# BRIEFS OF ACCIDENTS INVOLVING

ROTORCRAFT Helicopter

U.S. GENERAL AVIATION 1968

NATIONAL TRANSPORTATION SAFETY BOARD Bureau of Aviation Safety Washington, D. C. 20591

### FOREWORD

This report contains the Briefs of Accidents involving Rotorcraft occurring in 1968. There were 252 accidents involving Rotorcraft out of a total of 4,968 General Aviation accidents in 1968. The total accident rate is 40.84 and the fatal accident rate is 5.67 per 100,000 hours flown, for Rotorcraft.

Variations in utilization of different makes and models of aircraft may vary the flight regime and alter operational conditions to an extent that reflects in the accident rates. Care should be taken to consider all factors involved in using the rates displayed for the various makes and models in the U. S. General Aviation studies. For example, the Piper Pa-22 is most often used in personal transportation and instructional flying combined, with not less than 20% in instruction. Whereas, the Beechcraft 50 series are used primarily in professional flying, with not more than 20% of total time in other catagories of flight.

Collisions between aircraft are treated as one accident. A complete analysis and coding is done on each aircraft involved in collisions. This produces two aircraft accident records, one of each aircraft involved in the collision. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents. The injury and cause/factor tables show the number of accidents. All analytic tables show both records and accidents.

The Briefs of Accidents contain the essential items of information which fulfill the requirements of the majority of persons using these reports. However, for those having a need for more detailed information the original factual reports on each accident are on file in the Washington Office of the National Transportation Safety Board. Upon request these reports will be reproduced commercially at an average cost of  $15\phi$  per page for printed matter and  $75\phi$  per page for photographs, plus postage. (Minimum Charge \$1.00).

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Rotorcraft Helicopter

### EXPLANATORY NOTES

# Type of Accident:

The type of accident relates to the circumstances involved in the accident. Briefly, it indicates what happened.

# Phase of Operation:

The phase of operation relates to the particular segment of the flight or operation during which the circumstances of the accident occur. In other words, where in the flight the circumstances took place.

# First and Second Type of Accident:

Two separate types may be coded in any one accident. The selection of first and second type is made in relation to the sequence of occurrence.

In those occurrences wherein more than two types or circumstances are involved, the selection of types is made considering the circumstances which may be of the greatest value from the stand-point of safety study. In such cases the two types selected are coded as first and second according to sequence of occurrence.

A secondary type is not normally used when the occurrence is the inevitable result of a prior occurrence resulting in the loss of control. Generally this pertains to collisions with ground or objects.

# First and Second Phase of Operation:

The phase of operation is directly related to the type of accident. When more than one type is coded for an accident, each type will have a corresponding phase. In other words, the first phase of operation will be that phase of flight in which the first type or circumstance occurred. In the event that the first and second type both occur in one operational phase, the same phase is coded twice.

### Cause and Related Factors:

In determining the probable cause of an accident, all facts, conditions and circumstances are considered. 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. Therefore, in the Cause and Related Factor Table, the figures shown in the columns dealing with Cause will exceed the total number of accidents. The term Factor is used, in general, to reflect those elements of an accident which further explain or supplement the probable cause(s). This provision was incorporated in the coding system to increase its flexibility and to provide a means for collecting essential items of information which could not be readily categorized elsewhere in the system.

# LIST OF ABBREVIATIONS USED IN BRIEFS

# ABBREVIATIONS

ESP

# MEANING

| AERIAL ADVERTISE | AERIAL ADVERTISING  |
|------------------|---|
| AERIAL APPLIC    | AERIAL APPLICATION AIR SHOW/AIR RACING AIR TAXI- CARGO OPERATIONS AIR TAXI - PASSENGER OPERATIONS   |
| AIR SHOW/RACING  | AIR SHOW/AIR RACING   |
| AIR TAXI - CARGO | AIR TAXI- CARGO OPERATIONS  |
| AIR TAXI - PASSG | AIR TAXI - PASSENGER OPERATIONS   |
| ASSOC FIRE CTL   | ASSOCIATED FIRE CUNTROL ACTIVITIES  |
| CARGO NS-D       | NONSCHEDULED/CHARTER REVENUE CARGO - DOMESTIC   |
| CARGO NS-I       | NONSCHEDULED/CHARTER REVENUE CARGO - INTERNATIONAL  |
| CARGO S-D        | SCHEDULED DOMESTIC CARGO SERVICE  |
| CARGO S-I        | SCHEDULED INTERNATIONAL CARGO SERVICE   |
| CONSTRUCTION     | CONSTRUCTION WORK   |
| CORP/EXEC        | CORPORATE/EXECUTIVE   |
| CR-              | ASSOCIATED FIRE CONTROL ACTIVITIES  NONSCHEDULED/CHARTER REVENUE CARGO - DOMESTIC  NONSCHEDULED/CHARTER REVENUE CARGO - INTERNATIONAL  SCHEDULED DOMESTIC CARGO SERVICE  SCHEDULED INTERNATIONAL CARGO SERVICE  CONSTRUCTION WORK  CORPORATE/EXECUTIVE  CREW  CONTRACT CHARTER - CARGO - DOMESTIC  CONTRACT CHARTER - CARGO - INTERNATIONAL  CONTRACT CHARTER - PASSENGER - DOMESTIC  CONTRACT CHARTER - PASSENGER - INTERNATIONAL  AERIAL MAPPING PHOTOGRAPHY  MILITARY CONTRACT - CARGO  MILITARY CONTRACT - CARGO - INTERNATIONAL  MILITARY CONTRACT - CARGO - INTERNATIONAL  MILITARY CONTRACT - PASSENGER  MILITARY CONTRACT - PASSENGER  MILITARY CONTRACT - PASSENGER - DOMESTIC  MILITARY CONTRACT - PASSENGER - NOMESTIC  MILITARY CONTRACT - PASSENGER - INTERNATIONAL  NONSCHEDULED/CHARTER REVENUE CARGO - INTRA-STATE CARRIER  NONSCHEDULED/CHARTER REVENUE PASSENGER-INTRA-STATE CARRIER  NONSCHEDULED/CHARTER REVENUE PASSENGER - DOMESTIC  NONSCHEDULED/CHARTER REVENUE PASSENGER - INTERNATIONAL  SCHEDULED/CHARTER REVENUE PASSENGER - DOMESTIC  NONSCHEDULED/CHARTER REVENUE PASSENGER - INTERNATIONAL  SCHEDULED DOMESTIC PASSENGER SERVICE  SCHEDULED INTERNATIONAL PASSENGER SERVICE  SCHEDULED CARGO SERVICE |
| CTR CARGO - D    | CONTRACT CHARTER - CARGO - DOMESTIC   |
| CTR CARGO - I    | CONTRACT CHARTER - CARGO - INTERNATIONAL  |
| CTR PASSG - D    | CONTRACT CHARTER - PASSENGER - DOMESTIC   |
| CTR PASSG - I    | CONTRACT CHARTER - PASSENGER - INTERNATIONAL  |
| MAPPING/PHOTO    | AERIAL MAPPING PHOTOGRAPHY  |
| MIL/CTR CARGO    | MILITARY CONTRACT - CARGO   |
| MIL/CTR CARGO D  | MILITARY CONTRACT - CARGO - DOMESTIC  |
| MIL/CTR CARGO I  | MILITARY CONTRACT - CARGO - INTERNATIONAL   |
| MIL/CTR PASSG    | MILITARY CONTRACT - PASSENGER   |
| MIL/CTR PASSG D  | MILITARY CONTRACT - PASSENGER - DOMESTIC  |
| MIL/CTR PASSG I  | MILITARY CONTRACT - PASSENGER - INTERNATIONAL   |
| NS CTR CARGO     | NONSCHEDULED/CHARTER REVENUE CARGO - INTRA-STATE CARRIER  |
| NS CTR PASSG     | NONSCHEDULED/CHARTER REVENUE PASSENGER-INTRA-STATE CARRIER  |
| OT-              | OTHER AIRCRAFT AND GROUND   |
| OTHER PUBLIC     | ALL OTHER PUBLIC FLYING   |
| PARAJUMP _       | PARACHUTE JUMP  |
| PASSG NS-D       | NONSCHEDULED/CHARTER REVENUE PASSENGER - DOMESTIC   |
| PASSG NS-I       | NONSCHEDULED/CHARTER REVENUE PASSENGER - INTERNATIONAL  |
| PASSG S-D        | SCHEDULED DOMESTIC PASSENGER SERVICE  |
| PASSG S-I        | SCHEDULED INTERNATIONAL PASSENGER SERVICE   |
| PX-              | PASSENGER   |
| SCHED CARGO SRV  | SCHEDULED CARGO SERVICE   |
| SCHED PASSG SRV  | SCHEDULED PASSENGER SERVICE   |
| TIME             | LOCAL STANDARD TIME OF ACCIDENT   |
| WBP              | WEATHER BUREAU PERSONNEL  |
| INCID.           | TOTTCIM CODUTED CONSTIT   |

FLIGHT SERVICE PERSONNEL

# INJURIES, ACCIDENTS ROTORCRAFT U.S.GENERAL AVIATION 1968

INJURIES

|         |                                  | FATAL | SERIOUS | MINOR | NONE    | UNKNOWN |        | TOTAL    |
|---------|----------------------------------|-------|---------|-------|---------|---------|--------|----------|
|         | PILOT                            | 32    | 21      | 37    | 162     |         |        | 252      |
|         | COPILOT<br>DUAL STUDENT          |       | 1       | 3     | 5<br>12 |         |        | 5<br>16  |
|         | CHECK PILOT                      |       | ·       | 1     | 2       |         |        | 3        |
|         | FLIGHT ENGINEER<br>NAVIGATOR     |       |         |       |         |         | •      |          |
|         | CABIN ATTENDANT<br>EXTRA CREW    | 1.    | . 2     | 1     | 2       |         |        | <b>6</b> |
|         | PASSENGERS                       | 13    | 13      | 30    | 125     |         |        | 181      |
|         | TOTAL                            |       |         | . 70  | 200     |         | 400400 |          |
|         | TOTAL                            | 46    | 37      | 72    | 308     |         | ABOARD | 463      |
| PAGE IV | * OTHER AIRCRAFT<br>OTHER GROUND |       |         |       | 1       |         |        | 1        |
|         |                                  |       |         |       |         | · · ·   | •      |          |
|         | GRAND TOTAL                      | 46    | 37      | 72    | 309     |         |        | 464      |

INVOLVES 252 TOTAL ACCIDENTS INVOLVES 35 FATAL ACCIDENTS

<sup>\*</sup> INJURIES CARRIED OPPOSITE OTHER-AIRCRAFT ARE INJURIES OCCURRING IN AIRCRAFT THAT ARE NOT PART OF THIS SUBJECT TABULATION, BUT WERE PART OF THE TOTAL INJURIES INVOLVED IN COLLISIONS BETWEEN AIRCRAFT.

# KIND OF FLYING BY INJURY INDEX

# INJURY INDEX

| KIND OF FLYING                | e AT | SERI | MIN | ORONE | RECORDS | ACCIDENTS | PERCENT |
|-------------------------------|------|------|-----|-------|---------|-----------|---------|
| INSTRUCTIONAL                 |      |      |     |       |         |           |         |
| DUAL                          | 2    |      | 2   | 12    | 16      | 16        | 6.35    |
| soln                          |      |      | 1   | 2     | 3 .     | 3         | 1.19    |
| CHECK                         |      |      | 1   | 2     | 3       | . 3       | 1.19    |
| TRAINING                      | 3    | 2    | 1   | 9     | 15      | 15        | 5.95    |
| NONC OMMERC I AL              |      |      |     |       |         |           |         |
| PLEASURE                      | 8    | 2    | 7   | 12    | 29      | 29        | 11.51   |
| PRACTICE                      | 1    |      | 2   | 7     | 10      | 10        | 3.97    |
| BUSINESS                      | 2    | 2    |     | 7     | 11      | 11        | 4.37    |
| CORPORATE/EXECUTIVE           |      |      | 1   | 5     | . 6     | 6         | 2.38    |
| AERIAL SURVEY                 |      |      |     | 1     | 1       | 1         | .40     |
| COMPANY FLIGHT                |      |      |     |       |         |           |         |
| OTHER                         |      |      |     |       |         |           |         |
| COMMERCIAL                    |      |      |     |       | ·       |           |         |
| AERIAL APPLICATION            | 2    | 4    | 5   | 14    | 25      | 25        | 9.92    |
| ASSOCIATED CROP CONTROL ACTIV | 1    | 1    | 1   | 19    | 22      | . 22      | 8.73    |
| FIRE CONTROL                  |      |      | 1   | 2     | 3       | 3         | 1.19    |
| ASSOCIATED FIRE CONTROL ACTIV |      | 1    | 2   | 2     | 5       | 5         | 1.98    |
| AERIAL MAPPING/PHOTOGRAPHY    |      | 2    | 1   | 2     | 5       | 5         | 1.98    |
| AERIAL ADVERTISING            |      |      |     | 1     | 1       | 1         | .40     |
| POWER AND PIPELINE PATROL     |      | 3    | 1   | 3     | 7       | 7         | 2.78    |
| FISH SPOTTING                 |      |      |     |       |         |           |         |
| AIR TAXI-PASSENGER OPERATIONS | 7    | 4    | 2   | 8     | 21      | 21        | 8.33    |
| AIR TAXI-CARGO OPERATIONS     |      |      |     |       |         |           |         |
| CONSTRUCTION WORK             |      |      | 1   | 5     | 6       | 6         | 2.38    |
| SCHEDULED PASSENGER SERVICE   |      |      |     |       |         |           |         |
| SCHEDULED CARGO SERVICE       |      |      |     |       |         |           |         |
| NONSCHEDULED/CHARTER REVENUE  |      |      |     |       |         |           |         |
| NONSCHEDULED/CHARTER REVENUE  |      |      |     |       |         |           |         |
| MILITARY CONTRACT-PASSENGER   |      |      |     |       |         |           |         |
| MILITARY CONTRACT-CARGO       |      |      |     |       |         |           |         |
| CONTRACT/CHARTER-CARGO-DOMEST |      |      |     | 2     | 2       | 2         | •79     |
| CONTRACT/CHARTER-PASSENGER-DO | 2    | 1    | 5   | 12    | 20      | 20        | 7.94    |
| CONTRACT/CHARTER-CARGO-INTERN |      | -    |     |       |         |           |         |
| CONTRACT/CHARTER-PASSENGER-IN |      |      |     |       |         |           |         |
| OTHER                         |      | 1    | 2   | 6     | 9       | 9         | 3.57    |
| UNKNOWN/NOT REPORTED          |      |      |     |       |         |           |         |

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# KIND OF FLYING BY INJURY INDEX

# INJURY INDEX

35 26 42 149

13.9 10.3 16.7 59.1

ACCIDENTS

PERCENT

| KIND OF FLYING . MISCELLANEOUS | ERIT | SERI | MIR | 70 <sub>4</sub> | <u> 4</u> 6 |  |  | RECORDS | ACCIDENTS | PERCENT |
|--------------------------------|------|------|-----|-----------------|-------------|--|--|---------|-----------|---------|
| EXPERIMENTATION                |      |      |     |                 |             |  |  |         |           |         |
| TEST                           | 2    | 1    | 1   | 6               |             |  |  | 10      | 10        | 3.97    |
| DEMONSTRATION                  | 1    |      | 1   |                 |             |  |  | 2       | 2         | •79     |
| FERRY                          | 1    | 1    | 1   | 4               |             |  |  | 7       | 7         | 2.78    |
| SEARCH AND RESCUE              |      |      |     | 1               |             |  |  | 1       | 1         | .40     |
| AIR SHOW/AIR RACING            |      |      |     |                 |             |  |  |         |           |         |
| PARACHUTE JUMP                 |      |      |     |                 |             |  |  |         |           |         |
| PARACHUTE JUMP IN CONNECTION   |      |      |     |                 |             |  |  |         |           |         |
| TOWING GLIDERS                 |      |      |     |                 |             |  |  |         |           |         |
| SEEDING CLOUDS                 |      |      |     |                 |             |  |  |         |           |         |
| HUNTING                        |      |      |     |                 |             |  |  |         |           |         |
| POLICE PATROL                  | 2    | 1    | 2   | 3               |             |  |  | 8       | 8         | 3.17    |
| ALL OTHER PUBLIC FLYING        |      |      |     |                 |             |  |  |         |           |         |
| OTHER                          |      |      | 1   | 2               |             |  |  | 3       | 3         | 1.19    |
| UNKNOWN/NOT REPORTED           |      |      |     |                 |             |  |  |         |           |         |
| OTHER                          | 1    |      |     |                 |             |  |  | 1       | 1         | •40     |
| RECORDS                        | 35   | 26   | 42  | 149             |             |  |  | 252     |           |         |

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# FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

# AIRCRAFT DAMAGE

|                               | AIRC  | KAFIDA     | MAGE     |         |           |         |
|-------------------------------|-------|------------|----------|---------|-----------|---------|
| FIRST TYPE OF ACCIDENT        | DESTR | SUBSTANTIA | or rough | RECORDS | ACCIDENTS | PERCENT |
| GROUND-WATER LOOP-SWERVE      |       | 3          |          | 3       | 3         | 1.19    |
| DRAGGED WINGTIP, POD, OR FLOA |       | -          |          | _       | •         | ••••    |
| WHEELS-UP LANDING             |       |            |          |         |           |         |
| WHEELS-DOWN LANDING IN WATER  |       |            |          |         |           |         |
| GEAR COLLAPSED                |       | 1          |          | 1       | 1         | .40     |
| GEAR RETRACTED                |       |            |          |         |           |         |
| HARD LANDING                  | 4     | 23         |          | 27      | 27        | 10.71   |
| NOSE OVER/DOWN                |       |            |          |         |           |         |
| ROLL OVER                     | 4     | 13         |          | 17      | 17        | 6.75    |
| OVERSHOOT                     |       |            |          |         |           |         |
| UNDERSHOOT                    | 1     | 2          |          | 3       | 3         | 1.19    |
| COLLISION BETWEEN AIRCRAFT    |       |            |          |         |           |         |
| BOTH IN FLIGHT                |       |            |          |         |           |         |
| ONE AIRBORNE                  |       |            |          |         |           |         |
| BOTH ON GROUND                |       | 1          |          | 1       | 1         | •40     |
| COLLISION WITH GROUND/WATER   |       |            |          |         |           |         |
| CONTROLLED                    | 2     | 8          |          | 10      | 10        | 3.97    |
| UNCONTROLLED                  | 11    | В          |          | 19      | 19        | 7.54    |
| COLLIDED WITH                 |       |            |          |         |           |         |
| WIRES/POLES                   | 12    | 10         |          | 22      | 22        | 8.73    |
| TREES                         | 2     | 1          |          | 3       | 3         | 1.19    |
| RESIDENCE/S                   |       |            |          |         |           |         |
| BUILDING/S                    |       | 1          |          | 1       | 1         | -40     |
| FENCE, FENCEPOSTS             |       | 2          |          | 2       | 2         | .79     |
| ELECTRONIC TOWERS             |       |            |          |         |           |         |
| RUNWAY OR APPROACH LIGHTS     |       |            |          |         |           |         |
| AIRPORT HAZARD                |       |            |          |         |           |         |
| ANIMALS                       |       |            |          |         |           |         |
| CROP                          |       | 1          |          | 1       | 1         | •40     |
| FLAGMAN LOADER                |       |            |          |         |           |         |
| DITCHES                       |       |            |          |         |           |         |
| SNOMBANK                      |       |            | •        |         |           |         |
| PARKED AIRCRAFT               |       | 1          |          | 1       | 1         | .40     |
| AUTOMOBILE                    |       | 2          |          | 2       | 2         | •79     |
| DIRT BANK                     |       | 1          |          | 1       | 1         | -40     |
| OBJECT                        | 3     | 3          |          | 6       | 6         | 2.38    |
| BIRD STRIKE                   |       |            |          |         |           |         |

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# FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

# AIRCRAFT DAMAGE

| FIRST                         | Octroated Winds None |     |           |       |
|-------------------------------|----------------------|-----|-----------|-------|
| TYPE OF ACCIDENT              |                      |     | ACCIDENTS |       |
| STALL                         | 1                    | 1   | 1         | .40   |
| SPIN                          |                      |     |           |       |
| SPIRAL                        | 1                    | 1   | 1         | .40   |
| MUSH                          | 1 4                  | 5   | 5         | 1.98  |
| FIRE OR EXPLOSION             |                      | •   |           |       |
| IN FLIGHT                     |                      |     |           |       |
| ON GROUND                     |                      |     |           |       |
| AIRFRAME FAILURE              |                      |     |           | 70    |
| IN FLIGHT                     | 2                    | 2   | 2         | .79   |
| ON GROUND                     | 1                    | 1   | 1         | •40   |
| ENGINE TEARAWAY               |                      |     |           |       |
| ENGINE FAILURE OR MALFUNCTION | 10 57                | 67  | 67        | 26.59 |
| PROPELLER/ROTOR FAILURE       |                      |     |           |       |
| PROPELLER                     |                      |     |           |       |
| TAIL ROTOR                    | 3 12                 | 15  | 15        | 5.95  |
| MAIN ROTOR                    | 6 4                  | 10  | 10        | 3.97  |
| PROPELLER/ROTOR ACCIDENT TO P | 1 1 1                | . 3 | 3         | 1.19  |
| JET INTAKE/EXHAUST ACCIDENT T |                      |     |           |       |
| PROPELLER/JET/ROTOR BLAST     |                      |     |           |       |
| TURBULENCE                    |                      |     |           |       |
| HAIL DAMAGE TO AIRCRAFT       |                      |     |           |       |
| LIGHTNING STRIKE              |                      |     |           |       |
| EVASIVE MANEUVER              |                      |     |           |       |
| UNCONTROLLED ALTITUDE DEVIATI |                      |     |           |       |
| DITCHING                      |                      |     |           |       |
| MISSING AIRCRAFT, NOT RECOVER |                      |     |           |       |
| MISCELLANEOUS/OTHER           | 8 17                 | 25  | 25        | 9.92  |
| UNDETERMINED                  | . 2                  | . 2 | 2         | .79   |
| OTHER                         | •                    |     |           |       |
| RECORDS                       | 71 179 1 1           | 252 |           |       |
| ACCIDENTS                     | 71 179 1 1           |     | 252       |       |
| PERCENT                       | 28.2 71.0 .4 .4      |     |           |       |

