR CDC AT 13,000'. APCHG MILFORD AT 11,000', THE PILOT CALLED CDC FSS & RCVD A WX UPDATE. CURRENT SGU WX WAS STILL NOT AVAILABLE, BUT HE WAS ADZD OF THUNDERSTORMS EN ROUTE. HE RETURNED TO ARTCC FREQ, GOT CLNC TO DESCEND TO 10,000', THEN TO CLIMB TO 12,000'. SOON THEREAFTER, RADIO AND RADAR CONTACT WERE LOST. SUBSEQUENTLY, THE ACFT BROKE UP IN FLT (WINGS & STABILIZERS SEPD) & WRECKAGE WAS SCATTERED OVER A 1-1/4 MI AREA. NO PRE-ACCIDENT CRACKS OR FATIGUE WAS FOUND. AN AIRCRAFT WAS SEEN FLYING INTO A WX CELL. GROUND WITNESSES THEN HEARD AN EXPLOSIVE NOISE AND SAW PARTS OF THE AIRCRAFT FALLING FM THE WX CELL. SOON THEREAFTER, PEA SIZE HAIL FELL FM THE CLOUD.

Brief of Accident (Continued) File No. - 976 4/14/88 A/C Reg. No. N3850M Time (Lcl) - 1526 MDT MILFORD, UT IN FLIGHT ENCOUNTER WITH WEATHER Occurrence #1 Phase of Operation CRUISE Finding(s) 1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND 2. WEATHER CONDITION - THUNDERSTORM 3. WEATHER CONDITION - TURBULENCE(THUNDERSTORMS) _____ Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE Finding(s) 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND 5. WING - OVERLOAD 6. WING - SEPARATION 7. HORIZONTAL STABILIZER SURFACE - OVERLOAD 8. HORIZONTAL STABILIZER SURFACE - SEPARATION 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) 1,4

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

Brief of Accident

-Basic Information Type Operating Certificate-AGRICULTURA	ATRCRAFT	Aircraft Da	amage		Ini	uries	
		DESTROYED		Fatal			None
Type of Operation ~AERIAL APPL	ICATION	Fire	Cre	w O	0	0	1
Flight Conducted Under -14 CFR 137		ON GROUND	Pass	s 0	0	0	0
Accident Occurred During -MANEUVERING							
-Aircraft Information							
Make/Model - EAGLE DW-1			ING I0-540-M1B			l/Activated	
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi				all Warn	ing System	i - YES
Max Gross Wt - 4000	Engine lype Rated Power		-FUEL INJECTED				
No. of Seats - 1	Rated Power	- 300	U HP 				
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFIN				OFF AIF	PORT/STR	IP	
Method - N/A	BERYL JUNC	IION, UI					
Completeness - N/A Basic Weather - VMC	Destination			Airport Da	ita		
Wind Dir/Speed- CALM	LOCAL			Bunkay	Ident	- N/A	
Visibility - 60.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flig	ht Plan - Ni	ONE		Surface		
Lowest Ceiling - NONE	Type of Clea				Status		
Obstructions to Vision- NONE	Type Apch/Ln			it an in a y	otatao		
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-9					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 42	Me	dical Certifica	ate - VALID	MEDICAL-	WAIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Re	view	Flig	aht Time (Ho	urs)		
PRIVATE, COMMERCIAL	Current	- UNK/NR	Total -	1655	Last	24 Hrs -	9
SE LAND, ME LAND	Months Since					30 Days- U	•
GLIDER	Aircraft Type	- UNK/NR			Last	90 Days-	265
			Multi-Eng -	45			
Instrument Rating(s) - NONE							
-Narrative			HE FLD BEING T				

		Brief of AC	cident (continued)		
File No 8	28 6/11/88	ENTERPRISE,UT	A/C Reg. No. N8807E	Time (Lc1) - 0900 MDT	
Occurrence #1 Phase of Operation					
	RANSMISSION T - INADEQUATE - P L PERCEPTION - PIL				
Phase of Operation	DESCENT - UNCONT	ION WITH TERRAIN/WATER ROLLED			
Probable Cause					
The National Transpo is/are finding(s) 2		rd determines that the	Probable Cause(s) of this ac	cident	

Brief of Accident

-Basic Information							
Type Operating Certificate-NONE (GENERA		ATION) Aircraft Damage SUBSTANTIAL			ies Minor	None	
Type of Operation -INSTRUCTIONA		Crew		0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	0	
-Aircraft Information							
Make/Model - PIPER PA-28-180 Landing Gear - TRICYCLE-FIXED	Eng Make/Model - L' Number Engines -			Installed/# tall Warnir		- •	
Max Gross Wt - 2400	Engine Type - R			tari warnin	ig system	- 165	
No. of Seats - 4	Rated Power -	180 HP	LIOR				
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - UNK/NR	Last Departure Poin		ON AIR				
Method - UNK/NR	SAME AS ACC/INC	-					
Completeness - WEATHER NOT PERTINENT	Destination		Airport D	ata			
Basic Weather - VMC	LOCAL		LONESO	ME PINE			
Wind Dir/Speed- 040/006 KTS			Runway	Ident -	06		
Visibility - UNK/NR	ATC/Airspace		Runway	Lth/Wid -	4702/	100	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- NONE	Runway	Surface -	ASPHALT		
Lowest Ceiling NONE	Type of Clearance		Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN					
Precipitation - NONE		FULL STOP					
Condition of Light - DAYLIGHT							
 -Personnel Information							
Pilot-In-Command	Age - 20	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS,	/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)			
STUDENT	Current - N/A	Total -	15	Last 24	Hrs -	1	
	Months Since - N/A	Make/Model-	15	Last 30	,	15	
	Aircraft Type - N/A	Instrument-	0	Last 90) Days-	15	