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# FIRST PHASE OF OPERATION BY INJURY INDEX

# INJURY INDEX

| FIRST<br>OPERATIONAL PHASE   | FATA | SERIO | WIN | HOHE |   |   |   | RECORDS | ACCIDENTS | PERCENT |
|------------------------------|------|-------|-----|------|---|---|---|---------|-----------|---------|
| STATIC                       |      |       |     |      |   |   |   |         |           |         |
| STARTING ENGINE/S            |      |       |     |      |   |   |   |         |           |         |
| IDLING ENGINE/S              |      |       |     |      |   |   |   |         |           |         |
| ENGINE RUNUP                 |      |       |     |      |   |   |   |         |           |         |
| IDLING ROTORS                | 1    | 2     |     | 2    |   |   |   | 5       | 5         | 1.98    |
| PARKED-ENGINES NOT OPERATING |      |       |     |      |   |   |   |         |           |         |
| OTHER                        |      |       |     |      |   |   |   |         |           |         |
| TAXI                         |      |       |     |      |   |   |   |         |           |         |
| TO TAKEOFF                   |      |       |     |      |   | , |   |         |           |         |
| FROM LANDING                 |      |       |     |      |   |   |   |         |           |         |
| OTHER                        | 1    |       |     |      |   |   |   | 1       | 1         | .40     |
| GROUND TAXI TO TAKEOFF       |      |       |     |      |   |   |   |         |           |         |
| GROUND TAXI FROM LANDING     |      |       |     | 1    |   |   |   | 1       | . 1       | .40     |
| GROUND TAXI, OTHER           |      |       |     | 1    |   |   |   | 1       | 1         | .40     |
| AERIAL TAXI TO TAKEOFF       |      |       |     | 1    |   |   |   | 1       | 1         | .40     |
| AERIAL TAXI TO/FROM LANDING  |      |       | 1   | 1    |   |   | · | 2       | 2         | .79     |
| AERIAL TAXI, OTHER           |      | 1     | 1   | 2    |   |   |   | 4       | 4         | 1.59    |
| TAKEOFF                      |      |       |     |      |   |   |   |         |           |         |
| RUN                          |      |       |     |      |   |   |   |         |           |         |
| INITIAL CLIMB                | 3    | 4     | 5   | 21   |   |   |   | 33      | 33        | 13.10   |
| VERTICAL                     | 1    |       | 2   | 9    |   |   |   | 12.     | 12        | 4.76    |
| RUNNING                      |      |       |     |      |   |   |   |         |           |         |
| ABORTED                      |      |       |     |      |   |   |   |         |           |         |
| ABORTED                      |      |       |     |      |   |   |   |         |           |         |
| ABORTED                      |      |       |     | 1    |   |   |   | 1       | 1         | .40     |
| OTHER                        |      | 1     |     |      |   |   |   | 1       | 1.        | . 40    |
| INFLIGHT                     |      |       |     |      |   |   |   |         |           |         |
| CLIMB TO CRUISE              |      | 1     | 1   | 2    |   |   |   | 4       | 4         | 1.59    |
| NORMAL CRUISE                | 6    | 4     | 10  | 28   |   |   |   | 48      | 48        | 19.05   |
| DESCENDING                   |      |       |     | 1    |   |   |   | 1       | 1         | .40     |
| HOLDING                      |      |       |     |      |   |   |   |         |           |         |
| HOVERING                     | 2    |       | 5   | 9    |   |   |   | 16      | 16        | 6.35    |
| POWER-ON DESCENT             |      | 1     |     |      |   |   |   | 1       | 1         | .40     |
| AUTOROTATIVE DESCENT         |      |       | 1   | 3    | · |   |   | 4       | 4         | 1.59    |
| ACROBATICS                   |      |       |     |      |   |   |   |         |           |         |
| BUZZING                      |      |       |     |      |   |   |   |         |           |         |
| UNCONTROLLED DESCENT         | 7,   |       | 4   | 6    |   |   |   | 17      | 17        | 6.75    |

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# FIRST PHASE OF OPERATION BY INJURY INDEX

# INJURY INDEX

| FIRST<br>OPERATIONAL PHASE    | 4AT  | A <sup>l</sup> SER | OUS  | 40 <sup>4</sup> | <b>4</b> | RE COR DS | · ACCIDENTS | PERCENT |
|-------------------------------|------|--------------------|------|-----------------|----------|-----------|-------------|---------|
| EMERGENCY DESCENT             |      |                    |      |                 |          |           |             |         |
| LOW PASS                      | 4    | 1                  |      | 1               |          | 6         | 6           | 2.38    |
| OTHER                         |      |                    | 1    | 1               |          | 2         | 2           | .79     |
| EN ROUTE TO TREAT CROP        | 1    |                    |      | 3               |          | 4         | 4           | 1.59    |
| EN ROUTE TO RELOADING AREA    |      |                    |      | 2               |          | 2         | 2           | .79     |
| SURVEY FIELD/AREA             |      |                    |      | 2               |          | 2         | 2           | .79     |
| STARTING SWATH RUN            |      | 1                  | 1    | 2               |          | 4         | 4           | 1.59    |
| SWATH RUN                     |      | 1                  | 3    | 4               |          | 8         | 8           | 3.17    |
| FLAREOUT FOR SWATH RUN        |      |                    |      |                 |          |           |             |         |
| PULLUP FROM SWATH RUN         |      | 1                  |      |                 |          | 1         | 1           | .40     |
| PROCEDURE TURNAROUND          |      | 1                  | 1    | 8               | •        | . 10      | 10          | 3.97    |
| CLEANUP SWATH                 | 1    |                    |      |                 |          | 1         | 1           | .40     |
| MANEUVER TO AVOID OBSTRUCTION |      |                    |      |                 |          |           |             |         |
| RETURN TO STRIP               |      |                    |      | 1               |          | 1         | 1           | .40     |
| LANDING                       |      |                    |      |                 |          |           |             |         |
| TRAFFIC PATTERN-CIRCLING      |      |                    |      | 3               |          | 3         | 3           | 1.19    |
| FINAL APPROACH                | 1    | 1                  | 3    | 5               |          | 10        | 10          | 3.97    |
| INITIAL APPROACH              |      |                    |      |                 |          |           | •           |         |
| FINAL APPROACH                |      |                    |      |                 |          |           |             |         |
| LEVEL OFF/TOUCHDOWN           |      | 2                  | 1    | 3               |          | 6         | 6           | 2.38    |
| ROLL                          |      | 1                  |      | 2               |          | 3         | 3           | 1.19    |
| ROLL-ON/RUN-ON                |      |                    |      | 1               |          | 1         | 1           | .40     |
| POWER-ON LANDING              | 2    | 2                  | 2    | 11              |          | 17        | 17          | 6.75    |
| POWER-OFF AUTOROTATIVE LANDIN | 1    |                    |      | 12              |          | 13        | 13          | 5.16    |
| GO-AROUND                     |      |                    |      |                 |          |           |             |         |
| MISSED APPROACH               |      |                    |      |                 |          |           |             |         |
| OTHER                         |      | 1                  |      |                 |          | 1         | 1           | .40     |
| UNKNOWN/NOT REPORTED          | 4    |                    |      |                 |          | 4         | 4           | 1.59    |
| RECORDS                       | 35   | 26                 | 42   | 149             |          | 252       |             |         |
| ACCIDENTS                     | 35   | 26                 | 42   | 1 49            |          |           | 252         |         |
| PERCENT                       | 13.9 | 10.3               | 16.7 | 59.1            |          |           |             |         |

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# ROTOR CRAFT U. S. GENERAL AVIATION 1968

INVOLVES 252 TOTAL ACCIDENTS INVOLVES 35 FATAL ACCIDENTS

|                                       | FAT         | AL ACCID   | ENTS               | NONF A       | TAL ACCI   | DENTS        | ALL ACCIDENTS         |            |              |
|---------------------------------------|-------------|------------|--------------------|--------------|------------|--------------|-----------------------|------------|--------------|
| BROAD CAUSE/FACTOR                    | CAUSE       | FACTOR     | TOTAL*             | CAUSE        | FACTOR     | TOTAL*       | CAUSE                 | FACTOR     | TOTAL*       |
| PILOT                                 | 19<br>54.29 | 4<br>11.43 | 21                 | 160<br>73,73 | 6<br>2•76  | 162<br>74•65 | 179<br>71•03          | 10<br>3.97 | 183<br>72•62 |
| PERSONNEL                             | 1<br>2.86   | .00        | 1<br>2•86          | 29<br>13.36  | 2<br>• 92  | 31<br>14•29  | 30.<br>11 <b>.</b> 90 | 2<br>• 79  | 32<br>12•70  |
| AIRFRAME                              | •00         | •00        | •00                | 3<br>1•38    | • 00       | 3<br>1.38    | 3<br>1•19             | •00        | 3<br>1•19    |
| LANDING GEAR                          | .00         | • 00       | •00                | •00          | •00        | • 00         | • 00                  | •00        | •00          |
| POWERPL ANT                           | 1<br>2•86   | .00        | 1<br>2.86          | 44<br>20•28  | • 00       | 44<br>20•28  | 45<br>17•86           | .00        | 45<br>17.86  |
| SYSTEMS                               | • 00        | .00        | •00                | 2<br>• 92    | • 00       | 2<br>• 92    | 2<br>• 79             | •00        | .79          |
| INSTRUMENTS/EQUIPMENT AND ACCESSORIES | •00         | .00        | •00                | •00          | 1<br>• 46  | 1<br>•46     | • 00                  | 1<br>•40   | 1<br>•40     |
| ROTORCRAFT                            | 6<br>17•14  | .00        | 6<br>17•14         | 31<br>14•29  | 2<br>• 92  | 33<br>15•21  | 37<br>14•68           | 2<br>•79   | 39<br>15•48  |
| AIRPORTS/AIRWAYS/FACILITIES           | •00         | •00        | •00                | . 2<br>•92   | •00        | 2<br>• 92    | 2<br>•79              | •00        | .79          |
| WEATHER                               | 1<br>2.86   | 1<br>2.86  | 2<br>5• <b>7</b> 1 | 18<br>8•29   | 11<br>5.07 | 28<br>12.90  | 19<br>7.54            | 12<br>4.76 | 30<br>11•90  |
| TERRAIN                               | 3<br>8•57   | 2<br>5•71  | 5<br>14•29         | 27<br>12•44  | 10<br>4.61 | 37<br>17.05  | 30<br>11.90           | 12<br>4•76 | 42<br>16.67  |
| MISCELLANEOUS                         | •00         | •00        | • 00               | 9<br>4•15    | •00        | 9<br>4•15    | 9<br>3•57             | •00        | 9<br>3•57    |
| UNDETERMINED                          | 10<br>28•57 | •00        | 10<br>28.57        | 1<br>•46     | •00        | 1<br>• 46    | 11<br>4•37            | •00        | 11<br>4.37   |

THE FIGURES OPPOSITE EACH CAUSAL CATEGORY REPRESENT THE NUMBER AND PERCENT OF ACCIDENTS IN WHICH THAT PARTICULAR CAUSAL CATEGORY WAS ASSIGNED

<sup>\*</sup> IF AN ACCIDENT INCLUDES BOTH A CAUSE AND RELATED FACTOR IN THE SAME CAUSAL CATEGORY, THE ACCIDENT IS REPRESENTED ONCE UNDER THE TOTAL FOR THAT CATEGORY

### ROTORCRAFT U. S. GENERAL AVIATION 1968

INVOLVES 252 TOTAL ACCIDENTS INVOLVES 35 FATAL ACCIDENTS

|   | FATAL ACCIDENTS |        |        | NONE A           | TAL ACCI | DENTS            | ALL ACCIDENTS    |         |                   |
|---|-----------------|--------|--------|------------------|----------|------------------|------------------|---------|-------------------|
| DETAILED CAUSE/FACTOR   | CAUSE           | FACTOR | TOTAL  | CAUSE            | FACTOR   | TOTAL            | CAUSE            | FAC TOR | TOTAL             |
| ** PILOT **   |                 |        | •      |                  |          |                  |                  |         |                   |
| PILOT IN COMMAND  |                 |        |        |                  |          |                  |                  |         |                   |
| ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT<br>ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL<br>CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS<br>DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | 2               | 2      | 4      | 2<br>5<br>2<br>1 | 1        | 3<br>6<br>2<br>1 | 2<br>7<br>2<br>1 | 1<br>3  | 3<br>10<br>2<br>1 |
| FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS   | 3               |        | 3      | 16               |          | 16               | 19               |         | 19                |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED  | 1               |        | 1      | _                |          |                  | 1                |         | 1                 |
| MISJUDGED, SPEED, ALTITUDE OR CLEARANCE<br>FAILED TO MAINTAIN ADEQUATE ROTOR RPM  | 2               |        | 2      | 1<br>21          |          | 1<br>21          | . 23             |         | 1<br>23           |
| FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT  | -               |        | ~      | 2.1              | 1        | i                | - 23             | 1       | ĩ                 |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS   | 1               |        | 1      | 8<br>1           |          | 8<br>1           | 1<br>8<br>1      |         | 1<br>8<br>1       |
| IMPROPER OPERATION OF FLIGHT CONTROLS   | 6               |        | 6      | 83               |          | 83               | 89               |         | 89                |
| IMPROPER IN-FLIGHT DECISIONS OR PLANNING IMPROPER COMPENSATION FOR WIND CONDITIONS  | . 1             |        | 1<br>1 | 6<br>2           |          | 6<br>2           | 7<br>3           |         | 7<br>3            |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING  | ī               |        | ī      | 26               |          | 26               | 27               |         | 27                |
| INADEQUATE SUPERVISION OF FLIGHT _<br>LACK OF FAMILIARITY WITH AIRCRAFT   | 1               |        | 1<br>1 | 7                | 1        | 7<br>2           | 8<br>2           | 1       | 8<br>3            |
| EXERCISED POOR JUDGMENT   | 2               |        | 2      | 2                |          | 2                | 4                | -       | 4                 |
| OPERATED CARELESSLY   | 1               | _      | 1      |                  |          | _                | 1                |         | 1                 |
| SELECTED UNSUITABLE TERRAIN<br>CONTROL INTERFERENCE   |                 | 2      | 2      | 2                | 1        | 2<br>1           | 2                | 2<br>1  | 4<br>1            |
| SPONTANEOUS-IMPROPER ACTION   |                 |        |        | 1                | •        | i                | 1                | •       | i                 |
| MISJUDGED SPEED AND ALTITUDE MISJUDGED SPEED  |                 |        |        | 1                |          | 1                | 1                | 1       | 1                 |
| MISJUDGED SPEED MISJUDGED ALTITUDE AND CLEARANCE  |                 |        |        | 1<br>2           | 1        | 2<br>2           | 1<br>2           |         | 2<br>2            |
| MISJUDGED ALTITUDE  |                 |        | _      | 2                |          | 2                | 2                |         | 2                 |
| MISJUDGED CLEARANCE<br>IMPROPER RECOVERY FROM BOUNCED LANDING   | 1               |        | 1      | 12<br>1          |          | 12<br>1          | 13<br>1          |         | 13<br>1           |
| SPATIAL DISORIENTATION  | 1               |        | 1      | ī                |          | ī                | 2                |         | 2                 |
| LEFT AIRCRAFT UNATTENDED ENGINE RUNNING FAILED TO MAINTAIN DIRECTIONAL CONTROL  | 1               |        | 1      | 1                |          | 1                | 2                |         | 2<br>1            |
| FAILED TO ABORT TAKEOFF   |                 |        |        | i                |          | i                | i                |         | i                 |
| DIRECT ENTRIES  | 1               |        | 1      | 2                |          | 2                | 3                |         | 3                 |
| SUBTOTAL  | 27              | 4      | 31     | 212              | 6        | 218              | 239              | 10      | 249               |
| DUAL STUDENT  |                 |        |        | _                |          | _                |                  |         | _                 |
| FAILED TO MAINTAIN ADEQUATE ROTOR RPM<br>IMPROPER OPERATION OF FLIGHT CONTROLS  | 1               |        | 1      | 2<br>7           |          | 2<br>7           | 2<br>8           |         | 2<br>8            |
| IMPROPER LEVEL OFF  | -               |        | _      | i                |          | 1                | ĩ                | }       | 1                 |
| SPONTANEOUS-IMPROPER ACTION   |                 |        |        | 1                |          | 1                | 1                |         | . 1               |
| SUBTOTAL  | 1               |        | 1      | 11               |          | 11               | 12               |         | 12                |
| CHECK PILOT   |                 |        |        |                  |          |                  |                  |         |                   |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS  |                 | :      |        | 1<br>1           |          | 1                | 1<br>1           |         | 1<br>1            |
| IMPROPER OPERATION OF FLIGHT CONTROLS   |                 |        |        | 1                |          | 1                | 1                |         | 1                 |
| INADEQUATE SUPERVISION OF FLIGHT  |                 |        |        | 1                |          | 1                | 1                |         | 1                 |
| SUBTOTAL  |                 |        |        | 4                |          | 4                | 4                |         | 4                 |
| ** PERSONNEL **   |                 |        |        |                  |          |                  |                  |         |                   |
| FLIGHT INSTRUCTOR   |                 |        |        | _                |          | _                |                  |         | _                 |
| INADEQUATE TRAINING OF STUDENT MAINTENANCE, SERVICING, INSPECTION   |                 |        |        | 4                | 1        | 5                | 4                | 1       | 5                 |
| IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL)  |                 |        |        | 5                |          | 5                | 5                |         | 5                 |
| IMPROPER MAINTENANCE(OWNER PERSONNEL)   |                 |        |        | 2                |          | 2                | 2                |         | 2                 |

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| PERSONNEL (CONTINUED)  | FATAL ACCIDENTS |        |   | NONF A           | TAL ACCI | DENTS            | ALL ACCIDENTS    |        |                  |
|--|-----------------|--------|---|------------------|----------|------------------|------------------|--------|------------------|
|  |                 | FACTOR |   | CAUSE            | FACTOR   | TOTAL            | CAUSE            | FACTOR | TOTAL            |
| INADEQUATE MAINTENANCE AND INSPECTION OPERATIONAL SUPERVISORY PERSONNEL MEATHER PERSONNEL TRAFFIC CONTROL PERSONNEL AIRPORT SUPERVISORY PERSONNEL AIRWAYS FACILITIES PERSONNEL | 1               |        | i | 10               | 1        | 11               | 11               | 1.     | 12               |
| PRODUCTION-DESIGN SUBSTANDARD QUALITY CONTROL OTHER  |                 |        |   | 2<br>1           |          | 2<br>1           | 2<br>1           |        | 2<br>1           |
| MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT GROUND SIGNALMAN PASSENGER OTHER THIRD PILOT FLIGHT ENGINEER DISPATCHING   |                 |        |   | 1<br>1<br>2<br>1 |          | 1<br>1<br>2<br>1 | 1<br>1<br>2<br>1 |        | 1<br>1<br>2<br>1 |
| SUBTOTAL   | 1               |        | 1 | 29               | 2        | 31               | 30               | 2      | 32               |
| ** AIRFRAME ** WINGS FUSELAGE FAIRINGS LANDING GEAR FLIGHT CONTROL SURFACES HORIZONTAL STABILIZER, ATTACHMENTS   |                 |        |   | 1                |          | 1                | 1                |        | 1                |
| SUBTOTAL   |                 |        |   | 2                |          | 2<br>3           | 2                |        | 2                |
| ** POWERPLANT **   |                 |        |   |                  |          |                  |                  |        |                  |
| ENGINE STRUCTURE MASTER AND CONNECTING RODS PISTON, PISTON RINGS VALVE ASSEMBLIES OTHER IGNITION SYSTEM  |                 |        |   | 5<br>6<br>2<br>2 |          | 5<br>6<br>2<br>2 | 5<br>6<br>2<br>2 |        | 5<br>6<br>2<br>2 |
| MAGNETOES<br>Spark plug  |                 |        |   | 2<br>3           |          | 2<br>3           | 2<br>3           |        | 2<br>3           |
| FUEL SYSTEM LINES AND FITTINGS CARBURETOR PUMPS FUEL INJECTION SYSTEM  |                 |        |   | 1<br>3<br>1<br>1 |          | 1<br>3<br>1<br>1 | 1<br>3<br>1<br>1 |        | 1<br>3<br>1      |
| LUBRICATING SYSTEM FILTERS, SCREENS MAGNETIC PLUGS SEALS AND GASKETS COOLING SYSTEM PROPELLER AND ACCESSORIES EXHAUST SYSTEM ENGINE ACCESSORIES                                |                 |        |   | 1<br>1<br>1      |          | 1<br>1<br>1      | 1<br>1<br>1      |        | 1<br>1<br>1      |
| ENGINE CONTROLS-COCKPIT POWERPLANT-INSTRUMENTS MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS DIRECT ENTRIES REDUCTION GEAR ASSEMBLY                                | 1               |        | 1 | 13<br>2          |          | 13<br>2          | 14<br>2          |        | 14<br>2          |
| COMPRESSOR ASSEMBLY BLADE, COMPRESSOR ROTOR BEARING, ROTOR SHAFT OTHER COMBUSTION ASSEMBLY   |                 |        |   | 1<br>1<br>1      |          | 1<br>1<br>1      | 1<br>1<br>1      |        | 1<br>1<br>1      |
| TURBINE ASSEMBLY VANES, GUIDE BEARING, SHAFT   |                 |        |   | 1<br>1           |          | 1                | 1<br>1           |        | 1<br>1           |
| ACCESSORY DRIVE ASSEMBLY LUBRICATING SYSTEM PUMP, SCAVENGE FUEL SYSTEM   |                 |        |   | 1                |          | 1                | 1                |        | 1                |

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| POWERPLANT (CONTINUED)   | FATAL ACCIDENTS       |        |                       | NONF A   | TAL ACCI | DENTS                                     | ALL ACCIDENTS   |        |   |  |
|--|-----------------------|--------|-----------------------|--|----------|---|---|--------|---|--|
|  | CAUSE                 | FACTOR | TOTAL                 | CAUSE  | FACTOR   | TOTAL                                     | CAUSE   | FACTOR | TOTAL   |  |
| FUEL CONTROL SAFETY SYSTEM IGNTION SYSTEM TORQUEMETER AIR BLEED EXHAUST SYSTEM THRUST REVERSER PROPELLER SYSTEM CONSTANT SPEED DRIVE POWER LEVER REVERS THRUST LEVER REVERS THRUST LEVER REVERS THRUST LEVER ENGINE INDICATING EQUIPMENT ENGINE INDICATING EQUIPMENT                       |                       |        |                       | . 1  |          | 1   | 1   |        | 1   |  |
| SUBTOTAL   | 1                     |        | 1                     | 51   |          | 51  | 52  |        | 52  |  |
| ** SYSTEMS **  ELECTRICAL SYSTEM HYDRAULIC SYSTEM FLIGHT CONTROL SYSTEMS FLIGHT CONTROL BOOST SYSTEM (HYDRAULIC) ANTI-ICING, DE-ICING SYSTEMS CARBURETOR DE-ICING SYSTEM AIR CONDITION, HEATING AND PRESSURIZATION AUTO PILOT  |                       |        |                       | 1  |          | 1   | 1   |        | 1   |  |
| FIRE WARNING SYSTEM FIRE EXTINGUISHER SYSTEM OXYGEN SYSTEM OTHER SYSTEMS   |                       |        |                       |  |          |   |   |        |   |  |
| SUBTOTAL   |                       |        |                       | 2  |          | 2   | 2   |        | 2   |  |
| ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** FLIGHT AND NAVIGATION INSTRUMENTS COMMUNICATIONS AND NAVIGATION EQUIPMENT MISCELLANEOUS EQUIPMENT OTHER  |                       |        |                       |  | 1        | 1   |   | 1      | 1   |  |
| SUBTOTAL   |                       |        |                       |  | 1        | 1   |   | 1      | 1   |  |
| ** ROTORCRAFT **   |                       |        |                       |  |          |   |   |        |   |  |
| ROTOR ASSEMBLIES MAIN ROTOR BLADES TAIL ROTOR BLADES HAIN ROTOR HEAD ASSEMBLIES DROOP STOPS UNIVERSAL JOINTS, COUPLINGS BEARINGS TRANSMISSION ROTOR DRIVE SYSTEM ENGINE DRIVE SHAFT HAIN ROTOR DRIVE SHAFT HAIN ROTOR GEAR BOX TAIL ROTOR GEAR BOX TAIL ROTOR GEAR BOX TAIL ROTOR GEAR BOX | 2<br>1<br>1<br>1<br>1 |        | 2<br>1<br>1<br>1<br>1 | 2<br>9<br>1<br>1<br>4<br>1<br>1<br>1<br>1<br>3 | 1        | 3<br>9<br>1<br>4<br>1<br>1<br>1<br>1<br>3 | 4<br>10<br>2<br>1<br>1<br>5<br>1<br>2<br>1<br>1<br>1<br>3 | 1      | 5<br>10<br>2<br>1<br>1<br>5<br>1<br>2<br>1<br>1<br>2<br>1<br>1<br>3 |  |
| CLUTCH ASSEMBLY FLIGHT CONTROL SYSTEMS CYCLIC PITCH CONTROL SYSTEM   |                       |        |                       | 2  |          | 2   | 2   |        | 2   |  |
| COLLECTIVE PITCH CONTROL SYSTEM MISCELLANEOUS UNITS AND ASSEMBLIES   |                       |        |                       | 1  | 1        | 1   | 1   | 1      | 1   |  |
| TAIL BOOMS/PYLONS/CONES DIRECT ENTRIES   | 1                     |        | 1                     | 1<br>6   |          | 1<br>6                                    | 1<br>7  |        | 1<br>7  |  |
| SUBTOTAL   | 8                     |        | 8                     | 35   | 2        | 37  | 43  | 2      | 45  |  |

\*\* AIRPORTS/AIRWAYS/FACILITIES \*\*

AIRPORT FACILITIES

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| AIRPORTS/AIRWAYS/FACILITIES (CONTINUED)   |             | AL ACCID |                  | NONF A                     | TAL ACCI         |                             |                                      | ALL ACCIDENTS         |  |  |
|---|-------------|----------|------------------|----------------------------|------------------|-----------------------------|--------------------------------------|-----------------------|--|--|
| •   | CAUSE       | FACTOR   | TOTAL            | CAUSE                      | FACTOR           | TOTAL                       | CAUSE                                | FACTOR                | TOTAL                                      |  |
| AIRPORT CONDITIONS  |             |          |                  |                            |                  |                             |                                      |                       | _  |  |
| OTHER AIRWAYS FACILITIES  |             |          |                  | 2                          |                  | 2                           | 2                                    |                       | 2  |  |
| SUBTOTAL  |             |          |                  | 2                          |                  | 2                           | 2                                    |                       | 2  |  |
| ** WEATHER **   |             |          |                  |                            |                  |                             |                                      |                       |  |  |
| RAIN ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC CONDITIONS CONDUCIVE TO CARB/INDUCTION SYSTEM ICING UNFAVORABLE WIND CONDITIONS SUDDEN WINDSHIFT DOWNDRAFTS, UPDRAFTS LOCAL WHIRLWIND HIGH TEMPERATURE HIGH DENSITY ALTITUDE | 1           | 1        | 1                | 3<br>2<br>9<br>1<br>5      | 1<br>4<br>1      | 1<br>3<br>3<br>13<br>1<br>6 | 3<br>2<br>9<br>1<br>5<br>1<br>1<br>3 | 1<br>5<br>1           | 1<br>3<br>3<br>14<br>1<br>6<br>1<br>1<br>8 |  |
| SUBTOTAL  | 1           | 1        | 2                | 24                         | 12               | 36                          | 25                                   | 13                    | 38   |  |
| ** TERRAIN **   |             |          |                  |                            |                  |                             |                                      |                       |  |  |
| HET, SOFT GROUND SNOW-COVERED HIGH VEGETATION ROUGH/UNEVEN HIGH OBSTRUCTIONS OTHER  | 1<br>1<br>1 | 1<br>1   | 1<br>1<br>2<br>1 | 5<br>4<br>1<br>6<br>7<br>4 | 5<br>1<br>2<br>2 | 10<br>5<br>1<br>8<br>9<br>4 | 5<br>5<br>1<br>7<br>8<br>4           | 5<br>1<br>2<br>3<br>1 | 10<br>6<br>1<br>9<br>11<br>5               |  |
| SUBTOTAL  | 3           | 2        | 5                | 27                         | 10               | 37                          | 30                                   | 12                    | 42   |  |
| ** MISCELLANEOUS **   |             |          |                  |                            |                  |                             |                                      |                       |  |  |
| EVASIVE MANEUVER TO AVOID COLLISION<br>FOREIGN OBJECT DAMAGE<br>FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS<br>UNDETERMINED  | 10          |          | 10               | 2<br>2<br>5<br>1           |                  | 2<br>2<br>5<br>1            | 2<br>2<br>5<br>11                    |                       | 2<br>2<br>5<br>11                          |  |
| SUBTOTAL  | 10          |          | 10               | 10                         |                  | 10                          | 20                                   |                       | 20   |  |
| GRAND TOTAL   | 52          | 7        | 59               | 410                        | 33               | 443                         | 462                                  | 40                    | 502  |  |
| ** MISCELLANEOUS ACTS, CONDITIONS **  |             |          |                  |                            |                  |                             |                                      |                       |  |  |
| ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE CHECKLIST-FAILED TO USE DISREGARD OF GOOD OPERATING PRACTICE IMPROPER EMERGENCY PROCEDURES   |             |          |                  | 2                          | 1                | 2<br>1<br>1<br>1            | 1                                    | 1                     | 2<br>1<br>1<br>1                           |  |
| UNWARRANTED LOW FLYING .<br>INATTENTIVE TO FUEL SUPPLY  | 1           |          | 1                | . 2                        |                  | 2                           | 1<br>2                               |                       | 1<br>2                                     |  |
| POORLY PLANNED APPROACH MISCALCULATED FUEL CONSUMPTION JETTISONED LOAD IMPROPERLY SECURED   | 1           | 1        | 1                | 1                          | 2                | 1<br>2<br>1                 | 1 1                                  | 3                     | 1<br>1<br>3<br>1                           |  |
| ENGINE LOADED UP<br>Fatigue fracture  | 1           |          | 1                | 1<br>9                     |                  | 1<br>9                      | 1<br>10                              |                       | 1<br>10                                    |  |
| RPM-UNCONTROLLABLE-OVERSPEED WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION WRONG PART   | 1           |          | 1                | 1 .<br>1                   | 1                | 1<br>1<br>1                 | 1<br>1<br>1                          | 1                     | 1<br>2<br>1                                |  |
| IMPROPER ALIGNMENT/ADJUSTMENT<br>SEPARATION IN FLIGHT   |             | 4        | 4                | 1                          | 8                | 1<br>8                      | 1                                    | 12                    | 1<br>12                                    |  |
| LATERAL IMBALANCE CORRODED/CORROSION CARGO SHIFTED PILOT FATIGUE  | 1           |          | 1                | 3<br>1<br>1                | 2                | 3<br>1<br>1<br>2            | 3<br>2<br>1                          | 2                     | 3<br>2<br>1<br>2                           |  |
| FUEL EXHAUSTION ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT ICE-CARBURETOR AIRFRAME ICE   |             | 2        | . 2              | 10                         | 1                | 10<br>3<br>1                | 10<br>3                              | 2                     | 10<br>2<br>3<br>1                          |  |
| ICE-WINDSHIELD  |             |          |                  | 1                          | ī                | 2                           | 1                                    | ī                     | 2  |  |

|  | OHOU ETT HO. | ON TABLE   | •           |   |   |  |   |   |   |
|--|--------------|------------|-------------|---|---|--|---|---|---|
| MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)   | FAT          | AL ACCIE   | DENTS       | NONF A  | TAL ACCI                                    | DENTS  | AL  | L ACCIDE                                | NTS   |
|  | C AUSE       | FACTOR     | TOTAL       | CAUSE   | FACTOR                                      | TOTAL  | CAUSE   | FACTOR                                  | TOTAL   |
| IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG WHITEOUT SUNGLARE LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM SIMULATED CONDITIONS WATER IN FUEL AIRCRAFT CAME TO REST IN WATER MISSING OVERLOAD FAILURE MATERIAL FAILURE FUEL STARVATION OIL STARVATION UNAPPROVED MODIFICATION ACTION, LACK OF LEAK/LEAKAGE DOWNNIND CARBON DEPOSITS LOOSE, PART/FITTING GROUND RESONANCE BINDING BURNED DISCONNECTED | 1 1 2 4      | FACTOR 4 1 | 1 1 4 3 4 1 | CAUSE  4 1 2 18 1 2 4 20 4 20 1 1 1 2 2 1 2 2 2 2 2 2 2 2 2 2 2 2 | FACTOR  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | 10TAL  | 51<br>3<br>2<br>18<br>1<br>2<br>6<br>24<br>4<br>2<br>1<br>1<br>1<br>1 | 1 1 1 1 1 1 1 5 1 1 1 1 1 1 1 1 1 1 1 1 | TOTAL 6 2 1 1 3 2 2 18 1 1 10 0 2 4 4 2 2 1 1 1 1 5 5 1 1 1 2 2 1 1 1 1 1 1 1 |
| GROUNDED IMPROPERLY INSTALLED OBSTRUCTED CUT OF BALANCE OVERHEATED SCORED SHEARED STUCK EXCESSIVE TEMPERATURE VIBRATION, EXCESSIVE .   | 1            |            | 1           | 1<br>5<br>2<br>2<br>2<br>1<br>1<br>2                              | 1   | 1<br>5<br>2<br>1<br>2<br>2<br>1<br>1<br>2<br>5 | 1<br>6<br>2<br>2<br>2<br>1<br>1<br>2<br>4                             | 1                                       | 1<br>6<br>2<br>1<br>2<br>2<br>2<br>1<br>1<br>2<br>5                           |

### DIRECT ENTRY CAUSES

PWR PLT-DEFECTIVE FUEL PUMP DIAPHRAGM.
PILOT-DELAYED ATTEMPT TO LIFTOFF TO REGAIN CONTROL
ROTORCFT-ACFT IN SETILING WITH POWER CONDITION.
ROTORCFT-SUDDEN DISSYMMETRY OF LIFT.
ROTORCFT-ENTERED SETTLING WITH POWER CONDITION.
ROTORCFT-TAIL ROTOR GRIP RETAINING BOLT.
PILOT-HOVERED OVER UNFAMILIAR AREA AT NIGHT.
ROTORCFT-REAR FLOAT CROSS TUBE FAILED IN FATIGUE.
PWR PLT-LOOSE ROD CAP BOLTS ON NO 4 ROD FAILED.
ROTORCFT-ROTOR RPM LOST, CAUSE UNDETERMINED.
ROTORCFT-M/R NOT BALANCED CORDWISE DURING ASSEMBLY
PILOT-FAILED TO INSTR PX IN PROPER APPCH TO ACFT.

DIRECT ENTRY CAUSES ARE CARRIED UNDER THEIR APPROPRIATE CAUSAL CATEGORIES AND ARE INCLUDED IN THE TOTALS

### NATIONAL TRANSPORTATION SAFETY BOARD

### DEPARTMENT OF TRANSPORTATION

WASHINGTON: D. C. 20591

BRIEFS OF ACCIDENTS

INVOLVING ROTORCRAFT

U.S.GENERAL AVIATION

1968

| FILE   | DATE                              | LOCATION  | AIRCRAFT DATA                                  | INJURIES<br>F S M/N    |                                 | PILOT DATA   |
|--------|-----------------------------------|---|--|------------------------|---------------------------------|--|
| 3-0062 |                                   | CULVER CITY, CALIF  | BELL 47G-2<br>N412SF<br>DAMAGE-SUBSTANTIAL     | CR 0 0 1<br>PX- 0 0 0  |                                 | COMMERCIAL, AGE 40, 4129<br>TOTAL HOURS, 16 IN TYPE,<br>INSTRUMENT RATED.                  |
|        | NAME OF A<br>TYPE OF A<br>HARD LA |   |  |                        | OPERATION<br>NG: LEVEL OFF/TOUC | HDOWN  |
|        | PILOT I                           | N COMMAND - SPONTANEO<br>N COMMAND - IMPROPER   | OPERATION OF FLIGHT                            |                        | ELIC RTG.MYD CYCLC              | CTL AFT DRNG LVL OFF.  |
| 3-0076 | 1/20/68<br>TIME - 16              | EL MIRAGE,CALIF<br>20   | BENSEN WEAVER<br>NONE<br>DAMAGE-SUBSTANTIAL    | CR- 1 0 0<br>PX- 0 0 0 |                                 | NO CERTIFICATE, AGE 36,<br>UNK/NR TOTAL HOURS,<br>UNK/NR IN,TYPE, NOT<br>INSTRUMENT RATED. |
|        | NAME OF A<br>TYPE OF A<br>STALL:  |   |  |                        | OPERATION                       |  |
|        | PILOT I<br>PILOT I                | CAUSE<br>N COMMAND - ATTEMPTEO<br>N COMMAND - LACK OF O<br>N COMMAND - FAILED TO<br>NEITHER ACFT OR PLT O | FAMILIARITY WITH AIRC<br>O OBTAIN/MAINTAIN FLY | CRAFT<br>VING SPEED    | TY LEVEL                        |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA                               | INJU<br>F    | RIE   | S<br>M/N | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|--|---|---|--------------|---|----------|---|--|
|        |  |   |   | CR+ O        | 0   | 1<br>1   | COMMERCIAL<br>POWER/PIPELINE                                      | COMMERCIAL, AGE 42, 1705<br>TOTAL HOURS, 575 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF ACCIDEN<br>HARD LANDING<br>ROLL OVER                         | Т   |   |              | PHA:  | SE G     | F OPÉRATION<br>NG: LEVEL OFF/TOUCHDOWN<br>NG: LEVEL OFF/TOUCHDOWN | ·  |
|        |  | NG CONDITIONS-  | D VFR FLIGHT INTO ADV                       |              |   |          | ONDIT IONS  |  |
|        | MISCELLANEOUS<br>MISCELLANEOUS<br>WEATHER BRIEFIN<br>WEATHER FORECAS | ACTS, CONDITION ACTS, CONDITION G - NO BRIEFIN T - UNKNOWN/NO           | IG RECEIVED                                 | ORT ON L     | .AND  |          |   |  |
|        |  |   | ERSE/UNFAVORABLE WEAT                       |              |   |          |   |  |
|        | SKY CONDITION OVERCAST   | ·   |   |              | 5   | 00       | AT ACCIDENT SITE  |  |
|        | VISIBILITY AT A 2 MILES OR LE OBSTRUCTIONS TO BLOWING SNOW           |   | S   | LEET<br>Pera | TATION AT ACCIDENT SITE<br>, FREEZING DRIZZLE<br>TURE-F |          |   |  |
|        | WIND DIRECTION-<br>315   | •   |   |              | WIN<br>5  | D VE     | LOCITY-KNOTS  |  |
|        | VFR<br>REMARKS- 3 INS  |   | MERG LNDG AREA.ROTOR                        |              | N   | ONE      | FLIGHT PLAN WHITEOUT, PLT MISJUDGED                               | LVL OFF.   |
|        |  |   |   |              |   |          | ·   |  |
| 3-0124 | 1/30/68 C. C   | HRISTI,TEX  | BELL 47G-4A<br>N7925S<br>DAMAGE-SUBSTANTIAL |              | 0   | 1        | MISCELLANEOUS<br>TEST   | COMMERCIAL, AGE 30, 2500<br>TOTAL HOURS, 686 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | NAME OF AIRPORT  | - C. CHRISTI  | INTL  |              |   |          |   |  |
|        | TYPE OF ACCIDENT PROPELLER/ROTH HARD LANDING                         | PHASE OF OPERATION<br>TAKEOFF: VERTICAL<br>LANDING: LEVEL OFF/TOUCHDOWN |   |              |   |          |   |  |
|        |  | AINTENANCE, SEF   | RVICING, INSPECTION: I                      | NAD EQUAT    | ЕМ  | AINT     | ENANCE AND INSPECTION   |  |
|        | FACTOR MISCELLANEOUS EMERGENCY CIRCU                                 |   |   |              |   |          |   |  |