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PLT WAS ON HIS FIRST SOLO FLIGHT AND ATTEMPTING HIS SECOND SOLO LANDING WHEN HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL IN A LEFT CROSSWIND. THE ACFT DRIFTED RIGHT AND THE PLT ATTEMPTED TO DO A GO-AROUND TO AVOID GOING OFF THE SIDE OF THE RWY. THE PLT SAID HE WAS UNABLE TO GAIN ALTITUDE. HE THEN RAISED THE FLAPS WHICH WAS FOLLOWED BY A LOSS OF CONTROL. THE ACFT COLLIDED WITH ROUGH TERRAIN NEXT TO THE RWY WHERE THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued) File No. - 964 4/30/88 WISE,VA A/C Reg. No. N7947N Time (Lcl) - 1215 EDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. 4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - ABORTED Finding(s) 5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND 6. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND GEAR COLLAPSED Occurrence #3 Phase of Operation LANDING ~ ABORTED Finding(s) 7. TERRAIN CONDITION - ROUGH/UNEVEN 8. LANDING GEAR, NOSE GEAR - OVERLOAD 9. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----

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

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL AV						Time (Lcl) - 1215 PDT			
		t Damage		Injuries					
	DESTRO		Fatal	Serious		None			
Type of Operation -PERSONAL	Fire	Cr		0	0	0			
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Pa	55 0	0	0	0			
Aircraft Information									
Make/Model - CASSUTT III	Eng Make/Model - CO								
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1			tall Warnir	ng System	- NO			
Max Gross Wt - 800	Engine Type - RE		URETOR						
No. of Seats - 1	Rated Power -	100 HP							
Environment/Operations Information									
Weather Data	Itinerary		Airport	Proximity					
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIF	>				
Method - N/A	SAME AS ACC/INC								
Completeness - N/A	Destination		Airport D	ata					
Basic Weather - VMC	LOCAL								
Wind Dir/Speed- 240/009 KTS					· N/A				
Visibility - 10.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A				
Lowest Sky/Clouds - 1500 FT SCATTERE				Surface -					
Lowest Ceiling - 3000 FT BROKEN				Status -	· N/A				
	Type Apch/Lndg	- TRAFFIC PATTER	N						
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command Age	- 41	Medical Certifi	cate - VALID	MEDICAL-NO	WAIVERS/	LIMIT			
	nnial Flight Review		ight Time (H						
PRIVATE	Current - UNK/NR	Total -	315	Last 24	Hrs - UN	K/NR			
SE LAND	Months Since - UNK/NR	Make/Model-	UNK/NR	Last 30) Days- UN	K/NR			
	Aircraft Type - UNK/NR	Instrument-	UNK/NR	Last 90) Days-	3			
		Instrument- Multi-Eng -	UNK/NR	Rotorc	raft - UN	K/NR			
Instrument Rating(s) - NONE									

----Narrative----

ACFT HAD BEEN RESTORED AND RECERTIFICATED SINCE LAST FLIGHT IN 1969. ON INITIAL TEST FLIGHT TAKEOFF, PLT IMMEDIATELY TURNED TO AND FLEW LOW, SLOW LANDING PATTERN CIRCUIT WITH SOUNDS OF REDUCED POWER, COLLIDING WITH TREES IN FINAL APPROACH TURN. INVESTIGATION FAILED TO REVEAL WHETHER POWER LOSS OCCURRED OR PLT ELECTED TO FLY PATTERN WITH REDUCED POWER. THE ACFT HAD AN ANNUAL INSPECTION ON 6/19/88 AND WAS REISSUED A CERT OF AIRWORTHINESS ON 7/21/88. THE ACC FLT WAS THE 1ST FLT SINCE 1969 FOR THE ACFT. ON 8/12/88 A HIGH SPEED, FULL POWER TAXI TEST WAS ACCOMPLISHED WITH THE ACFT BRIEFLY AIRBORNE. POST ACC EXTERNAL EXAM OF THE ENG SHOWED NO EVIDENCE OF FAILURE. THE PROP SHOWED MINIMAL ROTATION EVIDENCE AFTER IMPACT. THE ENG HAD BEEN RUN UP TO 3400 RPM ON 8/12 WITH NO DISCREPANCIES NOTED.

File No 9	58 8/13/88	SHELTON, WA	A/C Reg. No. N2984G	Time (Lc1) - 1215 PDT
Occurrence #1 Phase of Operation			асн	
Finding(s) 1. CLEARANCE - MIS 2. OBJECT - TREE(S		COMMAND		
Occurrence #2 Phase of Operation			ER	
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that t	he Probable Cause(s) of this acci	dent