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| FILE   | DATE                              | LOCATION   | AIRCRAFT DATA   |            | F          | \$       | 4/N  | PURPOSE                           | PILOT DATA  |  |  |  |  |
|--------|-----------------------------------|--|---|------------|------------|----------|------|-----------------------------------|---|--|--|--|--|
| 3-0178 | 2/4/68<br>TIME - 1                | VAN NUYS, CALIF<br>045   | HUGHES 269B<br>N9372F<br>DAMAGE-SUBSTANTIAL                 | CR-<br>PX- | 0          | 0        | 2    | INSTRUCTIONAL<br>DUAL             | COMMERCIAL, FL.INSTR.,<br>AGE 23, 1236 TOTAL HOURS<br>547 IN TYPE, NOT INSTRU-<br>MENT RATED. |  |  |  |  |
|        | NAME OF<br>TYPE OF<br>HARD L      |  | PHASE OF OPERATION LANDING: POWER-OFF AUTOROTATIVE LANDING  |            |            |          |      |                                   |   |  |  |  |  |
|        | PILOT                             | CAUSE TUDENT - IMPROPER LEVE IN COMMAND - INADEQUAT STUDENT TRAINING FOR                 | E SUPERVISION OF FLI  |            | ING        | S•       | PRA  | CTICE AUTO-ROTAT                  | TIVE LNDG.  |  |  |  |  |
| 3-0206 | 2/3/68<br>TIME - 1                | PLAINVIEW,TEX<br>700   | HUGHES 269A<br>NB818F<br>DAMAGE-SUBSTANTIAL                 | CR-<br>PX- | 0          | 0<br>0   | 1    | NONCOMMERCIAL<br>PLEASURE         | COMMERCIAL, AGE 53, 2465<br>TOTAL HOURS, 60 IN TYPE,<br>NOT INSTRUMENT RATED.                 |  |  |  |  |
|        |                                   | ACCIDENT<br>ON WITH GROUND/WATER:  |   |            |            |          |      | OF OPERATION<br>LIGHT: UNCONTROLI |   |  |  |  |  |
|        | PILOT<br>PILOT<br>PILOT<br>FACTOR | IN COMMAND - IMPROPER IN COMMAND - IMPROPER IN COMMAND - IMPROPER IN COMMAND - FAILED TO | IN-FLIGHT DECISIONS OPERATION OF FLIGHT MAINTAIN ADEQUATE F | OR PL      | ANN<br>OLS | NIN<br>S | 3    | ANT CONTROLS                      |   |  |  |  |  |
|        |                                   | LANEOUS ACTS, CONDITION<br>ATTEMPTED DOWNWIND HO   |   | AI LED     | TCL        | _AN      | W    | HEN RPM DROPPED (                 | OR TO MAINTAIN LEVEL ATITUDE  |  |  |  |  |
| 3-0208 | 2/4/68<br>TIME - 1                | COMPTON, CALIF   | HUGHES 269A<br>N8879F<br>DAMAGE-SUBSTANTIAL                 | PX-        | 0          | 0        | 1    | NONCOMMERCIAL<br>PRACTICE         | PRIVATE, AGE 26, 67 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.                     |  |  |  |  |
|        | NAME OF .<br>TYPE OF .<br>ROLL O  |  | 5A11K02   |            |            |          |      | OF OPERATION<br>LIGHT: HOVERING   |   |  |  |  |  |
|        | FACTOR<br>TERRAI                  | CAUSE<br>IN COMMAND - IMPROPER<br>N - WET,SOFT GROUND<br>ATTEMPTED 5 FT ALT HO           |   |            |            |          | NT A | CTED GROUND.                      |   |  |  |  |  |

| FILE | DATE  |  | AIRCRAFT DATA   | _  | = .                            | S M/N                  | PURPOSE                             | PILOT   | DATA         |  |  |
|------|---|--|---|--|--------------------------------|------------------------|-------------------------------------|---|--------------|--|--|
|      |   | HARRISON, OHIO   | BELL 47J<br>N2895B<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-   | 0                              | 0 1                    |                                     | COMMERCIAL,<br>AGE 54, 451(<br>IN TYPE, NOT<br>RATED. | TOTAL HOURS. |  |  |
|      | NAME OF AIRPORT - HARRISON  TYPE OF ACCIDENT  ENGINE FAILURE OR MALFUNCTION  HARD LANDING  PHASE OF OPERATION  TAKEOFF: INITIAL CLIM  HARD LANDING  LANDING: LEVEL OFF/TO |  |   |  |                                |                        |                                     | :<br>:  |              |  |  |
|      | SYSTEMS — MISCELLAN WEATHER — MISCELLAN PILOT IN FACTOR PERSONNEL PARTIAL POW WEATHER BRI WEATHER FOR   | COMMAND — ATTEMPT ANTI-ICING,DE-IC EOUS ACTS,CONDITI CONDITIONS CONDITI COMMAND — FAILED  — MAINTENANCE,SE ER LOSS — PARTIAL EFING — BRIEFED E ECAST — UNKNOWN/M | ICTIVE TO CARB./INDUCTIONS — ICE—CARBURETOR TO MAINTAIN ADEQUATE I RVICING,INSPECTION: II LOSS OF POWER — 1 ENV IV WEATHER BUREAU PERSI | OR DE-<br>CON SY:<br>ROTOR<br>NADEQU<br>GINE<br>DNNEL; | ICI<br>STE<br>R.P<br>ATE<br>BY | MG SY: M ICI MAIN PHON | STEM  NG  FENANCE AND INSPECTION  E |   |              |  |  |
|      | SKY CONDITION  UNKNOWN/NOT REPORTED  VISIBILITY AT ACCIDENT SITE  5 OR OVER  OBSTRUCTIONS TO VISION AT ACCIDENT SITE  TEMPERATURE—F                                       |  |   |  |                                |                        |                                     |   |              |  |  |
|      | NONE WIND DIRECT 300 TYPE OF WEA  | ION-DEGREES THER CONDITIONS  |   |  |                                | 17                     | ELOCITY-KNOTS<br>F FLIGHT PLAN      |   |              |  |  |

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| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | INJ<br>F                  | UR I E<br>S      | S<br>M/N             | FLIGHT<br>PURPOSE   | PILOT DATA  |  |  |  |
|--------|--|--|---|---------------------------|------------------|----------------------|---|---|--|--|--|
| 3-0230 | 2/17/68<br>TIME - 120  | SAN ANTONIO,TEX<br>00  | HUGHES 269A<br>N8783F<br>Damage-Substantial   | CR <del>-</del><br>PX-    | 0 0<br>0 0       | .1                   | NONCOMMERCIAL<br>BUSINESS                                   | COMMERCIAL, AGE 45,<br>15750 TOTAL HOURS, 82 IN<br>TYPE, NOT INSTRUMENT<br>RATED, |  |  |  |
|        | TYPE OF AC<br>ENGINE F<br>HARD LAN   | CCIDENT<br>FAILURE OR MALFUNCTI<br>NDING   | ON  |                           | PHA<br>I<br>L    | SE C<br>N FL<br>ANDI | F OPERATION<br>IGHT: NORMAL CRUISE<br>NG: POWER-OFF AUTOROT | FATIVE LANDING  |  |  |  |
|        | PROBABLE CAUSE  PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS  MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR  MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/FAILED TO USE PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS  FACTOR  MEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING  COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND |  |   |                           |                  |                      |   |   |  |  |  |
|        | SKY CONDIT   |  | CEI<br>4  |                           | AT ACCIDENT SITE |                      |   |   |  |  |  |
|        | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS  |  |   |                           |                  |                      | TATION AT ACCIDENT SI                                       | ITE   |  |  |  |
|        |  | ONS TO VISION AT ACC   | IDENT SITE  | TEMPERATURE-F 45          |                  |                      |   |   |  |  |  |
|        |  | TION-DEGREES   |   | WIND VELOCITY-KNOTS<br>11 |                  |                      |   |   |  |  |  |
|        | TYPE OF WE   | EATHER CONDITIONS<br>EMP 45 DEG-DEW-POIN   | T 43 DEG.   |                           | TYP              |                      | FLIGHT PLAN   |   |  |  |  |
| 3-0235 | 2/23/68<br>TIME - 153  | HAWAIN GRDN,CALIF<br>30  | DAMAGE-SUBSTANTIAL  |                           |                  |                      |   | COMMERCIAL, FL.INSTR.,<br>AGE 33, 1698 TOTAL HOURS,<br>ALL IN TYPE, NOT INSTRU-   |  |  |  |
|        | TYPE OF AC<br>ENGINE F<br>HARD LAN   | MENT RATED.  PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: POWER-OFF AUTOROTATIVE LANDING |   |                           |                  |                      |   |   |  |  |  |
|        | PILOT IN<br>PILOT IN   | NEOUS ACTS, CONDITIO<br>COMMAND - IMPROPER<br>COMMAND - FAILED T                                 | NS - SIMULATED CONDI<br>OPERATION OF FLIGHT<br>O MAINTAIN ADEQUATE<br>ROTATION,PLT FAILED | CONTRO<br>ROTOR R         | . P. M           |                      | OR RPM ON FLARE OR LE                                       | EVEL ACFT ON TOUCHDOWN.   |  |  |  |

| FILE   | DATE LOCATION   | AIRCRAFT DATA  | INJURIES<br>F S M/N                                 | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|---|--|---|--|--|
| 3-0265 | 2/27/68 WINDNA, ARIZ TIME - 1400  TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTI COLLIDED WITH: TREES  PROBABLE CAUSE POWERPLANT - ENGINE STRUCTU MISCELLANEOUS ACTS, CONDITIOL PARTIAL POWER LOSS - PARTIAL EMERGENCY CIRCUMSTANCES - FOR FIRE AFTER IMPACT REMARKS- FAILURE OF NO 2 CYL | HILLER UN-12L N978PC DAMAGE-SUBSTANTIAL ON  RE: VALVE ASSEMBLIES NS - MATERIAL FAILURE LOSS OF POWER - 1 ENG CED LANDING OFF AIRPO | CR- 0 C 1<br>PX- 0 C 1<br>PHASE C<br>IN FL<br>IN FL | COMMERCIAL CTR PASSG-D  F OPERATION IGHT: HOVERING IGHT: EMERGENCY DESCENT | COMMERCIAL, AGE 40, 6000 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| 3-0320 | 2/23/68 LONG BEACH, CALIF<br>TIME - 1245  NAME OF AIRPORT - LDNG BEACH,<br>TYPE OF ACCIDENT<br>ROLL OVER  PROBBABLE CAUSE<br>PILOT IN COMMAND - IMPROPER<br>PILOT IN COMMAND - ATTEMPTE<br>PERSONNEL - FLIGHT INSTRUCT<br>REMARKS- PREMATURE SOLOING OF                                 | PAD 2  OPERATION OF FLIGHT D OPERATION BEYOND E) OR: INADEQUATE TRAIN  | PHASE C<br>IN FL                                    | OF OPERATION<br>IGHT: HOVERING   | STUDENT, AGE 33, 48 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED.        |
| 3-0349 | 1/16/68 DELTA, OHIO TIME - 1005  TYPE OF ACCIDENT COLLISON WITH GROUND/WATER: ROLL OVER  PROBABLE CAUSE PILOT IN COMMAND - MISJUDGE FACTOR TERRAIN - SNOW-COVERED REMARKS- RT SKID DUG INTO RIS   | CONTROLLED  D ALTITUDE AND CLEARA  | PHASE C<br>TAXI:<br>LANDI                           | OF OPERATION<br>: AERIAL TAXI, OTHER<br>:NG: OTHER                         | RATED∙   |
| 3-0448 | 2/27/68 SINKING SPGS,OHIO<br>TIME - 1410  TYPE OF ACCIDENT<br>COLLIDED WITH: WIRES/POLES  PROBABLE CAUSE<br>PILOT IN COMMAND - FAILED 1   | DAMAGE-DESTRUTED   | PHASE (   | DF OPERATION<br>ING: FINAL APPROACH  | PRIVATE, AGE 33, 591 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.     |

| FILE   |   | LOCATION  | AIRCRAFT DATA  | IN         | JUI<br>F   | RIES   | 5<br>4/N      | FLIGHT<br>PURPOSE                      | PILOT DATA   |  |
|--------|---|---|--|------------|--|--------|---------------|--|--|--|
|        |   | NR.CASTAIC,CALIF  |  |            |  |        |               |  | COMMERCIAL, AGE 33, 1428<br>TOTAL HOURS, 254 IN TYPE,<br>NOT INSTRUMENT RATED. |  |
|        | TYPE OF AC                                      | IRPORT - SITE 336A F<br>CCIDENT<br>) WITH: OBJECT                     | AD   |            |  | PHAS   | SE (          | OF OPERATION<br>NG: LEVEL OFF/TOUCHDOW |  |  |
|        | FIRE AFTER                                      | N COMMAND - SELECTED<br>R IMPACT                                      | UNSUITABLE TERRAIN<br>JACENT HIGHER TERRAIN  | √,WHIL     | . E  | LN     | og (          | ON PAD TOO SMALL FOR TY                | PE OF ACFT.  |  |
| 3-0502 | 3/24/68<br>TIME - 16                            | HNTNGTN BCH,CALIF   | BELL 47G-2<br>N672CD<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 0  | c<br>c | 1 0           | COMMERCIAL<br>CTR PASSG-D              | COMMERCIAL, AGE 25, 1500<br>TOTAL HOURS, 150 IN TYPE,<br>NOT INSTRUMENT RATED. |  |
|        | NAME OF A<br>TYPE OF AC<br>COLLISON<br>ROLL OVE | IRPORT - MEADOWLARK<br>CCIDENT<br>N WITH GROÙND∕WATER:<br>ER          |  |            | PHASE OF OPERATION TAXI: AERIAL TAXI, OTHER LANDING: OTHER |        |               |  |  |  |
|        | PILOT I   | N COMMAND - MISJUDGE<br>N COMMAND - DIVERTED<br>ANEOUS ACTS, CONDITIO | ED ALTITUDE AND CLEAR/<br>DATTENTION FROM OPER/<br>DNS - ACTION, LACK OF<br>WHILE TOWING BOAT TO | AT I ON    | -  |        |               | AFT<br>DLLED LNDG.FAILED TO IN         | ITATE EMGCY PROCEDURE  |  |
| 3-0507 | 3/16/68<br>TIME - 173                           | GREENVILLE,TEX<br>3G  | N8282E<br>Damage-substantial   | PX-        | 0  | 0      | 1             | INSTRUCTIONAL<br>TRAINING              | COMMERCIAL, FL.INSTR.,<br>AGE 37, 4585 TCTAL HOURS,<br>16 IN TYPE, INSTRUMENT  |  |
|        | TYPE OF AC                                      |   | •  |            |  | PHA:   | SE (          | OF OPERATION<br>ING: POWER-ON LANDING  | RATED.   |  |
|        | FACTOR<br>PILOT II                              | N COMMAND - IMPROPER<br>N COMMAND - MISJUDGE                          |  |            |  |        | DR <b>W</b> / | ARD SPEED TOO ABRUPTLY.                |  |  |

|        |   |  | BRIEF                                      | S OF AC | CI         | DEN               | TS   |  |   |
|--------|---|--|--|---------|------------|-------------------|--|--|---|
| FILE   | DATE  | LOCATION   | AIRCRAFT DATA                              | I N J   | :          | SM                | /N   | PURPOSE  | PILOT DATA  |
| 3-0510 | 2/3/68<br>TIME - 12   | YELLOWSTONE P,WYO  | BELL 47G-3<br>N8416E<br>DAMAGE-SUBSTANTIAL | PX-     | 0          | 0                 | 1  | COMMERCIAL<br>MAPPING/PHOTO                                  | COMMERCIAL, FL.INSTR.,<br>AGE 47, 1837 TOTAL HOURS,<br>90 IN TYPE, NOT INSTRUMENT<br>RATED. |
|        | TYPE OF ACCIDENT PHASE OF OPERATION ROLL OVER LANDING: POWER-ON LANDING |  |  |         |            |                   |  |  |   |
|        | MISCELLA<br>TERRAIN<br>WEATHER BE<br>WEATHER FO                         | - ICING CONDITIONS-<br>ANEOUS ACTS, CONDITIO<br>- SNOW-COVERED<br>RIEFING - SELF-HELP,<br>DRECAST - UNKNOWN/NO | PILOT CHECKED WEATHE                       | R DATA  |            |                   | •  |  |   |
|        | SKY CONDITER STATE OF STRUCTU   | IDENT SITE   |  | Р       | 15<br>PREC | OG<br>IPI<br>INE  | AT ACCIDENT SITE<br>TATION AT ACCIDENT SIT<br>TURE-F | TE   |   |
|        | NONE  | EATHER CONDITIONS  |  |         |            | 30<br><b>YP</b> 8 |  | FLIGHT PLAN  |   |
|        |   |  | FROM BUBBLE.RT SKID                        | BROKE   | TH         | IROL              | GH   | SNOW CRUST.  |   |
| 3-0518 |   | WALLS, MISS  | BELL 206A<br>N7876S<br>DAMAGE-SUBSTANTIAL  |         | 0          | 0                 | 1  | NONCOMMERCIAL<br>PRACTICE                                    | COMMERCIAL, AGE 43, 250<br>TOTAL HOURS, 150 IN TYPE,<br>NOT INSTRUMENT RATED.               |
|        | NAME OF AIRPORT - TWINKLETOWN   |  |  |         |            | IN                | FL   | F OPERATION<br>IGHT: NORMAL CRUISE<br>NG: POWER-OFF AUTOROTA |   |
|        | PILOT I   | N COMMAND - FAILED T<br>N COMMAND - IMPROPER   | O MAINTAIN ADEQUATE OPERATION OF FLIGHT    | CONTRO  |            |                   |  |  |   |

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| FILE   |   |   | AIRCRAFT DATA                                 |                  |      |                          |            | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|---|---|---|------------------|------|--------------------------|------------|---|--|
| 3-0530 | 3/16/68<br>TIME - 123                             | ADELANTO, CALIF   | BENSEN B-8<br>N1697<br>DAMAGE-SUBSTANTIAL     |                  | 0    | 0                        | 1          | NONCOMMERCIAL<br>PLEASURE                                   | STUDENT, AGE 53, 2900<br>TOTAL HOURS, 81 IN TYPE,<br>NOT INSTRUMENT RATED.                     |
|        | TYPE OF AC  | AILURE OR MALFUNCTI   | ON  |                  |      | T/                       | KEC        | F OPERATION<br>FF: INITIAL CLIMB<br>NG: POWER-OFF AUTOROTAT | IVE LANDING  |
|        | PWR PLT<br>PILOT IN<br>PILOT IN<br>COMPLETE P     | NT - FUEL SYSTEM: P<br>- DEFECTIVE FUEL PU<br>COMMAND - FAILED T<br>COMMAND - IMPROPER<br>OWER LOSS - COMPLET |   | CONTR<br>- CONTR | OL 9 | S<br>ENG 1               |            |   |  |
| 3-0534 | 3/26/68<br>TIME - 150                             | ADELANTO,CALIF<br>©   | BENSEN MCCANN<br>N94286<br>DAMAGE-SUBSTANTIAL | CR-<br>PX-       | 0    | 1<br>0                   | 0          | MISCELLANEOUS<br>TEST                                       | NO CERTIFICATE, AGE 47,<br>135 TOTAL HOURS, 75 IN<br>TYPE, NOT INSTRUMENT<br>RATED.            |
|        | NAME OF AI<br>TYPE OF AC<br>COLLISON              |   |   |                  |      | F OPERATION<br>FF: OTHER | KA I EDø   |   |  |
|        | WEATHER<br>WEATHER BR                             |   | G RECEIVED                                    | ND CON           | DIT  | TION                     | IS         |   |  |
|        | SKY CONDIT<br>CLEAR<br>VISIBILITY<br>5 OR OVE     | AT ACCIDENT SITE  |   |                  | F    | UN                       | LIM<br>IPI | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SITE         | i.   |
|        | OBSTRUCTIO<br>NONE                                | ONS TO VISION AT ACC  | IDENT SITE                                    |                  | ,    | 1 I NE<br>28             | ) D I      | RECTION-DEGREES FLIGHT PLAN                                 |  |
|        | VFR   | EATHER CONDITIONS  TAXI TEST, ENCOUNTERE  | D STRONG GUST OF WIND                         | , ACFT           |      | NO                       | NE         | IRBORNE, ROLLED TO THE R                                    | IGHT.  |
| 3-0539 | 1/15/68<br>TIME - 153                             | CUCAMONGA, CALIF<br>5   | HILLER UH12L4<br>N93483<br>DAMAGE-SUBSTANTIAL | CR-<br>PX-       | 0    | 1                        | 0 2        | COMMERCIAL<br>AIR TAXI-PASSG                                | COMMERCIAL, FL.INSTR.,<br>AGE 37, 2364 TOTAL HOURS.<br>338 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | TYPE OF AC  | R/ROTOR FAILURE: MA   |   |                  | F    | TA                       | KEO        | F OPERATION<br>FF: INITIAL CLIMB<br>NG: LEVEL OFF/TOUCHDOWN |  |
|        | PROBABLE C<br>ROTORCRA<br>EMERGENCY<br>REMARKS- C | ORT ON  | L   | AND              |      |                          |            |   |  |

| FILE   |   |  | AIRCRAFT DATA                              | _              |   |                                     | PILOT DATA   |  |  |  |
|--------|---|--|--|----------------|---|-------------------------------------|--|--|--|--|
| 3-0542 | 1/24/68<br>TIME - 10  | SUPERIOR, MONT   | BELL 47G-3B                                | CR- 0<br>PX- 0 | COMMERCIAL, FL.INSTR.,<br>AGE 35, 2600 TOTAL HOURS,<br>900 IN TYPE, NOT INSTRU-<br>MENT RATED.            |                                     |  |  |  |  |
|        | TYPE OF AC  | CCIDENT<br>D WITH: TREES   |  |                |   | OF OPERATION<br>ING: FINAL APPROACH | PENT RATED   |  |  |  |
|        | WEATHER<br>TERRAIN<br>WEATHER BE<br>WEATHER FO  | - UNFAYORABLE WINI - DOWNDRAFT, UPDRAI - HIGH OBSTRUCTION RIEFING - BRIEFED N DRECAST - UNKNOWN/ | TTS<br>IS<br>BY WEATHER BUREAU PERS        |                |   | ON .                                |  |  |  |  |
|        | VISIBILITY 5 OR OVE OBSTRUCTION   | NOT REPORTED AT ACCIDENT SITE  |  | P<br>T<br>W    | CEILING AT ACCIDENT SITE 7000 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 30 WIND VELOCITY-KNOTS 15 |                                     |  |  |  |  |
|        | TYPE OF WEATHER CONDITIONS  TYPE OF FLIGHT PLAN  VFR  NONE  REMARKS- ENCOUNTERED DOWNDRAFTS ON LEE SIDE OF MT.PLT UNABLE TO STOP SETTLING.ACFT FLYABLE,FLOWN TC ARPT. |  |  |                |   |                                     |  |  |  |  |
|        |   |  |  |                |   | 4                                   |  |  |  |  |
| 3-0564 | 2/21/68<br>TIME - 120   | DECKERS,COLO<br>00   | SIKORSKY S-58C<br>N868<br>DAMAGE-DESTROYED |                |   | COMMERCIAL<br>CONSTRUCTION          | COMMERCIAL, AGE 28, 2550<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |  |
|        | TYPE OF AC<br>ENGINE F<br>ROLL OVE  | AILURE OR MALFUNC  | TION                                       |                | PHASE OF OPERATION IN FLIGHT: HOVERING LANDING: LEVEL OFF/TOUCHDOWN                                       |                                     |  |  |  |  |
|        | TERRAIN<br>PARTIAL PO   | ANT - MISCELLANEOUS<br>- ROUGH/UNEVEN<br>DWER LOSS - PARTIAI<br>CIRCUMSTANCES - FO               |  |                |   |                                     |  |  |  |  |