is/are finding(s) 1

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

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	Aircra	ft Damage		Inju	ries	
	SUBST	ANTIAL	Fatal			None
Type of Operation -INSTRUCTIONA	L 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 152		YCOMING 0-235-L2C		Installed//		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	ng System	- YES
Max Gross Wt - 1670	5 1	ECIPROCATING-CARBURI	TOR			
No. of Seats - 2	Rated Power -	110 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING		t	ON AIR	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL			FIELD		
Wind Dir/Speed- 320/010 KTS					- 31L	
Visibility - 50.0 SM	ATC/Airspace	NONE			- 10001/	
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan Type of Clearance				- ASPHALT	
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg		Runway	Status	- DRY	
Precipitation - NONE	Type Apch/ Lhug	FULL STOP				
Condition of Light - DAYLIGHT		TULL STOP				
Personnel Information Pilot-In-Command	Age - 29	Medical Certifica	te - VALID	MEDICAL-NO	O WAIVERS	/ITMIT
Certificate(s)/Rating(s)	Biennial Flight Review		nt Time (H			/ =====
STUDENT	Current - N/A	Total -			4 Hrs -	0
	Months Since - N/A	Make/Model-	27	Last 30		10
	Aircraft Type - N/A	Instrument- UM Multi-Eng - UM	NK/NR	Last 90		30
		Multi-Eng - UN	NK/NR	Rotorcı	raft - U	NK/NR
Instrument Rating(s) - NONE						
Narrative						
DENT PILOT EXECUTED IMPROPER FLARE RESULTI						
I ON FINAL BUT THOUGHT IT WAS OKAY. WHEN H	E FLARED TO LAND THE ACFT [DROPPED TO THE RWY /	AND BOUNCE	D. THE STU	DENT	

File No 932	8/23/88 SEATTLE,WA	A/C Reg. No. N6419M	Time (Lcl) - 0900 PDT
Occurrence #1 HARD Phase of Operation LAND			
Finding(s) 1. FLARE - IMPROPER - PI 2. RECOVERY FROM BOUNCED	LOT IN COMMAND LANDING - IMPROPER - PILOT IN CO	MMAND	
Probable Cause			
The National Transportation is/are finding(s) 1,2	n Safety Board determines that th	e Probable Cause(s) of this accide	ent

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Brief of Accident

| Basic Information<br>Type Operating Certificate-NONE (GENERA | _ AVIATION) A                                      | ircraft Dam | age          |             | Injur                   | ries      |         |
|--------------------------------------------------------------|----------------------------------------------------|-------------|--------------|-------------|-------------------------|-----------|---------|
|                                                              |                                                    | SUBSTANTIAL | 0            | Fatal       | Serious                 | Minor     | None    |
| Type of Operation -PERSONAL                                  | F                                                  | ire         | Cre          | w O         | 1<br>0                  | 0         | 0       |
| Flight Conducted Under -14 CFR 91                            | 1                                                  | NONE        | Pas          | s O         | 0                       | 1         | 0       |
| Accident Occurred During -DESCENT                            |                                                    |             |              |             |                         |           |         |
| Aircraft Information                                         |                                                    |             |              |             |                         |           |         |
| Make/Model - CESSNA 172L                                     | Eng Make/Mode                                      |             |              |             | Installed/A             |           |         |
| Landing Gear - TRICYCLE-FIXED                                |                                                    |             |              |             | Stall Warnir            | ng System | ı - YES |
| Max Gross Wt - 2300                                          | Engine Type                                        |             |              | RETOR       |                         |           |         |
| No. of Seats - 4                                             | Rated Power                                        | - 150       | HP           |             |                         |           |         |
| Environment/Operations Information                           |                                                    |             |              |             |                         |           |         |
| Weather Data                                                 | Itinerary                                          |             |              |             | Proximity               |           |         |
| Wx Briefing - NO RECORD OF BRIEFING                          |                                                    |             |              | OFF A:      | [RPORT/STRIP            | <b>)</b>  |         |
| Method - N/A                                                 | SAME AS ACC/                                       | INC         |              |             |                         |           |         |
| Completeness - N/A                                           | Destination                                        |             |              | Airport [   |                         |           |         |
| Basic Weather - VMC                                          | WENATCHEE, WA                                      |             |              |             | VENATCHEE ST            |           |         |
| Wind Dir/Speed- VARIABLE/018 KTS                             |                                                    |             |              |             | /Ident -                |           | 050     |
| Visibility - 10.0 SM                                         | ATC/Airspace                                       |             |              |             | /Lth/Wid -              |           |         |
| Lowest Sky/Clouds - CLEAR<br>Lowest Ceiling - NONE           | Type of Flight                                     | Plan - NUP  |              |             | /Surface -<br>/Status - |           | URF     |
| Obstructions to Vision- SMOKE                                | Type of Flight<br>Type of Cleara<br>Type Apch/Lndg |             |              | Runway      | / status -              | DRT       |         |
| Precipitation - NONE                                         | Type Apcily Endg                                   |             | 4C           |             |                         |           |         |
| Condition of Light - DAYLIGHT                                |                                                    |             |              |             |                         |           |         |
| Personnel Information                                        |                                                    |             |              |             |                         |           |         |
| Pilot-In-Command                                             | Age - 46                                           |             | cal Certific |             |                         | ) WAIVERS | /LIMIT  |
| Certificate(s)/Rating(s)                                     | Biennial Flight Revie<br>Current -                 | ew          | Fli          | ght Time (H | lours)                  |           |         |
| PRIVATE                                                      | Current - '                                        | YES         | Total -      |             |                         | Hrs - U   | INK/NR  |
| SE LAND                                                      | Months Since -                                     | 0           | Make/Model-  | 250         | Last 30                 | ) Days- U |         |
|                                                              | Aircraft Type - (                                  | C-172       | Instrument-  | 14          | Last 90                 | ) Days- U |         |
|                                                              |                                                    |             | Multi-Eng -  | 9           | Rotorcr                 | aft -     | 5       |
| Instrument Rating(s) - NONE                                  |                                                    |             |              |             |                         |           |         |
|                                                              |                                                    |             |              |             |                         |           |         |

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9/05/88 A/C Reg. No. N2811Q Time (Lcl) - 1430 PDT File No. - 980 LEAVENWORTH, WA . . . . . . . . . . . . . . . . . . . Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND 2. WEATHER CONDITION - UNFAVORABLE WIND 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND \_\_\_\_\_ \_\_\_\_\_ IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #3 Phase of Operation DESCENT ~ UNCONTROLLED Finding(s) 4. TERRAIN CONDITION - HIGH TERRAIN 5. OBJECT - TREE(S) ---------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4.5

Brief of Accident

| Type Operating Certificate-NONE (GENERAL                         | _ AVIATION) Aircraf                         | t Damage                   |                          | Inju       | ries      |       |
|------------------------------------------------------------------|---------------------------------------------|----------------------------|--------------------------|------------|-----------|-------|
| -                                                                | SUBSTA                                      |                            | Fatal                    |            |           | None  |
| Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91 | Fire<br>NONE                                |                            |                          | 0          | 0         | 1     |
| Accident Occurred During -LANDING                                | NUNE                                        | Pass                       | 0                        | 0          | 0         | . 0   |
| ircraft Information                                              |                                             |                            |                          |            |           |       |
| Make/Mode1 - PIPER PA-20<br>Landing Gear - TAILWHEEL-ALL FIXED   | Eng Make/Model - LY                         |                            |                          |            |           |       |
| Max Gross Wt - 1800                                              | Number Engines - 1<br>Engine Type - RE      | CIPROCATING-CARBUR         |                          | tall Warni | ng system | - 165 |
| No. of Seats - 4                                                 |                                             | 150 HP                     |                          |            |           |       |
| nvironment/Operations Information                                |                                             |                            |                          |            |           |       |
| Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING              | Itinerary                                   |                            |                          | Proximity  |           |       |
| Method - N/A                                                     | Last Departure Point<br>ARLINGTON,WA        |                            | ON AIR                   | PURI       |           |       |
| Completeness - N/A                                               | Destination                                 |                            | Airport D                | ata        |           |       |
| Basic Weather - VMC                                              | SAME AS ACC/INC                             |                            |                          | FIELD      |           |       |
| Wind Dir/Speed- 220/008 KTS                                      |                                             |                            |                          |            | - 13      |       |
| Visibility - 10.0 SM                                             | ATC/Airspace                                |                            |                          | Lth/Wid    |           | 200   |
| Lowest Sky/Clouds - UNK/NR<br>Lowest Ceiling - 4000 FT BRDKK     | Type of Flight Plan<br>EN Type of Clearance |                            |                          | Surface    |           |       |
| Obstructions to Vision- NONE                                     | Type Apch/Lndg                              |                            | Runway                   | Status     | - DRY     |       |
| Precipitation - NONE                                             | Type Apony Endg                             |                            |                          |            |           |       |
| Condition of Light - DAYLIGHT                                    |                                             |                            |                          |            |           |       |
| 'ersonnel Information<br>Pilot-In-Command                        | Acc. 45                                     | Madiaal Cantifian          |                          |            |           | 47 T  |
| Certificate(s)/Rating(s)                                         | Age - 45<br>Biennial Flight Review          | Medical certifica          | LE - VALID<br>ht Time (H | MEDICAL-W  | AIVER5/LI | AIT I |
| PRIVATE                                                          | Current - UNK/NR                            | Total -                    | 1416                     | Last 2     | 4 Hrs -   | 6     |
| SE LAND, ME LAND, SE SEA                                         | Months Since - UNK/NR                       |                            |                          |            | 0 Days-   | 20    |
|                                                                  | Aircraft Type - PA-20                       | Instrument-<br>Multi-Eng ~ |                          | Last 9     | 0 Days-   | 30    |
| Instrument Rating(s) - AIRPLANE                                  |                                             |                            |                          |            |           |       |
| larrative                                                        |                                             |                            |                          |            |           |       |
| ANDED WITH 80 DEG RIGHT CROSS WIND OF 8 H                        |                                             |                            |                          |            |           |       |
| EGREES AT 8 KTS; HOWEVER HIS EST FROM WIN                        | NDSOCK OBSERVATION INCLUDED                 | GUSTS OF 15 KTS.           | THE OBSERV               | ING STATIO | N         |       |

Brief of Accident (Continued) File No. - 955 9/09/88 SEATTLE, WA A/C Reg. No. N2526A Time (Lcl) - 1531 PDT \_\_\_\_\_ \_\_\_\_\_ \_\_\_\_\_ . . . . . . . . . . . . . . . . Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2