|        | DATE L   | OCATION  | AIRCRAFT DATA  | INJUR<br>F                                   | IES<br>S M/N  | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|--|--|--|--|---|--|--|
| 3-0639 |  |  |  |  |   |  | COMMERCIAL, AGE 38, 3242<br>TOTAL HOURS, 677 IN TYPE,<br>NOT INSTRUMENT RATED.     |
|        | NAME OF AIRPORT<br>TYPE OF ACCIDENT<br>COLLISON WITH   |  | : UNCONTROLLED   | P  | HASE (  | OF OPERATION<br>.IGHT: UNCONTROLLED (  | DESCENT  |
|        | MISCELLANEOUS<br>MISCELLANEOUS   | ACTS, CONDITI<br>ACTS, CONDITI   | ATE PREFLIGHT PREPARAT<br>DNS — IMPROPERLY LOADI<br>DNS — LATERAL IMBALAN<br>AS IN AN UNCONTROLLABI  | ED AIRCRA<br>CE                              | FT-WEI  | GHT-AND/OR C.G.  | AL RACK BEING OVERLOADED   |
| 3-0644 | 3/31/68 NR.WRAN<br>TIME - 11.45  | GELL,ALAS  | HILLER UH-12E<br>N5352V<br>DAMAGE-SUBSTANTIAL  | CR- 0<br>PX- 0                               | 0 1<br>0 1  | COMMERCIAL<br>AIR TAXI-PASSG   | COMMERCIAL, AGE 53, 5340<br>TOTAL HOURS, 1269 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE<br>ROLL OVER  |  | ICN  | Р  | HASE (<br>IN FL<br>LAND)  | OF OPERATION<br>IGHT: NORMAL CRUISE<br>ING: POWER-OFF AUTORO   | DTATIVE LANDING  |
|        | MISCELLANEOUS<br>PILOT IN COMMA<br>COMPLETE POWER L<br>EMERGENCY CIRCUM  | - FOREIGN MA<br>ACTS, CONDITI<br>ND - IMPROPE<br>OSS - COMPLE<br>ISTANCES - FO   | CARBURETOR TERIAL AFFECTING NORM, DNS — OBSTRUCTED R OPERATION OF FLIGHT TE ENGINE FAILURE/FLAI RCED LANDING OFF AIRPI CAME LOOSE, LODGED IN | CONTROLS<br>MEOUT-1 E<br>DRT ON LA           | NGINE<br>ND   | CARB AT THE VENTURI,   | RESTRICTED AIR FLOW.   |
| 3-0648 | 4/3/68 DECAT   | UR,TEX   | BELL TOMCAT<br>N5192B<br>DAMAGE-SUBSTANTIAL  | CR- 0<br>PX- 0                               | 0 1<br>0 0  | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 44, 4500<br>TOTAL HOURS, 1500 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | TYPE OF ACCIDENT COLLIDED WITH:  |  |  |  |   | DF OPERATION<br>.IGHT: SWATH RUN   |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMA   | ND - MISJUDG   | ED CLEARANCE   |  |   |  |  |
|        | SPECIAL DATA TOTAL HOURS IN KIND OF CROP - PILOT'S SEAT E GOGGLES - NOT COCKPIT CRASHF TANK/HOPPER-LC ELEVATION-ARE/ REMARKS- FLYING | I CROP CONTRO<br>- GRAIN FIELD<br>BELT - UNKNOW<br>USED<br>PAD - NOT INS<br>CATION - SID<br>L BEING TREAT<br>UNDER POWER | L - 1200<br>S<br>N/NOT REPORTED<br>TALLED<br>ES<br>ED-FEET - 1000<br>LINE.TAIL ROTOR DESTRI  | K<br>T<br>G<br>C<br>C<br>T<br>S<br>DYED ON C | IND OF<br>YPE OF<br>LOVES<br>RASH F<br>RASH E<br>ERRAIN<br>WATH F<br>ONTACT | FOPERATION - SPAYING CHEMICAL USED - LIG NOT USED HELMET - AVAIALABLE— BAR - NOT INSTALLED HTYPE - LEVEL,FLAT RUN-HOW FLOWN - CROS. WITH POWER LINE. | G CROPS<br>QUID CHEMICAL-TOXIC<br>NOT USED<br>SWIND                                |

| FILE   | DATE                                      | LOCATION  | AIRCRAFT DATA  | I N                 | JUF<br>F | RIE<br>S | S<br>M/N     | ı      | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|---|---|--|---------------------|----------|----------|--------------|--------|---|--|
|        |   | STUMPY POINT, NC  | KAMAN H43-A  | CR-                 | 0        | · C      | 1            |        | COMMERCIAL  | COMMERCIAL, AGE 53, 4950<br>TOTAL HOURS, 106 IN TYPE,<br>NOT INSTRUMENT RATED.               |
|        | TYPE OF A<br>ROLL OV                      |   | N2843J<br>DAMAGE-SUBSTANTIAL   |                     | F        | PHA<br>T | S E<br>A X I | OF     | OPERATION GROUND TAXI, OTHER                                    | NOT INSTRUMENT RATED   |
|        | PILOT -                                   | N COMMAND - IMPROPER DELAYED ATTEMPT TO   | OPERATION OF FLIGHT<br>LIFTOFF TO REGAIN CON<br>ROLL BACKWARDS INTO A  | TROL                |          | S        |              |        |   |  |
| 3-0657 | 1/3/68<br>TIME - 08                       | LOS ANGELES,CALIF<br>52   | BELL 47G-4A<br>N7821S<br>Damage-destroyed  | CR-<br>PX-          | 0        | 0<br>1   | 100          | L<br>} | MISCELLANEOUS<br>POLICE PATROL                                  | ATR,FLIGHT INSTR., AGE 42, 2500 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED.              |
|        | TYPE OF A PROPELL                         | IRPORT - TEMPLE-GRAN<br>CCIDENT<br>ER/ROTOR FAILURE: TA<br>D WITH: OBJECT                     |  | •                   |          | I        | N F          | L)     | OPERATION<br>IGHT: NORMAL CRUISE<br>NG: POWER-OFF AUTOROTATIN   | i  |
|        | MISCELL<br>FACTOR<br>MISCELL<br>EMERGENCY | AFT - ROTOR ASSEMBLI<br>ANEOUS ACTS, CONDITIO<br>ANEOUS ACTS, CONDITIO<br>CIRCUMSTANCES - FOR | ES: TAIL ROTOR BLADES<br>NS - FATIGUE FRACTUR<br>NS - SEPARATION IN FL<br>CED LANDING OFF AIRPO<br>IL BOOM STRUCK CONCRE | E<br>IGHT<br>IRT ON |          |          |              | _ 1    | TIME ON T/R 567 HRS.  |  |
| 3-0764 | 2/28/68<br>TIME - 13                      | LA VERNE,CALIF<br>20  | BELL 47D<br>N320R<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-          | 0        | 0        | 2            | 2      | INSTRUCTIONAL<br>DUAL   | COMMERCIAL, FL.INSTR.,<br>AGE 32, 282 TOTAL HOURS,<br>145 IN TYPE, NOT INSTRU-<br>MENT RATED |
|        | TYPE OF A                                 | FAILURE OR MALFUNCTI  |  |                     | F        | I        | N F          | L      | F OPERATION<br>IGHT: NORMAL CRUISE<br>NG: POWER-OFF AUTOROTATIN |  |
|        | DUAL ST                                   | ANEOUS ACTS, CONDITIO<br>UDENT - IMPROPER OPE   | NS - SIMULATED CONDIT<br>RATION OF FLIGHT CONT<br>TE SUPERVISION OF FLI  | ROLS                |          |          |              |        |   |  |

|        |  | DKICF   | 2 OF ACCIDENTS  |   |   |
|--------|--|---|---|---|---|
| FILE   | DATE LOCATION  | AIRCRAFT DATA   |   | FLIGHT<br>PURPOSE   | PILOT DATA  |
| 3-0769 | 3/4/68 RAND,COLO<br>TIME - 1400  | BELL 47G3B1<br>N1323X<br>Damage-Substantial   | PX- 0 0 1   | COMMERCIAL<br>CTR PASSG-D                                 | COMMERCIAL, AGE 27, 3677<br>TOTAL HOURS, 1103 IN<br>TYPE, NOT INSTRUMENT<br>RATED.              |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALF<br>HARD LANDING   | UNCTION:  | IN FL   | F OPERATION<br>IGHT: HOVERING<br>NG: POWER-OFF AUTOR      | OTATIVE LANDING   |
|        |  | RUCTURE: PISTION,PISTON R<br>DITIONS - MATERIAL FAILUR  |   |   |   |
|        | MISCELLANEOUS ACTS, CON<br>PARTIAL POWER LOSS - PAR<br>EMERGENCY CIRCUMSTANCES   | DITIONS - CARBON DEPOSITS<br>DITIONS - BURNED<br>TIAL LOSS OF POWER - 1 EN<br>- FORCED LANDING OFF AIRP<br>PISTON.CARBON BUILDUP ON   | IGINE<br>ORT ON LAND                                    | TON CRACKED CAME CO                                       | HINT COLD ETSHECAME DEDT.   |
|        | KEMAKKS- HOLE BOKNI NO 5   | PISTUM-CARBON BUILDUP UN  | 1 PISTUN TUP-PIS  | TON CRACKED GAME CO                                       | UNIÇULU FISHEGAME DEFT.   |
| 3-0770 | 3/5/68 CARLSBAD, CALI<br>TIME - 0810   | F HUGHES 269B<br>N19543<br>DAMAGE-SUBSTANTIAL   | PX- 0 0 0   | MISCELLANEOUS<br>TEST                                     | COMMERCIAL, FL.INSTR.,<br>AGE 49, 6391 TOTAL HOURS.<br>2057 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | NAME OF AIRPORT - PALOMA<br>TYPE OF ACCIDENT<br>PROPELLER/ROTOR FAILUR<br>AIRFRAME FAILURE: ON G                               | E: MAIN ROTOR   |   | F OPERATION<br>AERIAL TAXI TO/FRO<br>C: IDLING ROTORS     |   |
|        | MISCELLANEOUS ACTS,CON<br>MISCELLANEOUS ACTS,CON<br>MISCELLANEOUS - FOREIG<br>PERSONNEL - PRODUCTION<br>MISCELLANEOUS ACTS,CON | ION ROTOR DRIVE SYSTEM: M<br>DITIONS — LACK OF LUBRICA<br>DITIONS — OBSTRUCTED<br>N MATERIAL AFFECTING NORM<br>-DESIGN: SUBSTANDARD QUAL<br>DITIONS — GROUND RESONANC<br>OF BLADES.AFT PINION BEA | TION-SPECIFIC P<br>TAL OPERATIONS<br>.ITY CONTROL<br>.E | ART, NOT SYSTEM   | RRS OF DRILLED GIL PORT.  |
|        |  |   |   |   |   |
| 3-0799 | 4/3/68 CONCORD TWP,P<br>TIME - 1730  | A BELL 47J-2A N1140W DAMAGE-SUBSTANTIAL   | PX- 0 0 1   | NONC CMMERCIAL<br>PRACTICE                                | COMMERCIAL, AGE 44, 5000<br>TOTAL HOURS, 25 IN TYPE,<br>NOT INSTRUMENT RATED.                   |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALF<br>HARD LANDING   |   | PHASE O<br>IN FL  | F OPERATION<br>IGHT: NORMAL CRUISE<br>NG: POWER-OFF AUTOR |   |
|        | MISCELLANEOUS ACTS, CON<br>PILOT IN COMMAND - IMP<br>COMPLETE POWER LOSS - CO  | ROPER OPERATION OF POWERP<br>DITIONS - FUEL STARVATION<br>ROPER OPERATION OF FLIGHT<br>MPLETE ENGINE FAILURE/FLA<br>- FORCED LANDING OFF AIRP   | CONTROLS  | NT CONTROLS   |   |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA                               | IN   | JURI<br>F S | ES<br>M | 'N           | FLIGHT<br>PURPOSE                    | PILOT DATA   |  |
|--------|--|---|---|--|-------------|---------|--------------|--------------------------------------|--|--|
| 3-0801 | 4/4/68<br>TIME - 13                            | CR-   | 0   | 0 9 1 COMMERCIAL COMMERCIAL, FL.INSTR<br>0 0 1 POWER/PIPELINE AGE 41, 4654 TOTAL F<br>105 IN TYPE, NOT INS |             |         |              |                                      |  |  |
|        | TYPE OF AC                                     |   |   |  |             | -       |              | F OPERATION<br>NG: POWER-ON LANDING  | MENT RATED.  |  |
|        | WEATHER<br>TERRAIN<br>WEATHER BE<br>WEATHER FO | - DOWNDRAFT, UPDRAFT - UNFAVORABLE WIND ( - SNOW-COVERED RIEFING - NO BRIEFING DRECAST - UNKNOWN/NO CIRCUMSTANCES - FOR | CONDITIONS<br>G RECEIVED                    |  | LAN         | 1D      |              |                                      |  |  |
|        |  | NOT REPORTED Y AT ACCIDENT SITE   |   |  | PΕ          | 200     | 00<br>IPI    | AT ACCIDENT SITE                     | TE   |  |
|        | NONE   | DNS TO VISION AT ACC  | IDENT SITE                                  |  | W I         | 35      |              | TURE-F<br>LOCIT <b>Y-</b> KNOTS      |  |  |
|        | <b>VF</b> R                                    | EATHER CONDITIONS<br>4-5FT DEEP SNOW.MAIN   | -TAIL ROTORS DAMAGED                        | ON SN  |             | NON     | ١E           | FLIGHT PLAN<br>T.WIND 30K GUSTING 40 | K FORCED ACFT TO GRND.   |  |
| 3-0802 | 4/4/68<br>TIME - 15                            | CULVER CITY,CALIF   | HUGHES 269A<br>N8923F<br>DAMAGE-SUBSTANTIAL | CR-<br>PX-   | 0           | 0       | 2            | INSTRUCTIONAL<br>DUAL                | COMMERCIAL, FL.INSTR.,<br>AGE 30, 1284 TOTAL HOURS,<br>903 IN TYPE, NOT INSTRU-<br>MENT RATED. |  |
|        | NAME OF A<br>TYPE OF A<br>ROLL OV              |   |   |  |             |         |              | F OPERATION<br>FF: VERTICAL          |  |  |
|        | DUAL ST  | UDENT - IMPROPER OPE<br>UDENT - SPONTANEOUS-  |   |  | TCR         | COI     | U <b>L</b> D | NOT MAKE CORRECTION                  | IN TIME.   |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | I N.                        | JUR              | IES<br>S M/       | N            | FLIGHT<br>PURPOSE                                  | PILOT DATA   |
|--------|---|--|--|-----------------------------|------------------|-------------------|--------------|--|--|
| 3-0849 | 3/28/68   | ST PAUL, MINN  |  | CR-<br>PX-                  | 0                | 0                 | 1            | NONCOMMERCIAL                                      | COMMERCIAL, FL.INSTR.,<br>AGE 37, 1300 TOTAL HOURS,<br>300 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | NAME OF AI<br>TYPE OF AC<br>MISCELLA  |  | NS PVT   |                             | Р                |                   |              | F OPERATION<br>C: IDLING ROTORS                    | MENT NAVEST  |
|        | WEATHER BR  | AUSE<br>- UNFAVORABLE WIND<br>IEFING - NO BRIEFI<br>RECAST - UNKNOWN/N   | NG RECEIVED  |                             |                  |                   |              |  |  |
|        |   | AT ACCIDENT SITE   |  |                             |                  | UNL               | IM:<br>PI    | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SIT | re   |
|        | 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES |  |  |                             |                  | EMPE<br>74<br>IND | R <b>A</b> T | TURE-F<br>LOCITY-KNOTS                             |  |
|        | VFR   | ATHER CONDITIONS URING DECELERATION  | OF M/R BLADES, WINDS 2   | 20K+GUS                     |                  | NON               | Ē            | FLIGHT PLAN K,CAUSED BLADE TO STRI                 | KE T/R AND TAIL BOOM.  |
| 3-0891 | 4/11/68   | ARDOMETELD.COLC  | HUGHES 269B  | CR-                         | 0                | 0                 | 2            | INSTRUCTIONAL                                      | COMMERCIAL, FL.INSTR.,   |
| 5 0071 | TIME - 163  | 0  | HUGHES 269B<br>N9500F<br>DAMAGE-SUBSTANTIAL  |                             | ō                | ŏ                 | ō            | DUAL   | AGE 30, 1900 TOTAL HOURS,<br>16 IN TYPE, NOT INSTRUMENT<br>RATED.                              |
|        | TYPE OF AC<br>ENGINE F<br>HARD LAN  |  | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: POWER-OFF AUTOROTATIVE LANDING  |                             |                  |                   |              |  |  |
|        | MISCELLA<br>MISCELLA<br>PILOT IN<br>COMPLETE P<br>EMERGENCY                   | NT - FUEL SYSTEM: NEOUS - FOREIGN MA NEOUS ACTS, CONDITI COMMAND - IMPROPE OWER LOSS - COMPLE CIRCUMSTANCES - FO | FUEL INJECTION SYSTEM TERIAL AFFECTING NORM. ONS - FUEL STARVATION R OPERATION OF FLIGHT TE ENGINE FAILURE/FLAI RCED LANDING OFF AIRPI NOETERMINED ORIGIN BL | CONTRO<br>MEOUT-1<br>ORT ON | DLS<br>L E<br>LA | NGIN<br>ND        | Ε            |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | IN            | JUR<br>F                        | IES<br>S M                                    | /N   | FLIGHT<br>PURPOSE   |                         | PILOT DATA  |
|--------|---|--|---|---------------|---------------------------------|---|--|---|-------------------------|---|
| 3-0952 | 4/12/68<br>TIME - 13  | CLOVIS,N MEX<br>30   | BELL 47G3B1<br>N8462E<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-    | 0                               | 0   | 1<br>0                                     | COMMERCIAL<br>AERIAL APPLICATION  |                         | COMMERCIAL, AGE 30, 2904 TOTAL HOURS, 100 IN TYPE,                              |
|        | COLLISO   | CCIDENT<br>N WITH GROUND/WATER:  | CONTROLLED  |               | P                               | HAS<br>IN                                     | F O  | F OPERATION<br>IGHT: PROCEDURE TURNA  | ROUND                   | 1   |
|        | PROBABLE<br>PILOT I   | CAUSE<br>N COMMÄND – MISJUDGE  | D CLEARANCE   |               |                                 |   |  |   |                         |   |
|        | PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI   | OURS IN CROP CONTROL   | I/NOT REPORTED  ALLED S ED-FEET - 4100  | TED           | K<br>T<br>G<br>C<br>C<br>T<br>P | IND<br>YPE<br>GLOVI<br>RASI<br>ERRA<br>PROCI  | OF<br>OF<br>ES<br>H H<br>H B<br>AIN<br>EDU | OPERATION - SPAYING CHEMICAL USED - LIQU - USED ELMET - AVAILABLE-USE AR - NOT INSTALLED - TYPE - LEVEL, FLAT RE TURNAROUND - THIRD | CROPS<br>ID CH          | ;<br> EMICAL-TOXIC<br> <br>  OF TURN  |
| 3-0961 | 5/9/68<br>TIME - 17   | ASHEVILLE,NC<br>15   | BELL 47G5<br>N7841S<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-    | 0                               | 0   | 1 0  | COMMERCIAL<br>ASSOC CROP CTL ACTIV  |                         | COMMERCIAL, AGE 40, 7750<br>TOTAL HOURS, 45 IN TYPE,<br>NOT INSTRUMENT RATED.   |
|        |   | CCIDENT<br>D WITH: AUTOMOBILE  | DAMAGE-SUBSTANTIAL  |               | Р                               | HAS I   | E 0  | F OPERATION<br>AERIAL TAXI, OTHER   |                         |   |
|        | PROBABLE<br>PILOT I   | CAUSE<br>N COMMAND - MISJUDGE  | D CLEARANCE   |               |                                 |   |  |   |                         |   |
|        | SPECIAL D<br>TOTAL H<br>KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>REMARKS- | OURS IN CROP CONTROL<br>CROP - PASTURE<br>SEAT BELT - UNKNOWN<br>- NOT USED<br>CRASHPAD - NOT INST<br>PPER-LOCATION - OTHE | UNKNOWN/NOT REPOR<br>I/NOT REPORTED<br>ALLED<br>R<br>UUCK HOPPER TRUCK AFT                | TED<br>ER REL | K<br>T<br>C<br>C<br>T<br>EAS    | IND<br>YPE<br>SLOVI<br>CRASI<br>CRASI<br>ERRA | OF<br>OF<br>ES<br>H H<br>H B<br>AIN<br>EM  | OPERATION - FERTILIZ CHEMICAL USED - DRY NOT USED ELMET - AVAIALABLE-NO AR - NOT INSTALLED TYPE - HILLY PTY HOPPER FROM SLING       | ING (<br>CHEMI<br>T USE | DUST) CAL-NONTOXIC  D  MOVING AWAY.   |
| 3-1003 | 4/23/68<br>.TIME - 07   | JOLIET,ILL   | HUGHES 269B<br>N9463F<br>Damage-substantial   | CR-<br>PX-    | 0                               | 0   | 1  | NONCOMMERCIAL<br>CORP/EXEC  |                         | COMMERCIAL, FL.INSTR.,<br>AGE 28, 1084 TCTAL HOURS,<br>668 IN TYPE, NGT INSTRU- |
|        | TYPE OF AN<br>ENGINE<br>HARD LAN  | FAILURE OR MALFUNCTI   | ON  |               | P                               | HASI<br>IN<br>Lai                             | FL<br>NDI                                  | F OPERATION<br>IGHT: CLIMB TO CRUISE<br>NG: POWER-OFF AUTOROT   |                         | MENT RATED.   |
|        | PILOT I   | ANT - MISCELLANEOUS:<br>N COMMAND - IMPROPER<br>POWER LOSS - COMPLET   | POWERPLANT FAILURE<br>OPERATION OF FLIGHT<br>E ENGINE FAILURE/FLA<br>CED LANDING OFF AIRP | CONTR<br>-    | OLS<br>1 E                      | NG I I  |  | D REASONS   |                         |   |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | IN.  | JUR<br>=                | IES<br>S P         | /N               | FL IGHT<br>PURPOSE           | PILOT DATA   |  |  |
|--------|---|--|---|--|-------------------------|--------------------|------------------|------------------------------|--|--|--|
| 3÷1020 | 3/9/68<br>TIME - 10   | CARLSBAD, CALIF<br>40  | BELL 47D1<br>N5511V<br>Damage-destroyed   | CR-<br>PX-                                 | 0                       | 0                  | 2                | MISCELLANEOUS<br>OTHER       | COMMERCIAL, AGE 28, 1375<br>TOTAL HOURS, 945 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |
|        | NAME OF A<br>TYPE OF A<br>ROLL OV   |  |   |  |                         |                    |                  | F OPERATION<br>FF: VERTICAL  |  |  |  |
|        | COPILOT   | N COMMAND - IMPROPE<br>- CONTROL INTERFER<br>R IMPACT  | R OPERATION OF FLIGHT<br>ENCE<br>ING LIFT OFF FROM TRA  |  |                         |                    | DEN              | TIFIED PARKED ACFT ST        | RUCK BY DEBRIS.  |  |  |
|        |   |  |   |  |                         |                    |                  |                              |  |  |  |
| 3-1117 |   |  | BELL 204-B<br>N8540F<br>Damage-Substantial  |  |                         |                    |                  | COMMERCIAL<br>CTR PASSG-D    | COMMERCIAL, AGE 46, 7490<br>TOTAL HOURS, 566 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |
|        | NAME OF A<br>TYPE OF A<br>PROPELL<br>HARD LA  | DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED.  NAME OF AIRPORT - SCHOLES FIELD  TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE: TAIL ROTOR HARD LANDING  PHASE OF OPERATION IN FLIGHT: HOVERING LANDING: POWER-OFF AUTOROTATIVE LANDING |   |  |                         |                    |                  |                              |  |  |  |
|        | PROBABLE<br>ROTORCE<br>POWERPL<br>MISCELL<br>PERSONE  | CAUSE  AFT - TRANSMISSION ANT - LUBRICATING S ANEOUS ACTS, CONDITI IEL - MAINTENANCE, SE  CIRCUMSTANCES - FO DI  | ROTOR DRIVE SYSTEM: T<br>YSTEM: SEALS AND GASK  | AIL ROT<br>ETS<br>MPROPER<br>ORT/SEAN      | TOF<br>R M<br>PLA       | GE<br>SAIN         | AR<br>T EN       | BOX<br>ANCE (MAINTENANCE PER | SONNEL)  |  |  |
|        | REMARKS-  |  | ILED DUE TO LOSS OF L   |  |                         |                    | L D              | ETERIORATED BY REACTI        | VE SOLVENT USED.   |  |  |
| 3-1195 | 5/4/68<br>TIME - 16   | 'WINSTED∍MINN<br>600   | BENSEN B-8<br>N1075Z<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-                                 | 0                       | 0                  | 1 0              | NONCOMMERCIAL<br>PLEASURE    | STUDENT, AGE 33, 35 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.      |  |  |
|        | NAME OF AIRPORT - WINSTED  TYPE OF ACCIDENT  ENGINE FAILURE OR MALFUNCTION  ROLL OVER  PHASE OF OPERATION  TAKEOFF: INITIAL CLIMB  LANDING: LEVEL OFF/TOUCHDOWN |  |   |  |                         |                    |                  |                              |  |  |  |
| •      | MISCELL<br>PERSONN<br>AIRPORT<br>COMPLETE<br>EMERGENCY  | ANT - IGNITION SYST<br>ANEOUS - FOREIGN MA<br>WEL - MAINTENANCE,SE<br>IS/AIRWAYS/FACILITIE<br>POWER LOSS - COMPLE<br>CIRCUMSTANCES - FO  | TERIAL AFFECTING NORM RVICING, INSPECTION: I S - AIRPORT CONDITION ITE ENGINE FAILURE/FLA RCED LANDING ON AIRPO | MPROPEI<br>NS: OTHI<br>NMEOUT-<br>DRT/SEAL | R N<br>ER<br>L E<br>PL/ | IAIN<br>ENGI<br>NE | TEN<br>NE<br>BAS | E/HEL IPT•                   | .)<br>_ANDED IN PLOWED AREA.   |  |  |