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

Brief of Accident

| File No 948 6/23/88 PORTAGE,WI                                        | A/C Reg. No. N44753 Time (Lcl) - 1715 C |             |          | - 1715 CDT      | 1715 CDT      |         |  |
|-----------------------------------------------------------------------|-----------------------------------------|-------------|----------|-----------------|---------------|---------|--|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL AVIATIO | N) Aircraft Damage<br>SUBSTANTIAL       |             | Fatal    | Inju<br>Serious | ries<br>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                                     |                                         | Other       | 0        | 0               | 0             | 1       |  |
| Aircraft Information<br>Make/Model - PIPER PA-28-180 I                | ng Make/Model - LYCOMING 0-3            | 360-A4A     | ELT      | Installed/      | Activated     | - YES/N |  |
|                                                                       | umber Engines - 1                       |             |          | tall Warni      | ng System     | - YES   |  |
|                                                                       | ngine Type - RECIPROCATIN               | IG-CARBURET | OR       |                 |               |         |  |
| No. of Seats - 4                                                      | ated Power - 180 HP                     |             |          |                 |               |         |  |
| Environment/Operations Information                                    |                                         |             |          |                 |               |         |  |
| Veather Data Itin                                                     | erary                                   |             | Airport  | Proximity       |               |         |  |
| Wx Briefing - FSS La                                                  | st Departure Point                      |             | ON AIR   | PORT            |               |         |  |
| Method - TELEPHONE                                                    | BOSCOBEL,WI                             |             |          |                 |               |         |  |
|                                                                       | ination                                 | A           | irport D |                 |               |         |  |
| Basic Weather - VMC                                                   | SAME AS ACC/INC                         |             | PORTAG   | =               |               |         |  |
| Wind Dir/Speed- 170/007 KTS                                           |                                         |             |          | Ident           | - 04          |         |  |
|                                                                       | lirspace                                |             |          |                 | - 3010/       | 40      |  |
| Lowest Sky/Clouds - 12000 FT SCATTERED Ty                             | •                                       |             | -        |                 | - ASPHALT     |         |  |
|                                                                       | be of Clearance - NONE                  |             | Runway   | Status          | - DRY         |         |  |
| Obstructions to Vision- NONE Ty<br>Precipitation - NONE               | pe Apch/Lndg - FULL STC                 | 16          |          |                 |               |         |  |
| Condition of Light - DAYLIGHT                                         |                                         |             |          |                 |               |         |  |
|                                                                       |                                         |             |          |                 |               |         |  |
| Personnel Information                                                 |                                         |             |          |                 |               |         |  |
| Pilot-In-Command Age -                                                |                                         |             |          |                 | AIVERS/LIM    | IT      |  |
|                                                                       | Flight Review                           |             | Time (H  |                 |               |         |  |
| PRIVATE Curi                                                          |                                         | -           | 88       |                 | 24 Hrs -      | 1       |  |
|                                                                       | ns Since - 8 Make/                      |             |          |                 | BO Days- UN   |         |  |
| Aire                                                                  | aft Type - PA-28 Instr                  | ument-      | 4        | Last S          | 0 Days-       | 10      |  |

Instrument Rating(s) - NONE

----Narrative----

DURING LANDING ROLL OUT THE PILOT FAILED TO MAINTAIN ADEQUATE VISUAL LOOKOUT AND COLLIDED WITH ANOTHER AIRCRAFT AS IT TAXIED ACROSS HIS PATH ON AN INTERSECTING RUNWAY. VISIBILITY OF THE OTHER RUNWAY WAS RESTRICTED BY A STAND OF TREES, BUT THE PILOT STATED THAT HE SAW THE OTHER AIRCRAFT AND IT APPEARED TO BE STOPPED, WAITING FOR HIM.

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| File No 948                                                            | 6/23/88 PORTAGE,WI                                                                                                                     | A/C Reg. No. N44753 | Time (Lcl) - 1715 CDT | · |
|------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------------------|---|
|                                                                        | OUND COLLISION WITH OBJECT<br>NG - ROLL                                                                                                |                     |                       |   |
| <ol> <li>FACILITY INADEQUAT</li> <li>VISUAL LOOKOUT - NOT M</li> </ol> | NG ON GROUND<br>DEQUATE - PILOT IN COMMAND<br>E, VISUAL RESTRICTION -<br>AINTAINED - PILOT OF OTHER AIRCRA<br>PTION - PILOT IN COMMAND | FT                  | · · ·                 |   |
| Probable Cause                                                         |                                                                                                                                        |                     |                       |   |

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

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

Brief of Accident

| File No 948 6/23/88 PORTAGE,WI                                        | A/C Reg. No. N                    |             |           | ime (Lc1)       |               |          |
|-----------------------------------------------------------------------|-----------------------------------|-------------|-----------|-----------------|---------------|----------|
| Basic Information<br>Type Operating Certificate-NONE (GENERAL AVIATIO | I) Aircraft Damage<br>SUBSTANTIAL |             | Fatal     | Inju<br>Serious | ries<br>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 -TAXI                                        |                                   | Other       | 0         | 0               | 0             | 1        |
| Aircraft Information                                                  |                                   |             |           |                 |               |          |
|                                                                       | g Make/Model - CONTINENTAL        | C-65-8F     | ELT       | Installed/      | Activated     | - YES/NC |
|                                                                       | Imber Engines - 1                 |             |           | tall Warnii     |               |          |
|                                                                       | gine Type - RECIPROCATI           | NG-CARBURET |           |                 | 5 ,           |          |
| No. of Seats - 2                                                      | ted Power - 65 HP                 |             | 1         |                 |               |          |
| Environment/Operations Information                                    |                                   |             |           |                 |               |          |
| • •                                                                   | rarv                              |             | Airport   | Proximity       |               |          |
|                                                                       | t Departure Point                 |             | ON AIR    |                 |               |          |
| 5                                                                     | IONTELLO, WI                      |             |           |                 |               |          |
| •                                                                     | ination                           | Å           | Airport D | ata             |               |          |
| Basic Weather - VMC                                                   | AME AS ACC/INC                    |             | PORTAG    | E               |               |          |
| Wind Dir/Speed- 170/007 KTS                                           |                                   |             | Runway    | Ident           | - 17          |          |
| Visibility - 100.0 SM ATC,                                            | irspace                           |             | Runway    | Lth/Wid         | - 3775/       | 60       |
| Lowest Sky/Clouds - 12000 FT SCATTERED Ty                             | e of Flight Plan - NONE           |             | Runway    | Surface ·       | - ASPHALT     |          |
| Lowest Ceiling - NONE Ty                                              | e of Clearance - NONE             |             | Runway    | Status          | - DRY         |          |
|                                                                       | e Apch/Lndg - FULL ST             | OP          |           |                 |               |          |
| Precipitation - NONE                                                  |                                   |             |           |                 |               |          |
| Condition of Light - DAYLIGHT                                         |                                   |             |           |                 |               |          |
| Personnel Information                                                 |                                   |             |           |                 |               |          |
| Pilot-In-Command Age -                                                | 57 Medical                        | Certificate | e - VALID | MEDICAL-W       | AIVERS/LIM    | IT       |
| Certificate(s)/Rating(s) Biennia                                      | Flight Review                     | Flight      | t Time (H | ours)           |               |          |
| PRIVATE Curi                                                          | ent - YES Tota                    | 1 -         | 961       | Last 24         | 4 Hrs -       | 1        |
| SE LAND Mon                                                           | is Since - 9 Make                 | /Model-     | 56        | Last 30         | ) Days- UN    | K/NR     |
| Air                                                                   | aft Type - 11AC Inst              | rument-     | 20        | Last 90         | ) Days-       | 20       |

Instrument Rating(s) - NONE

----Narrative----

DURING TAXI FROM LANDING THE PILOT FAILED TO MAINTAIN ADEQUATE VISUAL LOOKOUT AND TAXIED ONTO A RUNWAY IN FRONT OF AN AIRCRAFT ON ITS LANDING ROLL. THE PILOT STATED THAT AS HE APPROACHED THE OTHER RUNWAY HIS VISIBILITY WAS RESTRICTED BY A STAND OF TREES, AND HE DID NOT SEE THE OTHER AIRCRAFT BEFORE HE TAXIED ONTO THE INTERSECTING RUNWAY.

| File No 948                                                          | 6/23/88 PORTAGE,WI                                                                                                                                   | A/C Reg. No. N3865E                | Time (Lcl) - 1715 CDT |   |
|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-----------------------|---|
| Occurrence #1 ON G<br>Phase of Operation TAXI                        | ROUND COLLISION WITH OBJECT<br>- FROM LANDING                                                                                                        |                                    |                       |   |
| <ol> <li>FACILITY INADEQUA</li> <li>VISUAL LOOKOUT - INAD</li> </ol> | ING ON GROUND<br>T MAINTAINED - PILOT IN COMMAND<br>TE, VISUAL RESTRICTION -<br>EQUATE - PILOT OF OTHER AIRCRAFT<br>EPTION - PILOT OF OTHER AIRCRAFT |                                    |                       |   |
| Probable Cause<br>The National Transportatio                         | n Safety Board determines that the                                                                                                                   | e Probable Cause(s) of this accide | ent                   | - |

is/are finding(s) 2,4

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

Brief of Accident

| File No 900 6/24/88 KENDS                                                                                                                                                                                                                                                                                                                                           | HA,WI                                                                                                              | A/C Reg. M                                                                  | Time (Lc1) - 2012 CDT                                                                |                                                                         |                                                                   |                                 |                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------------------------------------------------------------------|---------------------------------|--------------------|
| -Basic Information<br>Type Operating Certificate-NONE (GENERA<br>Type of Operation -PERSONAL<br>Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING                                                                                                                                                                                              | L AVIATION)                                                                                                        | Aircraft Dar<br>SUBSTANTIAI<br>Fire<br>NONE                                 |                                                                                      | Fatal<br>0<br>0                                                         | Injur<br>Serious<br>O<br>O                                        | Minon                           | None<br>1<br>1     |
| Aircraft Information<br>Make/Model - AERONCA 7BCM<br>Landing Gear - TAILWHEEL-ALL FIXED<br>Max Gross Wt - 1300<br>No. of Seats - 2                                                                                                                                                                                                                                  | Number Engir                                                                                                       | nes - 1<br>- RECIPRO                                                        | ENTAL C-85-12F<br>DCATING-CARBUR<br>HP                                               | St<br>ETOR                                                              | nstalled/A<br>all Warnir                                          | ng System ·                     | UNK/NR             |
| Environment/Operations Information<br>Weather Data<br>Wx Briefing - NO RECORD OF BRIEFING<br>Method - N/A<br>Completeness - N/A<br>Basic Weather - VMC<br>Wind Dir/Speed- 230/015 KTS<br>Visibility - 10.0 SM<br>Lowest Sky/Clouds - 6000 FT SCAT<br>Lowest Ceiling - NONE<br>Obstructions to Vision- NONE<br>Precipitation - NONE<br>Condition of Light - DAYLIGHT | FRANKLIN,WJ<br>Destination<br>WAUKEGAN,IL<br>ATC/Airspace<br>TERED Type of Fligh<br>Type of Clear<br>Type Apch/Lnd | nt Plan - NOP<br>Sance - NOP<br>Sg - FOP                                    | NE<br>RCED LANDING                                                                   | Airport Da<br>Runway<br>Runway<br>Runway<br>Runway                      | PORT/STRIF<br>ta<br>Ident -<br>Lth/Wid -<br>Surface -<br>Status - | N/A<br>N/A<br>DIRT<br>HIGH VEGH |                    |
| Personnel Information<br>Pilot-In-Command<br>Certificate(s)/Rating(s)<br>COMMERCIAL,CFI<br>SE LAND,ME LAND,SE SEA<br>Instrument Rating(s) - AIRPLANE                                                                                                                                                                                                                | Months Since<br>Aircraft Type                                                                                      | Med<br>view<br>YES<br>17<br>UNK/NR                                          | ical Certifica<br>Flig<br>Total -<br>Make/Model-<br>Instrument-<br>Multi-Eng -       | te - VALID<br>ht Time (Ho<br>5175<br>125<br>425<br>575                  | MEDICAL-NC<br>purs)<br>Last 24<br>Last 30                         | ) WAIVERS/I                     | _IMIT<br>2<br>K/NR |
| Narrative<br>IE PILOT WAS PICKING UP THE AIRCRAFT AFTER E<br>IGINE QUIT. THE PILOT WAS FORCED TO MAKE AN<br>RCRAFT CONTACTED SOME TREES AT THE EDGE OF<br>VEALED THAT DURING THE SERVICING OF THE AIF<br>ID THE MECHANIC WHO INSTALLED IT FAILED TO F<br>RCRAFT CORP. DATED 11-8-60 STATES THAT ALL                                                                 | EMERGENCY LANDING IN<br>THE FIELD AND SUBSEC<br>CRAFT A NEW FUEL CAR<br>TIND OUT IF IT NEEDED                      | APPROXIMATEL<br>N A FIELD. DU<br>QUENTLY COLL<br>WAS INSTAL<br>N TO BE. SER | / 20 MINUTES A<br>JRING THE LAND<br>IDED WITH THE<br>LED. THE NEW F<br>/ICE BULLETIN | FTER TAKING<br>ING SEQUENG<br>TERRAIN. IN<br>UEL CAP WAS<br>#47 FROM TH | E THE<br>VESTIGATIC<br>NOT VENTE<br>E CHAMPION                    | D                               |                    |