| FILE   | DATE                                | LOCATION   | AIRCRAFT DATA                                  | ļ      | JUR: |     |     | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|-------------------------------------|--|--|--------|------|-----|-----|---|--|
|        |                                     | NR.WYOLA,MONT  | HUGHES 269B<br>N9389F<br>DAMAGE-SUBSTANTIAL    | CR-    |      |     |     | COMMERCIAL<br>CTR PASSG-D                                   | COMMERCIAL, FL.INSTR.,<br>AGE 31, 2227 TCTAL HOURS,<br>305 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | TYPE OF AC                          | CCIDENT<br>N WITH GROUND/WATER:                                      | UNCONTROLLED                                   |        |      |     |     | F OPERATION<br>IGHT: UNCONTROLLED DE                        |  |
|        |                                     | CAUSE<br>N COMMAND - FAILED TO<br>SNOW-COUNT SURVEY.ACF              |  |        |      |     | IGH | т.  |  |
| 3-1302 | TIME - 10                           |  | HILLER UH-12E<br>N9757C<br>DAMAGE-DESTROYED    |        |      |     |     | COMMERCIAL<br>POWER/PIPELINE                                | COMMERCIAL, AGE 33, 2000<br>TOTAL HOURS, 500 IN TYPE,<br>NOT INSTRUMENT RATED.                 |
|        | TYPE OF A                           | IRPORT - NEWPORT<br>CCIDENT<br>D WITH: WIRES/POLES                   |  |        | PI   |     |     | F OPERATION<br>IGHT: NORMAL CRUISE                          |  |
|        | PROBABLE (<br>PILOT I)<br>FIRE AFTE | N COMMAND - FAILED TO  | SEE AND AVOID OBJEC                            | TS OR  | GB   | STR | υст | IONS  |  |
| 3-1356 | 3/31/68<br>TIME - 11                | YAKIMA,WASH<br>90  | HUGHES 269A<br>N8888F<br>DAMAGE-SUBSTANTIAL    |        |      |     |     | COMMERCIAL<br>AERIAL APPLICATION                            | COMMERCIAL, FL.INSTR.,<br>AGE 59, 16578 TOTAL<br>HOURS, 578 IN TYPE, NOT<br>INSTRUMENT RATED.  |
|        | TYPE OF A                           |  |  |        | Pİ   |     |     | F OPERATION<br>IGHT: PROCEDURE TURNA                        |  |
|        |                                     | CAUSE<br>N COMMAND - IMPROPER<br>T - ACFT IN SETTLING                |  |        | OLS  |     |     |   |  |
| 3-1365 | 5/5/68<br>TIME - 16                 | SAN ANTONIO,TEX<br>30  | BELL-CARSON 47G<br>N614X<br>DAMAGE-SUBSTANTIAL |        |      |     |     | COMMERCIAL<br>AIR TAXI-PASSG                                | ATR,FLIGHT INSTR., AGE 39, 2500 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT                       |
|        | TYPE OF AMERINE HARD LA             | FAILURE OR MALFUNCTION   | NC   |        | Р    | TΑ  | KEC | OF OPERATION<br>OFF: INITIAL CLIMB<br>NG: POWER-OFF AUTOROT | RATED.   |
|        | COMPLETE<br>EMERGENCY<br>FIRE AFTE  | ANEOUS - UNDETERMINE<br>POWER LOSS - COMPLETI<br>CIRCUMSTANCES - FOR | E ENGINE FAILURE/FLAM<br>CED LANDING OFF AIRPO | ORT ON | LA   | ND  |     | POWER ON TAKEOFF.   |  |

|        |  |  | BRIEF:  | OF ACCIDE                        | 115                                  |   |  |  |  |  |  |
|--------|--|--|---|----------------------------------|--------------------------------------|---|--|--|--|--|--|
| FILE   | DATE LO  | CATION   | AIRCRAFT DATA   |                                  |                                      |   | PILOT DATA   |  |  |  |  |
|        | 4/24/68 NR.BRIDG   |  | BELL 47G-2<br>N6717D  | CR- 0 0<br>PX- 0 0               | 1<br>0                               | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, AGE 42, 58:<br>TOTAL HOURS, 135 IN TY<br>NOT INSTRUMENT RATED. |  |  |  |  |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE<br>HARD LANDING   | OR MALFUNCTI   | DAMAGE-SUBSTANTIAL  | PHA:                             | SE O                                 | F OPERATION<br>IGHT: SWATH RUN<br>NG: POWER-OFF AUTORO  |  |  |  |  |  |
|        | MISCELLANEOUS A<br>MISCELLANEOUS A<br>PILOT IN COMMAN<br>COMPLETE POWER LO   | CTS, CONDITIO<br>CTS, CONDITIO<br>D - IMPROPER<br>SS - COMPLET | TE PREFLIGHT PREPARA'<br>NS - INATTENTIVE TO I<br>NS - FUEL EXHAUSTION<br>OPERATION OF FLIGHT<br>E ENGINE FAILURE/FLAI<br>CED LANDING OFF AIRPI | FUEL SUPPLY CONTROLS MEOUT-1 ENG |                                      | NNING   |  |  |  |  |  |
|        | SPECIAL DATA TOTAL HOURS IN KIND OF CROP — GLOVES — NOT US CRASH HELMET — CRASH BAR — NOT TERRAIN—TYPE — SWATH RUN—HOW F   | INSTALLED<br>HILLY   | - 51CC<br>ED  | TAN                              | E OF<br>GLES<br>KPIT<br>K/HO         | OPERATION - SPAYING<br>CHEMICAL USED - LIQ<br>- NOT USED<br>CRASHPAD - NOT INST<br>PPER-LOCATION - SIDE<br>DN-AREA BEING TREATE       | UID CHEMICAL-NONTOXIC<br>ALLEO<br>S  |  |  |  |  |
| 3-1385 | 5/10/68 NR.MANSF   |  | BELL 47G-2<br>N6717D<br>DAMAGE-SUBSTANTIAL  | CR- 0 0<br>PX- C 0               | 1<br>(                               | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, AGE 42, 59. TOTAL HOURS, 141 IN TY NOT INSTRUMENT RATED.       |  |  |  |  |
|        | TYPE OF ACCIDENT<br>COLLIDED WITH:<br>HARD LANDING   |  |   | PHA<br>I                         | N FL                                 | F OPERATION<br>IGHT: PROCEDURE TURN<br>NG: POWER-ON LANDING   | AROUND   |  |  |  |  |
|        | PROBABLE CAUSE PILOT IN COMMAND - MISJUDGED CLEARANCE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND PROP/ENGINE VIBRATION SUSPECTED OR KNOWN AIRCRAFT DAMAGE |  |   |                                  |                                      |   |  |  |  |  |  |
|        | SPECIAL DATA TOTAL HOURS IN KIND OF CRÖP — GLOVES — NOT US CRASH HELMET — CRASH BAR — NOT TERRAIN—TYPE — SWATH RUN—HOW F   | GRAIN FIELDS ED AVAILABLE-US INSTALLED MOUNTAINOUS             |   | TYP<br>GOG<br>CGC<br>TAN<br>ELE  | E OF<br>GLES<br>KPIT<br>K/HO<br>VATI | OPERATION - SPAYING CHEMICAL USED - LIQ - NOT USED CRASHPAD - NOT INST PPER-LOCATION - SIDE ON-AREA BEING TREATE RE TURNAROUND - FIRS | UID CHEMICAL-NONTOXIC<br>ALLED<br>S<br>D-FEET - 2500                       |  |  |  |  |

| FILE   |   |  | AIRCRAFT DATA   |                 |                  |                          |                         |   |   |
|--------|---|--|---|-----------------|------------------|--------------------------|-------------------------|---|---|
| 3-1396 | 5/17/68<br>TIME - 05  | LEEVILLE,LA<br>18  | BELL 47G-4<br>N1331X<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-      | c<br>o           | ű<br>Ö                   | 1 2                     | COMMERCIAL<br>CTR PASSG-D                                 | COMMERCIAL, AGE 24, 2017<br>TOTAL HOURS, 20 IN TYPE,<br>NOT INSTRUMENT RATED.         |
|        | NAME OF A<br>TYPE OF A<br>MISCELL<br>HARD LA  | CCIDENT<br>ANEOUS  |   |                 | Ρ                | HAS<br>TA                | E 0<br>K E0             | F OPERATION<br>FF: VERTICAL<br>NG: POWER-OFF AUTOROT      |   |
|        | ROTORCR<br>MISCELL<br>PILOT I<br>FACTOR<br>TERRAIN<br>EMERGENCY   | AFT - TRANSMISSION AFT - TRANSMISSION ANEOUS ACTS, CONDITI N COMMAND - FAILED - ROUGH/UNEVEN CIRCUMSTANCES - FO                              | ROTOR DRIVE SYSTEM: C<br>ROTOR DRIVE SYSTEM: F<br>ONS — MATERIAL FAILUR<br>TO MAINTAIN ADEQUATE<br>RCED LANDING OFF AIRP<br>UTCH/FREEWHEELING UNI | REE WH<br>ROTOR | EEL<br>R.P<br>LA | UN<br>• M•<br>• DO       | IT                      | CUSHIONS BROKE, CAUSEC                                    | SHEAR SCREWS TO FAIL∙   |
|        |   |  | •   |                 |                  |                          |                         |   | 4<br>••   |
| 3-1420 | 5/29/68<br>TIME - 09  | CAPITAN,N MEX<br>15  | BELL 47G3B1<br>N132GX<br>DAMAGE-SUBSTANTIAL   |                 | 0                | 0                        | 1 2                     | COMMERCIAL<br>CTR PASSG-D                                 | COMMERCIAL, AGE 36, 2175<br>TOTAL HOURS, 1425 IN<br>TYPE, NOT INSTRUMENT<br>RATED.    |
|        | TYPE OF A<br>COLLIDE<br>HARD LA   | D WITH: WIRES/POLES  |   |                 | Р                | HAS<br>TA                | E O<br>KEO<br>NDI       | F OPERATION<br>FF: INITIAL CLIMB<br>NG: POWER-OFF AUTOROT |   |
|        |   | N COMMAND - MISJUDG<br>CIRCUMSTANCES - FO  | ED CLEARANCE<br>RCED LANDING OFF AIRP<br>OP/ENGINE VIBRATION  | ORT ON          | LA               | ND                       |                         |   |   |
|        |   |  |   |                 |                  |                          |                         |   |   |
| 3-1488 | 5/18/68<br>TIME - 05  | WEST DUNDEE, ILL<br>03   | HUGHES 269B<br>N8940F<br>DAMAGE-DESTROYED   | CR-<br>PX-      | 0                | 0                        | 0                       | COMMERCIAL<br>AERIAL APPLICATION                          | COMMERCIAL, FL.INSTR., AGE 45, 7500 TOTAL HOURS, 750 IN TYPE, NOT INSTRU- MENT RATED. |
|        | TYPE OF A   | IRPORT - ELGIN<br>CCIDENT<br>D WITH: WIRES/POLES   |   |                 |                  |                          |                         | F OPERATION<br>IGHT: STARTING SWATH                       |   |
|        | PROBABLE CAUSE PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR CBSTRUCTIONS |  |   |                 |                  |                          |                         |   |   |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI  | OURS IN CROP CONTRO<br>CROP — OTHER<br>SEAT BELT — FASTEN<br>— NOT USED<br>CRASHPAD — NOT INS<br>IPPER-LOCATION — SID<br>ON-AREA BEING TREAT | L - 600<br>ED-PROPERLY<br>TALLED<br>ES<br>ED-FEET - 840<br>•NO PRE-FLT SURVEILLA  |                 | G<br>C<br>C<br>T | LOV<br>RAS<br>RAS<br>ERF | ES<br>H H<br>H B<br>AIN | - USED  | ID CHEMICAL-NUNTUXIC  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | I          | NJU<br>F | IR I E                                 | S<br>M/N  | FL IGHT<br>PURPOSE  | PILOT DATA  |
|--------|--|--|---|------------|----------|--|---|---|---|
| 3-1494 |  | YUKON,OKLA   |   | CR-        |          |  |   | INSTRUCTIONAL   | ATR, FLIGHT INSTR., AGE 50, 9640 TOTAL HOURS, 350 IN TYPE, NOT INSTRUMENT RATEO.              |
|        | NAME OF AIR<br>TYPE OF ACC<br>HARD LAND                      |  |   |            |          |  |   | OF OPERATION<br>ING: POWER-OFF AUTOROTAT  |   |
|        | DUAL STUD  | EOUS ACTS, CONDITI<br>ENT - IMPROPER OP  | ONS - SIMULATED CONDI<br>ERATION OF FLIGHT CON<br>ATE SUPERVISION OF FL | TROLS      |          |  |   |   |   |
| 3-1499 | 5/27/68<br>TIME - 0805                                       | JENKS,OKLA   | HUGHES 269A<br>N8843F<br>DAMAGE-DESTROYED                               |            |          |  |   | INSTRUCTIONAL<br>DUAL   | COMMERCIAL, FL.INSTR.,<br>AGE 39, 870 TOTAL HOURS,<br>150 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | NAME OF AIR<br>TYPE OF ACC<br>AIRFRAME                       | 0  |   | NEW KATES  |          |  |   |   |   |
|        |  | EOUS ACTS, CONDITI   | ONS - GROUND RESONANC<br>OWN•GENERAL DISINTEGR                          |            | •        |  |   |   |   |
| 3-1538 | 6/20/68<br>TIME - 1000                                       | CHEROKEE,NC  | BEĽL 47G-4A<br>N7930S<br>Damage-destroyed                               | CR-<br>PX- | 0        | 0                                      | 10  | COMMERCIAL<br>AERIAL APPLICATION  | TYPE, NOT INSTRUMENT  |
|        | TYPE OF ACC  | IDENT<br>WITH GROUND/WATER   | : CONTROLLED  |            |          |  |   | OF OPERATION<br>Light: Swath Run  | RATED.  |
|        | PROBABLE CA<br>PILOT IN<br>TERRAIN -                         | COMMAND - MISJUDG  | ED ALTITUDE   |            |          |  |   |   |   |
|        | KIND OF C<br>GLOVES -<br>CRASH HEL<br>CRASH BAR<br>TERRAIN-T | RS IN CROP CONTRO ROP - OTHER NOT USED MET - AVAIALABLE NOT INSTALLED YPF - HILLY MOUNTAINOUS IMPACT | NOT USED  |            |          | TYP<br>GOG<br>COC<br>TAN<br>ELE<br>SWA | E OI<br>GLE:<br>KPI <sup>*</sup><br>K/HI<br>VAT<br>TH I | F OPERATION — DEFOLIATION F CHEMICAL USED — LIQUID S — NOT USED T CRASHPAD — NOT INSTALL OPPER-LOCATION — SIDES IDN-AREA BEING TREATED-F RUN-HOW FLOWN — WIND CAL | CHEMICAL-NONTOXIC<br>ED<br>EET - 4000   |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | IN                     | JUF<br>F             | RIES                | I/N                          | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|--|---|---|------------------------|----------------------|---------------------|------------------------------|--|--|
|        |  |   | BELL 47G3B1<br>N8575F<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX-             | ů                    | 1                   | O COMMERCIAL O MAPPING/PHOTO | COMMERCIAL<br>MAPPING/PHOTO                                      | COMMERCIAL, AGE 42, 5200<br>TOTAL HOURS, 1790 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | TYPE OF AC<br>COLLISON   | CIDENT<br>WITH GROUND/WATER   | : CONTROLLED  |                        | ſ                    | PHAS<br>11          | E I                          | OF OPERATION<br>LIGHT: LOW PASS                                  | KA I EU •  |
|        | MISCELLA<br>TERRAIN  | AUSE<br>COMMAND - SPATIAL<br>NEOUS ACTS,CONDITI<br>- SNOW-COVERED<br>HOTOGRAPHING SKIEF                   | ONS - WHITEOUT  |                        |                      |                     |                              |  |  |
| 3-1548 |  | R.MANATI,PR<br>5  | N979CC<br>DAMAGE-DESTROYED  | PX-                    | 0                    | 1                   | 1                            | COMMERCIAL<br>MAPPING/PHOTO                                      | TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT   |
|        | TYPE OF ACCIDENT  PROPELLER/ROTOR FAILURE: MAIN ROTOR  COLLISON WITH GROUND/WATER: UNCONTROLLED  RATEO.  PHASE OF OPERATION  IN FLIGHT: NORMAL CRUISE  IN FLIGHT: UNCONTROLLED DESCENT |   |   |                        |                      |                     |                              |  |  |
|        | MISCELLA<br>FACTOR<br>MISCELLA<br>EMERGENCY  | FT - ROTOR ASSEMBL<br>NEOUS ACTS,CONDITI<br>NEOUS ACTS,CONDITI<br>CIRCUMSTANCES - FC<br>PR                | IES: MAIN ROTOR HEAD A<br>CONS - MATERIAL FAILURE<br>CONS - SEPARATION IN FL<br>PRCED LANDING OFF AIRPO<br>COP/ENGINE VIBRATION<br>NN.CONTROL ROTOR BLADE | IGHT<br>RT ON          | L                    | AND                 | 'N3:                         | 6209-3,SEPARATED FROM CONT                                       | ROL ROTOR CUFF.  |
| 3-1553 | 6/6/68 N<br>TIME - 083   | R.BAGGS,WYO   | BELL 47G-3B<br>N8532F<br>DAMAGE-SUBSTANTIAL   |                        | 0                    | c<br>0              | 1<br>2                       | COMMERCIAL<br>ASSOC CROP CTL ACTIVITIE                           | COMMERCIAL, AGE 31, 3200<br>TOTAL HOURS, 1500 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | TYPE OF AC<br>ENGINE F<br>HARD LAN   | AILURE OR MALFUNCT  |   |                        |                      | TΔ                  | KE                           | OF OPERATION<br>OFF: INITIAL CLIMB<br>ING: POWER-OFF AUTOROTATIV |  |
|        | MISCELLA<br>MISCELLA<br>PILOT IN<br>COMPLETE PI  | COMMAND - INADEQU<br>NEOUS ACTS, CONDITI<br>NEOUS ACTS, CONDITI<br>COMMAND - FAILED<br>DWER LOSS - COMPLE | ATE PREFLIGHT PREPARAT<br>ONS - INATTENTIVE TO F<br>ONS - FUEL EXHAUSTION<br>TO MAINTAIN ADEQUATE R<br>OTE ENGINE FAILURE/FLAW<br>ORCED LANDING OFF AIRPO | UEL S<br>OTOR<br>EOUT- | UP F<br>R • F<br>1 E | PLY<br>P.M.<br>ENGI |                              | ANNING   |  |

| FILE                | DATE   | LOCATION  | AIRCRAFT DATA   | INJURIES<br>F S M/ | FLIGH<br>N PURPO                         | IT<br>ISE                           | PILOT DATA   |
|---------------------|--|---|---|--------------------|--|-------------------------------------|--|
| 3 <del>-</del> 1563 | 2/6/68 NR.LAK<br>TIME - 1630                                     | ESIDE, NEBR   | BRANTLY B-2B N2287U   | CR- 1 0<br>PX- 1 0 | O NONCOMME<br>G BUSINESS                 | RCIAL                               | PRIVATE, AGE 41, 700 TOTAL HOURS, 600 IN TYPE, NOT INSTRUMENT RATED.           |
|                     | TVDE OF ACCIDEN  | IT .  | L ROTOR<br>UNCONTROLLED   | DUACE              | OF ODERATI                               | ON .                                |  |
|                     | MISCELLANEOUS<br>MISCELLANEOUS                                   | ACTS, CONDITION ACTS, CONDITION                             | S: TAIL ROTOR BLADE<br>S - CORREDED/CORROS<br>S - FATIGUE FRACTU<br>MAINTAIN ADEQUATE | ION<br>RE          |  |                                     |  |
|                     | MISSING AIRCRAF  | T - LATER RECOV<br>IMSTANCES - FORC                         | S — SEPARATION IN F<br>ERED<br>ED LANDING OFF AIRP<br>RAL CONTROL PROBLEM             | CRT ON LAND        |  |                                     |  |
|                     | REMARKS- RECOVE  |   | FAILURE OF T/R BLAD   |                    | INSIDE BEA                               | RING BCSS RADIUS.                   |  |
| 3-1592              |  |   | BENSEN B-8M<br>N4210<br>DAMAGE-SUBSTANTIAL  |                    | O MISCELLA<br>C TEST                     | NEOUS                               | PRIVATE, AGE 33, 363 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED.             |
|                     | NAME OF AIRPORT TYPE OF ACCIDEN PROPELLER/ROT COLLISON WITH      | ' - WEST POINT<br>IT<br>'OR FAILURE: MAI<br>I GROUND/WATER: | N ROTOR<br>UNCONTROLLED   | PHASE<br>TAK<br>IN | OF OPERATI<br>EOFF: INITI<br>FLIGHT: UNO | ON<br>AL CLIMB<br>ONTROLLED DESCENT |  |
|                     | PROBABLE CAUSE<br>ROTORCRAFT -<br>MISCELLANEOUS<br>ROTORCFT - SU | ROTOR ASSEMBLIE<br>ACTS,CONDITION<br>DDDEN DISSYMMETR       | S: MAIN ROTOR BLADE<br>S - MATERIAL FAILUR  | S<br>E             |  |                                     |  |
|                     |  |   |   |                    |  |                                     |  |
| 3-1595              | 4/27/68 NR.CAF<br>TIME - 2333                                    | PENTERIA, CALIF   | BELL 206A<br>N6275N<br>DAMAGE-DESTROYED   | CR+ 1 0<br>PX- 4 0 | O COMMERCI<br>O AIR TAXI                 | AL<br>-PASSG                        | COMMERCIAL, AGE 40, 7000<br>TOTAL HOURS, 150 IN TYPE,<br>NOT INSTRUMENT RATED. |
|                     | TYPE OF ACCIDENT UNDETERMINED                                    | IT  |   | PHASE              | OF OPERATI                               |                                     |  |
|                     | FACTOR<br>MISCELLANEOUS  |   | S - AIRCRAFT CAME T   | O REST IN WAT      | ER                                       |                                     |  |
|                     |  | FT - LATER RECOV<br>FRY DATE-4/28/68                        | MAIN ROTOR BLADES,  | ENGINE,95 PCT      | OF FUSELAC                               | E,PLT,PX MISSING.                   | 8 MI OFF SHORE.  |

|        |  |  | S OF ACCIDENTS   |   |  |  |  |  |
|--------|--|--|--|---|--|--|--|--|
| FILE   | DATE LOCATION  | AIRCRAFT DATA  | INJURIES<br>F S M/N  | FLIGHT<br>PURPOSE   | PILOT DATA   |  |  |  |
| 3-1612 | 2/6/68 ONAWA,IOWA<br>TIME - 1330   | BELL 47G<br>N970B<br>DAMAGE-DESTROYED                  | CR- 0 0 1<br>PX- 0 0 0   | COMMERCIAL<br>OTHER   | COMMERCIAL, FL.INSTR.,<br>AGE 33, 2309 TCTAL HOURS,<br>71 IN TYPE, NOT INSTRUMENT<br>RATED.    |  |  |  |
|        | NAME OF AIRPORT - ONAWA TYPE OF ACCIDENT ROLL OVER COLLIDED WITH: AUTOMOBILE   | :  | PHASE C<br>STATI<br>STATI  |   |  |  |  |  |
|        | PROBABLE CAUSE PILOT IN COMMAND - LEFT A PILOT IN COMMAND - ATTEM WEATHER - UNFAVORABLE WIF FACTOR ROTORCRAFT - FLIGHT CONTI   | PTED OPERATION W/KNOWN<br>ND CONDITIONS                | DEFICIENCIES IN  |   |  |  |  |  |
|        | WEATHER BRIEFING - NO BRIEF<br>WEATHER FORECAST - UNKNOWN  |  |  |   |  |  |  |  |
|        | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SHT 5 OR OVER OBSTRUCTIONS TO VISION AT   |  | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F |   |  |  |  |  |
|        | NONE WIND DIRECTION-DEGREES 320  | ,  | 35   | ELOCITY-KNOTS   |  |  |  |  |
|        | TYPE OF WEATHER CONDITIONS VFR   |  | NONE   | FLIGHT PLAN   |  |  |  |  |
|        | REMARKS- TIMBER SPOTTING.D   | EPLANED TO DISCONNECT I                                | BOOSTER CABLES N   | MOVE TRUCK.WIND 20K.FRIC  | TION LOCK INUP.  |  |  |  |
| 3-1634 | 6/4/68 NR.MT MORRIS,NY<br>TIME - 1055  | BELL 47D1<br>N925V<br>DAMAGE-DESTROYED                 | CR- 0 0 1<br>PX- 0 0 0   | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, FL.INSTR.,<br>AGE 43, 135C TCTAL HOURS,<br>115 IN TYPE, NOT INSTRU-<br>MENT RATED. |  |  |  |
|        | TYPE OF ACCIDENT STALL: MUSH   |  |  | DF OPERATION<br>.IGHT: PROCEDURE TURNAR(  | DUND   |  |  |  |
|        | PROBABLE CAUSE PILOT IN COMMAND - IMPRO ROTORCFT - ENTERED SETTL FACTOR  | ING WITH POWER CONDITI                                 | ON.  |   |  |  |  |  |
|        | MISCELLANEOUS ACTS, CONDI  | TIONS - JETTISONED LOA                                 | D  |   |  |  |  |  |
|        | SPECIAL DATA  TOTAL HOURS IN CROP CONT KIND OF CROP - PEAS PILOT'S SEAT BELT - UNKN GOGGLES - USED COCKPIT CRASHPAD - NOT I TANK/HOPPER-LOCATION - A ELEVATION-AREA BEING TRE PROCEDURE TURNAROUND - E | OWN/NOT REPORTED  NSTALLED FT OF PILOT ATED-FEET - 600 | TYPE DI<br>GLOVES<br>CRASH I<br>CRASH I<br>TERRAII<br>SWATH I                        | F OPERATION - SPAYING`CF<br>F CHEMICAL USED - LIQUII<br>- USED<br>HELMET - AVAIALABLE-NOT<br>BAR - NOT INSTALLED<br>N-TYPE - LEVEL,FLAT<br>RUN-HOW FLOWN - DOWNWING | USED   |  |  |  |

|        |  |   | BRIEF                                     | S OF ACC | IDENT              | S<br> |   |   |
|--------|--|---|---|----------|--------------------|-------|---|---|
| FILE   | DATE   | LOCATION  | AIRCRAFT DATA                             | I NJ U   | RIES<br>S M/       |       |   | PILOT DATA  |
| 3-1684 | TIME - 1   |   | BELL 47G3B1<br>N73965<br>DAMAGE-DESTROYED | PX- C    | 0                  | 2     | MISCELLANEOUS<br>DEMONSTRATION                        | COMMERCIAL, AGE 32, 2000<br>TOTAL HOURS, 20 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        |  | ACCIDENT<br>: FAILURE OR MALFUNCTION<br>VER   | DN .                                      |          | LAN                | DIN   | OPERATION<br>G: FINAL APPROACH<br>G: POWER-OFF AUTORO | TATIVE LANDING  |
|        | PILOT<br>PILOT<br>FACTOR<br>WEATHE<br>COMPLETE<br>WEATHER<br>WEATHER | CAUSE  LANT - MISCELLANEOUS: IN COMMAND - IMPROPER IN COMMAND - IMPROPER ER - HIGH DENSITY ALTI E POWER LOSS - COMPLETE BRIEFING - NO BRIEFING FORECAST - UNKNOWN/NOT Y CIRCUMSTANCES - FORCE |   |          |                    |       |   |   |
|        | SKY COND<br>CLEAR<br>VISIBILI  | ITION TY AT ACCIDENT SITE   |   |          | UNL                | IMI   | AT ACCIDENT SITE<br>TED<br>ATION AT ACCIDENT SI       | ITE   |
|        | 5 OR O<br>OBSTRUCT<br>NONE   | OVER<br>TIONS TO VISION AT ACC  | DENT SITE                                 |          | NON<br>TEMPE<br>55 | _     | URE-F   |   |
|        | 180  | RECTION-DEGREES   |   |          | 25                 |       | OCITY-KNOTS   |   |
|        | VFR  | WEATHER CONDITIONS<br>- RUN-ON LDG ON ROCK CO   | NEDED TERRATAL DENCI                      |          | NON                | Ē     | FLIGHT PLAN   |   |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA                                 | INJURIES<br>F S M/N  | FLIGHT<br>PURPOSE                               | PILOT DATA  |
|--------|---|--|---|--|---|---|
|        | 7/4/68  | GULFPORT,MISS<br>22  | SIKORSKY S-51<br>N13183<br>DAMAGE-SUBSTANTIAL | CR- 0 0 1<br>PX- 0 0 1                                     | NONCOMMERCIAL                                   | AIRLINE TRANSPORT, AGE<br>50, 14100 TOTAL HOURS, 4<br>IN TYPE, NOT INSTRUMENT<br>RATED. |
|        | TYPE OF A   | N WITH GROUND/WATER  |   | IN FL  | F OPERATION<br>IGHT: HOVERING<br>IGHT: HOVERING | NATEU.  |
|        | FACTOR PILOT I WEATHER WEATHER B                  | N COMMAND - IMPROPE<br>N COMMAND - LACK OF<br>- UNFAVORABLE WIND         | Y FLIGHT SERVICE PERS                         | CRAFT  |   |   |
|        | 5 OR OV OBSTRUCTI NONE WIND DIRE 45 TYPE OF W VFR | Y AT ACCIDENT SITE   |   | UNLIM<br>PRECIPI<br>NONE<br>TEMPERA<br>85<br>WIND VE<br>10 | TATION AT ACCIDENT SITE                         |   |
| 3-1710 | TIME - 10   | IRPORT - MEYER<br>CCIDENT  | HUGHES 269B<br>N9477F<br>DAMAGE-SUBSTANTIAL   | PX- 0 C 1  |   | COMMERCIAL, AGE 48, 1790<br>TOTAL HOURS, 43 IN TYPE,<br>NOT INSTRUMENT RATED.           |
|        | FACTOR<br>TERRAIN                                 | CAUSE<br>N COMMAND - IMPROPE<br>- WET,SOFT GROUND<br>SKID STUCK IN MUD.F |   |  |   |   |

|        | DATE  | /  | AIRCRAFT DATA  |               | F        | S                     | M/            | Ν            | PURPOSE  | PILOT DATA  |
|--------|---|--|--|---------------|----------|-----------------------|---------------|--------------|--|---|
|        | 6/11/68 TIME - 0922 TYPE OF ACC PROPELLET HARD LANG PROBABLE CA | GULFPORT,MISS  ZIDENT  X/ROTOR FAILURE: TA  DING  AUSE  FT - ROTOR ASSEMBL             | HUGHES 269B<br>N9393F<br>DAMAGE-SUBSTANTIAL  | CR-PX-        | 0        | 0<br>PH <i>A</i><br>1 | SE<br>N<br>AN | 1<br>2<br>OF | COMMERCIAL<br>CTR PASSG-D<br>OPERATION<br>GHT: NORMAL CRUISE<br>G: POWER-OFF AUTOROT | COMMERCIAL, AGE 45, 2300 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED.  ATIVE LANDING |
|        | PERSONNEI<br>PILOT IN<br>FACTOR<br>MISCELLAI                    | MAINTENANCE,SE<br>COMMAND - IMPROPE<br>NEOUS ACTS,CONDITI                              | RVICING, INSPECTION: IN<br>R OPERATION OF FLIGHT<br>ONS — AIRCRAFT CAME T<br>EX. SPLINE COUPLING S | MPROP<br>CONT | ROL<br>I | S<br>N №              | IAT           | ER           |  |   |
| 3-1722 |   | OGDEN, UT  | BELL 47G-5<br>N79C7S<br>DAMAGE-SUBSTANTIAL   |               | 0        | Ċ                     | )             | 1<br>1       | INSTRUCTIONAL<br>TRAINING  | ATR,FLIGHT INSTR., AGE<br>48, 10200 TOTAL HOURS, 5<br>IN TYPE, NOT INSTRUMENT<br>RATED. |
|        | TYPE OF ACC   | CIDENT<br>WITH GROUND/WATER  | : CONTROLLED   |               |          |                       |               |              | OPERATION<br>GHT: OTHER  | RATED®  |
|        |   | COMMAND - MISJUDG  | ED SPEED AND ALTITUDE<br>ROUND DURING POWER RE   |               | r F      | ROM                   | 1 Δ           | PR           | ACTICE AUTOROTATION.   | U.S.FOREST SERVICE.   |
| 3-1759 | 3/30/68<br>TIME - 1519  | ORANGE, TEX<br>5   | BRANTLY 305<br>N2212U<br>DAMAGE-DESTROYED  | CR-<br>PX-    | 0        | C                     | : :           | 1<br>1       | COMMERCIAL<br>AIR TAXI-PASSG   | COMMERCIAL, FL.INSTR.,<br>AGE 31, 2331 TOTAL HOURS,<br>144 IN TYPE, INSTRUMENT          |
|        | TYPE OF ACC<br>STALL<br>GEAR COLI                               |  |  |               |          | 1                     | ΔK            | EOF          | OPERATION F: INITIAL CLIMB G: POWER-ON LANDING                                       | RATED.  |
|        | FACTOR<br>TERRAIN -<br>PILOT IN<br>MISCELLAN                    | COMMAND - IMPROPE<br>- HIGH OBSTRUCTION<br>COMMAND - SELECTEN<br>NEOUS ACTS, CONDITION | D ON RR STA PLATFORM.  |               |          |                       |               |              |  |   |

| FILE  | DATE LO   | CATION        | AIRCRAFT DATA                              | IN.        | JUR | IES<br>S M | /N     | FLIGHT<br>PURPOSE              | PILOT DATA  |
|-------|---|---------------|--|------------|-----|------------|--------|--------------------------------|---|
|       | 6/3/68 NR.MORGA   |               | BELL 206A                                  | CR-<br>PX- | 1   | C          | 0      | COMMERCIAL<br>AIR TAXI-PASSG   | COMMERCIAL, AGE 36, 4140 TOTAL HOURS, 42 IN TYPE, NOT INSTRUMENT RATED. |
|       | TYPE OF ACCIDENT UNDETERMINED   |               | DAMAGE-DESTRUTED                           |            |     |            |        | F OPERATION<br>WN/NOT REPORTED | NOT INSTRUMENT RATEDS   |
|       |   | CTS, CONDITIO | NS - AIRCRAFT CAME TO                      |            |     |            |        | UMED. FLOAT EQUIPPED.          |   |
|       | 4/20/68 CAPE C  | ANAVERL,FLA   | BELL 47H-1<br>N2891B<br>DAMAGE-SUBSTANTIAL | PX-        | 0   | 0          | 1 2    | COMMERCIAL<br>OTHER            | COMMERCIAL, AGE 42, 1580 TOTAL HOURS, 154 IN TYPE,                      |
|       | NAME OF AIRPORT - PT KENNEDY HELIPT TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING TAKEOFF: ABORTED   |               |  |            |     |            |        |                                |   |
|       | PROBABLE CAUSE  PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS  EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT  SUSPECTED MECHANICAL DISCREPANCY  PROP/ENGINE VIBRATION  REMARKS- CAUSE OF VIBRATION UNDETERMINED, MAIN ROTOR HIT TAIL BOOM ON LDG.   |               |  |            |     |            |        |                                |   |
|       | REMARKS- CAUSE OF   | VIBRATION OF  | NDETERMINED MAIN ROTE                      | JK HII     | IA  | 1.         | БОО    | M GN EDG.                      | •   |
| -1806 | 6/2/68 LAKE W<br>TIME - 1600  | INNEBAGO, MO  |  | PX-        | 0   | 0<br>G     | 1<br>0 | NONCOMMERCIAL<br>PLEASURE      | STUDENT, AGE 42, 14 TOTAL<br>HOURS, ALL IN TYPE, NOT                    |
|       | DAMAGE-SUBSTANTIAL INSTRUMENT RATED.  NAME OF AIRPORT - LAKE WINNEBAGO  TYPE OF ACCIDENT PHASE OF OPERATION  ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB  COLLIDED WITH: TREES LANDING: POWER-OFF AUTOROTATIVE LANDING   |               |  |            |     |            |        |                                |   |
|       | PROBABLE CAUSE  POWERPLANT - ENGINE STRUCTURE: PISTION, PISTON RINGS  MISCELLANEOUS ACTS, CONDITIONS - SCORED  MISCELLANEOUS ACTS, CONDITIONS - EXCESSIVE TEMPERATURE  COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND  REMARKS- COOLING BAFFLES INSTALLED BY OWNER 20 MIN PRIOR ACCIDENT CAUSED ENG OVERHEATING.NO 3 PISTON SEIZED |               |  |            |     |            |        |                                |   |