INSTALLATION, OTHERWISE PROPER VENTING WILL NOT OCCUR.

7CCM, 7DC, AND 7EC MUST HAVE VENTED FUEL CAPS. IT ALSO STATES IF THE CAPS ARE NOT VENTED THEY MUST BE PRIOR TO

Brief of Accident (Continued) File No. ~ 900 6/24/88 A/C Reg. No. N84405 Time (Lc1) - 2012 CDT KENOSHA,WI Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL AIRCRAFT/EQUIPMENT, INADQT COMPLIANCE DETERMINATION - OTHER MAINTENANCE PSNL 3. 4. FUEL SYSTEM, CAP - INCORRECT 5. MAINTENANCE, SERVICE BULLETINS - NOT FOLLOWED - OTHER MAINTENANCE PSNL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY \_\_\_\_\_ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 6. OBJECT - TREE(S) \_\_\_\_\_ \_\_\_\_\_ Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING Finding(s) 7. TERRAIN CONDITION - CROP \_\_\_\_\_ ----Probable Cause----

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

Brief of Accident

| File No 898 7/02/88 GRA                                                |                            | A/C Reg. I                     |                |                   |                            | Time (Lcl) - 1800 CDT |       |  |  |  |
|------------------------------------------------------------------------|----------------------------|--------------------------------|----------------|-------------------|----------------------------|-----------------------|-------|--|--|--|
| Basic Information<br>Type Operating Certificate-NONE (GENE             | RAL AVIATION)              | Aircraft Dan<br>SUBSTANTIA     |                | Fatal             | · Injur<br>Serious         |                       | None  |  |  |  |
| Type of Operation -PERSONAL                                            |                            | Fire                           | Crev           |                   | 0                          | 1                     | 0     |  |  |  |
| Flight Conducted Under -14 CFR 91<br>Accident Occurred During -LANDING |                            | NONE                           | Pass           | s 0               | 0                          | 0                     | 0     |  |  |  |
| Aircraft Information<br>Make/Model - PIPER PA-38-112                   | Fra Males                  |                                |                |                   | T                          |                       |       |  |  |  |
| Landing Gear - TRICYCLE-FIXED                                          |                            | /Model - LYCOMIN<br>ngines - 1 | NG U-235-L2C   |                   | Installed/A<br>tall Warnir |                       |       |  |  |  |
| Max Gross Wt - 1670<br>No. of Seats - 2                                |                            | ype - RECIPR                   | CATING-CARBUR  | RETOR             |                            |                       |       |  |  |  |
| nvironment/Operations Information                                      |                            |                                |                |                   |                            |                       |       |  |  |  |
| Veather Data<br>Wx Briefing - NO RECORD OF BRIEFI                      | Itinerary<br>NG Last Depa  | atura Paint                    |                | Airport<br>ON AIR | Proximity                  |                       |       |  |  |  |
| Method - N/A                                                           | CEDARBU                    |                                |                | UN AIR            | PURI                       |                       |       |  |  |  |
| Completeness - N/A                                                     | Destination                |                                |                | Airport D         | ata                        |                       |       |  |  |  |
| Basic Weather - VMC                                                    | SAME AS                    | ACC/INC                        |                | ASHENF            | ETTER                      |                       |       |  |  |  |
| Wind Dir/Speed- 140/010 KTS                                            |                            |                                |                |                   |                            | 20                    |       |  |  |  |
| Visibility - 20.0 SM                                                   |                            |                                |                |                   | Lth/Wid -                  |                       |       |  |  |  |
| Lowest Sky/Clouds - 25000 FT SC<br>Lowest Ceiling - NONE               |                            |                                |                |                   | Surface -                  |                       | RF    |  |  |  |
| Obstructions to Vision- NONE                                           | Type of C                  | Lindg - FUI                    |                | Runway            | Status -                   | DRY                   |       |  |  |  |
| Precipitation - NONE                                                   | туре арсп,                 | Fulling Full                   | L STOP         |                   |                            |                       |       |  |  |  |
| Condition of Light - DAYLIGHT                                          |                            |                                |                |                   |                            |                       |       |  |  |  |
| Personnel Information                                                  |                            |                                |                |                   |                            |                       |       |  |  |  |
| Pilot-In-Command                                                       | Age - 44                   | Med                            | ical Certifica | ate - VALID       | MEDICAL-NO                 | WAIVERS/              | LIMIT |  |  |  |
| Certificate(s)/Rating(s)<br>PRIVATE                                    | Biennial Flight<br>Current | Review                         | Totol          | ant lime (H       | ours)<br>Last 24           | Line                  | 1     |  |  |  |
| SE LAND                                                                | Months Since               | - 1ES<br>14                    | Make/Model-    | 469               | Last 30                    |                       | 4     |  |  |  |
|                                                                        | Aircraft Typ               | e - 14<br>pe - C-172           | Instrument-    | 15                | Last 90                    | ) Days-               |       |  |  |  |
| Instrument Rating(s) - NONE                                            |                            |                                |                |                   |                            |                       |       |  |  |  |
|                                                                        |                            |                                |                |                   |                            |                       |       |  |  |  |

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FAMILIARITY WITH THAT PARTICULAR AIRCRAFT.

7/02/88 GRAFTON, WI A/C Reg. No. N2496K Time (Lcl) - 1800 CDT File No. - 898 Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND 3. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND \_\_\_\_\_ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - TREE(S) ---------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

|                                              | 7/11/88 RI     | 0,WI                           | A/C Reg         | . No. N77LG    |               | Time (Lcl) -                 | - 1730 CD1         |        |
|----------------------------------------------|----------------|--------------------------------|-----------------|----------------|---------------|------------------------------|--------------------|--------|
| Basic Information<br>Type Operating Certific | ate-NONE (GEN  | ERAL AVIATION)                 | Aircraft I      |                |               | Injur                        |                    |        |
| Turne of Orenetier                           | DEDCOMAL       |                                | SUBSTANT        |                | Fatal         |                              |                    | None   |
| Type of Operation<br>Flight Conducted Under  | -PERSONAL      |                                | Fire<br>NONE    |                | ew O<br>Iss O | 0                            | 0                  | 1      |
| Accident Occurred Durin                      |                |                                |                 | Pc             |               | -                            | •                  | 0      |
| Aircraft Information                         |                |                                |                 |                |               |                              |                    |        |
|                                              | N PITTS S-1S   |                                |                 | MING 0-360-B1A |               | [Installed/#                 |                    |        |
| Landing Gear - TAILWHE                       | EL-ALL FIXED   | Number Engi                    |                 |                |               | Stall Warnir                 | ng System          | - NO   |
| Max Gross Wt - 1000                          |                | Engine Type                    |                 | PROCATING-CARE | URETOR        |                              |                    |        |
| No. of Seats - 1                             |                | Rated Power                    | - 1(            | 60 HP<br>      |               |                              |                    |        |
| Environment/Operations In                    | formation      | Ttipopopu                      |                 |                | 1 incond      |                              |                    |        |
| Weather Data<br>Wx Briefing - NO RE          | CORD OF BRIEF  | Itinerary<br>ING Last Departu  | no Doint        |                |               | t Proximity<br>AIRPORT/STRIF | <b>,</b>           |        |
| Method - N/A                                 | CORD OF BRIEF. | SAME AS AC                     |                 |                |               | AIRPORT/STRIP                | -                  |        |
| Completeness - N/A                           |                | Destination                    | 57 INC          |                | Airport       | Data                         |                    |        |
| Basic Weather - VMC                          |                | LOCAL                          |                 |                | Anport        | bata                         |                    |        |
| Wind Dir/Speed- 300/0                        | 007 KTS        |                                |                 |                | Runwa         | ay Ident -                   | - N/A              |        |
| Visibility - 10.                             |                | ATC/Airspace                   |                 |                |               | ay Lth/Wid •                 | - N/A              |        |
| Lowest Sky/Clouds -                          | 3000 FT S      | CATTERED Type of Flig          | nt Plan - I     | NONE           | Runwa         | ay Surface                   | - DIRT             |        |
| Lowest Ceiling -                             | NONE           | Type of Clear                  |                 |                | Runwa         | ay Status -                  | - DRY              |        |
| Obstructions to Visio                        | n- NONE        | Type Apch/Lnd                  | dg – (          | GO AROUND      |               |                              |                    |        |
| Precipitation                                |                |                                | 1               | FORCED LANDING | ì             |                              |                    |        |
| Condition of Light                           | - DAYLIGHT     |                                |                 |                |               |                              |                    |        |
| Personnel Information                        |                |                                |                 |                |               |                              |                    |        |
| Pilot-In-Command                             | · •            | Age - 33                       | . M             | edical Certifi |               |                              | D WAIVERS/         | LIMIT  |
| Certificate(s)/Rating(<br>PRIVATE            | S)             | Biennial Flight Rey<br>Current | /iew            | Total -        | ight Time (   |                              | 4 11               |        |
| SE LAND                                      |                | Current<br>Months Since        | - YES           |                | 1/4           | Last 24                      | 4 Hrs -<br>) Davs- | 1      |
| SE LAND                                      |                | Months Since<br>Aircraft Type  | - 12<br>- 7KCAR | Make/Model-    | · 8           | Last 30                      | Days-              | 2<br>7 |
|                                              |                | Anciart Type                   | / KCAD          | That dilent    | 3             | Last St                      | J Days             | 1      |
|                                              |                |                                |                 |                |               |                              |                    |        |
|                                              |                |                                |                 |                |               |                              |                    |        |

Brief of Accident (Continued) A/C Reg. No. N77LG File No. - 857 7/11/88 RIO,WI Time (Lcl) - 1730 CDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation GO-AROUND (VFR) Finding(s) 1. GO-AROUND - INITIATED - PILOT IN COMMAND 2. THROTTLE/POWER LEVER, LINKAGE - SEPARATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - OPEN FIELD 4. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

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

is/are finding(s) 2

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