|       |   |  | AIRCRAFT DATA   |   |               |   |                     |                       | PILOT DATA  |
|-------|---|--|---|---|---------------|---|---------------------|-----------------------|---|
|       | 6/18/68 STORMV<br>TIME - 1430   | ILLE,NY  |   | CR-<br>PX-  | 0             | 0 | 1                   | NONCOMMERCIAL         | PRIVATE, AGE 24, 117 TOTAL HOURS, 19 IN TYPE, NOT INSTRUMENT RATED.                           |
|       | NAME OF AIRPORT -<br>TYPE OF ACCIDENT<br>ENGINE FAILURE<br>ROLL OVER  |  |   | HAS<br>IN<br>LA   | ATIVE LANDING |   |                     |                       |   |
|       | MISCELLANEOUS A<br>POWERPLANT — I<br>MISCELLANEOUS A<br>PERSONNEL — MAI<br>TERRAIN — WET,S<br>COMPLETE POWER LO<br>EMERGENCY CIRCUMS  | CTS, CONDITION INTION SYSTE CTS, CONDITION NTENANCE, SER' OFF GROUND SS - COMPLETICANCES - FOR | M: SPARK PLUG<br>NS - GROUNDED<br>VICING,INSPECTION: IN<br>E ENGINE FAILURE/FLAN<br>CED LANDING OFF AIRPO | INADEQUATE MAINTENANCE AND INSPECTION  LAMEOUT-1 ENGINE |               |   |                     |                       |   |
| -1851 | 6/21/68 CRONA<br>TIME - 1000  | D MAR, CALIF   | BELL 47D1<br>N12512<br>DAMAGE-SUBSTANTIAL   | PX-   | 0             | 0 | 2 <sup>.</sup><br>0 | INSTRUCTIONAL<br>DUAL | COMMERCIAL, FL.INSTR.,<br>AGE 35, 1160 TOTAL HOURS<br>ALL IN TYPE, NCT INSTRU-<br>MENT RATED. |
|       | NAME OF AIRPORT -<br>TYPE OF ACCIDENT<br>PROPELLER/ROTOR  | PHASE OF OPERATION IN FLIGHT: AUTOROTATIVE DESCENT   |   |   |               |   |                     |                       |   |
|       | PROBABLE CAUSE  MISCELLANEOUS ACTS, CONDITIONS — SIMULATED CONDITIONS ROTORCFT — TAIL ROTOR GRIP RETAINING BOLT.  MISCELLANEOUS ACTS, CONDITIONS — MATERIAL FAILURE ROTORCRAFT — ROTOR ASSEMBLIES: TAIL ROTOR BLADES FACTOR  MISCELLANEOUS ACTS, CONDITIONS — SEPARATION IN FLIGHT MISCELLANEOUS ACTS, CONDITIONS — OUT OF BALANCE MISCELLANEOUS ACTS, CONDITIONS — OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES — FORCED LANDING OFF AIRPORT ON LAND DIRECTIONAL CONTROL PROBLEM |  |   |   |               |   |                     |                       |   |

|        |  | DRICE   | OF ACCIDENTS   |  |
|--------|--|---|--|--|
| FILE   |  |   | INJURIES FLIGHT<br>F S M/N PURPOSE                     | PILOT DATA   |
|        | 6/14/68 RICE LAKE, WIS<br>TIME - 1638  | BELL 47J-2<br>N73258<br>DAMAGE-DESTROYED  | CR- 1 0 0 MISCELLANEOUS<br>PX- 0 0 0 TEST              | COMMERCIAL, AGE 48, 4000<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | NAME OF AIRPORT - RICE L<br>TYPE OF ACCIDENT<br>COLLISON WITH GROUND/W   |   | PHASE OF OPERATION<br>IN FLIGHT: UNCONTROLLED          |  |
|        |  | DITIONS - AIRCRAFT CAME   | TO REST IN WATER<br>COTOR BLADES REMOVED FOR TRAILERIN | IG-SANK IN 20 FT OF WATER.   |
| 3-1947 | 3/21/68 MARLOW HEIGHT<br>TIME - 0130   | S,MD HUGHES 300<br>N9502F<br>DAMAGE-DESTROYED                                   | CR- 2 0 0 MISCELLANEOUS<br>PX- 0 0 0 POLICE PATROL     | COMMERCIAL, AGE 35, 2000<br>TOTAL HOURS, 269 IN TYPE,<br>NOT INSTRUMENT RATED.       |
|        | TYPE OF ACCIDENT COLLIDED WITH: WIRES/P  | -   | PHASE OF OPERATION IN FLIGHT: HOVERING                 |  |
|        | PROBABLE CAUSE PILOT IN COMMAND - EXE PILOT - HOVERED OVER U TERRAIN - HIGH OBSTRUC FIRE AFTER IMPACT REMARKS- INVESTIGATING S | NFAMILIAR AREA AT NIGHT.<br>TIONS   |  |  |
| 3-2005 | 3/13/68 SAGINAW, TEX<br>TIME - 1540  | BELL 206A<br>N6270N<br>DAMAGE-SUBSTANTIA  |  | COMMERCIAL, AGE 27, 2293<br>TOTAL HOURS, 109 IN TYPE,<br>NOT INSTRUMENT RATED.       |
|        | NAME OF AIRPORT - GLOBE<br>TYPE OF ACCIDENT<br>ROLL OVER   |   | PHASE OF OPERATION UNKNOWN/NOT REPORTED                | NOT THOUSAND IN THE CO.  |
|        | PILOT IN COMMAND - INA   | R OPERATION OF FLIGHT CO<br>DEQUATE SUPERVISION OF F<br>LL-OVER OCCURRED DURING |  | FEMPTED LDG FROM HOVER∙  |

|        |   |  | BRIEFS                                     | UF ACT   | TUE   | 1112                             |                                     |   |  |
|--------|---|--|--|--|---|----------------------------------|-------------------------------------|---|--|
| FILE   | DATE  |  |  | F  | S   | M/N                              | PURPOSE                             | PILOT DATA  |  |
| 3-2006 | 3/23/68<br>TIME - 13<br>NAME OF A   | ST LOUIS,MO<br>⊝0<br>IRPORT - DOWNTOWN HE  | LIPORT                                     | CR-  | 1 0<br>2 0  | 0<br>2                           | COMMERCIAL<br>AIR TAXI-PASSG        | COMMERCIAL, AGE 25, 2467<br>TOTAL HOURS, 62 IN TYPE,<br>NOT INSTRUMENT RATED. |  |
|        | TYPE OF A<br>ROLL OV  |  |  |  |   |                                  | F OPERATION<br>NG: POWER-ON LANDING | ;   |  |
|        | PILOT I<br>FACTOR<br>WEATHER<br>MISCELL<br>WEATHER B<br>WEATHER F   | CAUSE N COMMAND - IMPROPER N COMMAND - IMPROPER - UNFAVORABLE WIND ANEOUS ACTS, CONDITIO RIEFING - NO BRIEFIN ORECAST - UNKNOWN/NO CIRCUMSTANCES - PRE UNF |  |  |   |                                  |                                     |   |  |
|        | SKY CONDI<br>UNKNOWN<br>VISIBILIT<br>5 OR OV<br>OBSTRUCTI<br>NONE<br>WIND DIRE<br>290<br>TYPE OF W<br>VFR<br>REMARKS- |  | PRE<br>N<br>TEM<br>3<br>WIN<br>1<br>TYP    | 800<br>CIPI<br>ONE<br>IPERA<br>2<br>ID VE<br>5<br>E OF | AT ACCIDENT SITE  TATION AT ACCIDENT S  TURE-F  ELOCITY-KNOTS  FLIGHT PLAN  HODY RECOVERED 9/30/0 | SITE<br>58. ACFT FLOAT EQUIPPED. |                                     |   |  |
|        |   |  |  |  |   |                                  |                                     |   |  |
| 3-2049 | 7/14/68<br>TIME - 10  | SHAFTER,CALIF<br>©0  | BENSEN B-8M<br>N1585<br>DAMAGE-SUBSTANTIAL | CR- (<br>PX- (   | 0 0<br>0 0  | 1<br>0<br>1                      | NONCOMMERCIAL<br>PLEASURE           | STUDENT, AGE 29, 27 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.     |  |
|        | TYPE OF A   |  | TH ON GROUND                               |  | PHASE OF OPERATION TAXI: GROUND TAXI FROM LANDING   |                                  |                                     |   |  |
|        | PROBABLE<br>PERSONN   |  | PERSONNEL: PILOT OF O                      | THER AI  | RCRA  | FT                               |                                     |   |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA                               | I NJ<br>F  | URIES<br>S M/      | FLIGHT<br>N PURPOS                       | E                     | PILOT DATA  |  |  |
|--------|---|---|---|------------|--------------------|--|-----------------------|---|--|--|
| 3-2063 | 4/24/68<br>TIME - 11  | NR.ASPEN,COLO   | BELL 47G3B1<br>N7942S<br>DAMAGE-SUBSTANTIAL | CR-<br>PX- | 0 0                | 1 COMMERCIA<br>2 AIR TAXI-               | L<br>PASSG            | COMMERCIAL, AGE 48,<br>12200 TOTAL HOURS, 2400 II<br>TYPE, NOT INSTRUMENT<br>RATED.             |  |  |
|        | TYPE OF A<br>UNDERSH<br>ROLL OV   | 100 <b>T</b>  |   |            | LAN                | OF OPERATION DING: FINAL DING: OTHER     | N<br>APPROACH         | NATES.  |  |  |
|        | WEATHER<br>WEATHER<br>TERRAIN   | N COMMAND - EXERCISE<br>- DOWNDRAFT, UPDRAFT<br>- UNFAVORABLE WIND<br>I - OTHER | S<br>CONDITIONS                             |            |                    |  |                       |   |  |  |
|        |   | BRIEFING - UNKNOWN/NO<br>FORECAST - UNKNOWN/NO                                  |   |            |                    |  |                       |   |  |  |
|        |   | TY AT ACCIDENT SITE   |   |            | UNL                | NG AT ACCIDE<br>IMITED<br>PITATION AT    | ENT SITE              |   |  |  |
|        | 5 OR OV<br>OBSTRUCTI<br>NONE  | VER<br>CONS TO VISION AT ACC  | IDENT SITE                                  |            | NON<br>TEMPE<br>59 | E<br>RATURE-F                            |                       |   |  |  |
|        |   | ECTION-DEGREES  |   |            | WIND               | VELOCITY-KNO                             |                       |   |  |  |
|        | TYPE OF W   | EATHER CONDITIONS ATTEMPTED LDG UNDER   | ADVERSE CONDITIONS O                        |            |                    |  |                       | AUSED PREMATURE LDG   |  |  |
| • :    |   |   |   |            |                    | ٠  |                       |   |  |  |
| 3-2074 | 6/4/68<br>TIME - 05   | NR.BANGOR,PA  | BELL 47D-1<br>N6598D<br>DAMAGE-DESTROYED    | CR-<br>PX- | 0 0<br>0 0         | 1 COMMERCIA<br>C AERIAL AF               | L<br>PLICATION        | COMMERCIAL, FL.INSTR.,<br>AGE 31, 1307 TOTAL HOURS,<br>1037 IN TYPE, NOT INSTRU-<br>MENT RATED. |  |  |
|        |   | ACCIDENT<br>FAILURE OR MALFUNCTI<br>ED WITH: TREES                              | ON  |            | IN                 | OF OPERATION FLIGHT: PROC<br>DING: OTHER | IN<br>EDURE TURNAROU! |   |  |  |
|        | PROBABLE CAUSE  POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS  MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION  TERRAIN - OTHER  FACTOR |   |   |            |                    |  |                       |   |  |  |
|        | MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND   |   |   |            |                    |  |                       |   |  |  |
|        |   |   |   |            |                    |  | - SPAYING FOR         |   |  |  |

| FILE   | DATE LOCATION   | AIRCRAFT DATA   | F S M/N                                    | PURPOSE                             | PILOT DATA   |  |  |  |
|--------|---|---|--|-------------------------------------|--|--|--|--|
| 3-2080 | 2/19/68 WEST LIBERTY, ION<br>TIME - 1425<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNG<br>COLLISON WITH GROUND/WATE                                | N5315<br>DAMAGE-DESTROYED<br>TION   | CR- 1 0 0<br>PX- 0 0 0<br>PHASE 0<br>IN FL |                                     | PRIVATE, AGE 28, 148 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED.                 |  |  |  |
|        | PROBABLE CAUSE POWERPLANT - MISCELLANEOU PILOT IN COMMAND - IMPRCE COMPLETE POWER LOSS - COMPL  | ER OPERATION OF FLIGHT  | CONTROLS                                   | D REASONS                           |  |  |  |  |
| 3-2082 | 3/15/68 WALLA WALLA,WASH<br>TIME - 1330   | HUGHES 269B<br>N9332F<br>DAMAGE-SUBSTANTIAL   | PX- 0 6 0                                  | NONC CMMERCIAL<br>BUSINESS          | COMMERCIAL, AGE 51,<br>10000 TOTAL HOURS, 160 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |  |
|        | TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE: TAIL ROTOR HARD LANDING PROPERTION IN FLIGHT: NORMAL CRUISE LANDING: POWER-OFF AUTOROTATIVE LANDING         |   |  |                                     |  |  |  |  |
|        | PROBABLE CAUSE ROTORCRAFT - ROTOR ASSEME MISCELLANEOUS ACTS, CONDIT PILOT IN COMMAND - IMPROF EMERGENCY CIRCUMSTANCES - F REMARKS- OUT-OF-BALANCE BLA | IONS - VIBRATION, EXCES<br>ER OPERATION OF FLIGHT<br>RECAUTIONARY LANDING O<br>ROP/ENGINE VIBRATION | SSIVE<br>CONTROLS<br>DFF AIRPORT           | ASION STRIP ON LEADING              | EDGE.  |  |  |  |
| 3-2083 | 4/4/68 NR.KENAI,ALAS<br>TIME - 1530   | BELL 204-B<br>N1189W<br>DAMAGE-SUBSTANTIAL  | PX- 0 0 1                                  | COMMERCIAL<br>CTR PASSG-D           | COMMERCIAL, AGE 46, 9000<br>TOTAL HOURS, 700 IN TYPE,<br>NOT INSTRUMENT RATED.     |  |  |  |
|        | NAME OF AIRPORT - PLATFORM<br>TYPE OF ACCIDENT<br>GEAR COLLAPSED  |   | PHASE O<br>LANDI                           | F OPERATION<br>NG: POWER-ON LANDING |  |  |  |  |
|        | PROBABLE CAUSE ROTORCFT - REAR FLOAT CRO MISCELLANEOUS ACTS, CONDII MISCELLANEOUS ACTS, CONDII REMARKS- FRONT TUBE FAILED                             |   |  |                                     |  |  |  |  |

| FILE   | DATE  | LOCATION            | AIRCRAFT DATA                                |  |  |  |  | FLIGHT<br>PURPOSE                    | PILOT DATA   |
|--------|---|---------------------|--|--|--|--|--|--------------------------------------|--|
| 3-2086 | 5/20/68<br>TIME - 1247  | DUTY, VA            | SIKORSKY S-58A<br>N887<br>DAMAGE-SUBSTANTIAL |  |  |  |  | MISCELLANEOUS<br>OTHER               | COMMERCIAL, AGE 30,<br>UNK/NR TOTAL HOURS, 1000<br>IN TYPE, NOT INSTRUMENT<br>RATED. |
|        | TYPE OF ACC<br>ENGINE FA<br>ROLL OVER   | ILURE OR MALFUNCTIO |  |  |  |  |  |                                      |  |
|        | PROBABLE CAUSE  POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS  TERRAIN - ROUGH/UNEVEN  COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND  REMARKS- EXTERNAL LOAD OPERATION. ROLL-OVER DUE TO LOG CN 30 DEG SLOPE. |                     |  |  |  |  |  |                                      |  |
|        |   |                     |  |  |  |  |  |                                      |  |
| 3-2087 | 6/5/68<br>TIME - 0730   |                     | BELL 47G-4<br>N1160W<br>DAMAGE-SUBSTANTIAL   |  |  |  |  | COMMERCIAL<br>ASSOC CROP CTL ACTIVIT | COMMERCIAL, AGE 28, 1829<br>IE TOTAL HOURS, 289 IN TYPE<br>NOT INSTRUMENT RATED.     |

PROBABLE CAUSE
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING
MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   |  |  | FLIGHT<br>PURPOSE              |                | PILOT DATA   |  |  |
|--------|---|---|---|--|--|--------------------------------|----------------|--|--|--|
| 3-2090 | 6/17/68<br>TIME - 0   | ARCOLA,IND<br>650   | BELL 47G<br>N2802B<br>DAMAGE-SUBSTANTIAL  | CR- C                                      | 0 <b>1</b><br>0 0  | COMMERCIAL<br>ASSOC CROP       | CTL ACTIVITIE  | COMMERCIAL, AGE 40, 1496<br>TOTAL HOURS, 235 IN TYPE<br>NOT INSTRUMENT RATED |  |  |
|        | TYPE OF ACCIDENT  ENGINE FAILURE OR MALFUNCTION  HARD LANDING  PHASE OF OPERATION  IN FLIGHT: NORMAL CRUISE  HARD LANDING: POWER-OFF AUTOROTATIVE LANDING |   |   |  |  |                                |                |  |  |  |
|        | MISCELI<br>MISCELI<br>WEATHEI<br>PILOT 1<br>COMPLETE<br>WEATHER I<br>WEATHER I  | IN COMMAND — IMPROPER LANEOUS ACTS, CONDITIC LANEOUS ACTS, CONDITIC R — CONDITIONS CONDUC IN COMMAND — IMPROPER BRIEFING — NO BRIEFIN FORECAST — UNKNOWN/NC Y CIRCUMSTANCES — FOR | INS - ANTI-ICING/DEIC<br>NS - ICE-CARBURETOR<br>TIVE TO CARBA/INDUCT<br>OPERATION OF FLIGHT<br>E ENGINE FAILURE/FLAM<br>G RECEIVED<br>IT REPORTED | ING EQUI<br>ION SYST<br>CONTROL<br>MEOUT-1 | PMENT-<br>EM ICI<br>S<br>ENGINE                              | IMPROPER OPE                   | RATION OF/FAIL | ED TO USE  |  |  |
|        |   | ITION<br>N/NOT REPORTED<br>TY AT ACCIDENT SITE  |   |  | CEILING AT ACCIDENT SITE 800C PRECIPITATION AT ACCIDENT SITE |                                |                |  |  |  |
|        | HAZE  | IONS TO VISION AT ACC   | IDENT SITE  |  | RAIN<br>TEMPERATURE-F<br>59                                  |                                |                |  |  |  |
| ٠      | 330   | ECTION-DEGREES WEATHER CONDITIONS   |   |  | 5  | ELOCITY—KNOT:<br>F FLIGHT PLAI | -              |  |  |  |

|        |  |  | BRIEFS                       | UF AC       | CIL | EN I  | 5                      | _   |  |
|--------|--|--|------------------------------|-------------|-----|---|------------------------|---|--|
| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                | INJ         | URI | ES<br>M/I   | N                      | FLIGHT<br>PURPOSE                         | PILOT DATA   |
|        | 6/21/68  | ALPINE, ARIZ   | BELL 47G3B1                  | CR-         | 0   | 0   | 1                      |   | COMMERCIAL, FL.INSTR.,<br>AGE 48, 6373 TOTAL HOURS,<br>823 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | TYPE OF AC<br>MISCELLA<br>HARD LAN   | NEOUS  |                              | MENT RATED. |     |   |                        |   |  |
|        | FACTOR WEATHER MISCELLA WEATHER BR   | JATE PREFLIGHT PREPARAT<br>TITUDE<br>ONS - DOWNWIND<br>NG RECEIVED<br>JOT REPORTED | ION AN                       | ID/C        | R P | LAN   | NING                   |   |  |
|        | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER DISTRUCTIONS TO VISION AT ACCIDENT SITE NONE   |  |                              |             | P F | UNL<br>RECI<br>NON<br>MPE<br>85                         | IMI<br>PIT<br>E<br>RAT | ATION AT ACCIDENT SI                      | ΤΕ   |
|        | 215<br>TYPE OF FL<br>NONE  |  | ) AREA,SETTLED DUE TO D      | 1 I WN WO   |     | VFR   |                        | WEATHER CONDITIONS  R GROSS WEIGHT, DENSI | TY ALT 12500 FT.   |
| 3-2092 | 6/21/68  | SMITHVILLÉ,OHIO  | HUGHES 269A                  | CR-         | n   | 0   | 1                      | NONCOMMERCIAL                             | STUDENT, AGE 34, 99 TOTA   |
| , 20,2 | TIME - 071   | .0   | N8838F<br>DAMAGE-SUBSTANTIAL | PX-         | ĕ   | õ   | ō                      | BUS INESS                                 | HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.  |
|        | NAME OF AI<br>TYPE OF AC<br>ENGINE F<br>HARD LAN   |  |                              | IN          | FLI | OPERATION<br>GHT: NORMAL CRUISE<br>G: POWER-OFF AUTOROT | ATIVE LANDING          |   |  |
|        | PROBABLE CAUSE  PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING  MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION  MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION  PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS  FACTOR  MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND  COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND  REMARKS- 15K TAILWIND. |  |                              |             |     |   |                        |   |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | INJURIES<br>F S M/N                      | FLIGHT<br>PURPOSE   | PILOT DATA   |  |  |  |
|--------|--|---|--|--|---|--|--|--|--|
| 3-2093 | 6/22/68 NR<br>TIME - 0900  | •LOA,UT   | BELL 47G3B1<br>N1357X<br>DAMAGE-SUBSTANTIAL                            |  | COMMERCIAL<br>ASSOC CROP CTL ACTIV  | COMMERCIAL, AGE 29, 2495 /ITIE TOTAL HOURS, 600 IN TYPE, NOT INSTRUMENT RATED. |  |  |  |
|        | TYPE OF ACC<br>MISCELLAN<br>HARD LAND  | Eous  | DATINGE GODGVANTIAE  | PHASE O<br>TAKEO                         | F OPERATION<br>FF: INITIAL CLIMB<br>NG: POWER-ON LANDING  | no. Indikanen karesi   |  |  |  |
|        | FACTOR<br>WEATHER -  |   |  | TION AND/OR PLA                          | NNING   |  |  |  |  |
|        | SKY CONDITI  | ON  |  |  | AT ACCIDENT SITE  |  |  |  |  |
|        |  | AT ACCIDENT SITE  |  |  | ITED<br>FATION AT ACCIDENT SI   | ITE ,  |  |  |  |
|        |  | S TO VISION AT AC   | CIDENT SITE  | NONE<br>TEMPERA                          | TURE-F  |  |  |  |  |
|        | NONE<br>TYPE OF WEA<br>VFR   | THER CONDITIONS   |  | 50<br>TYPE OF<br>NONE                    | FLIGHT PLAN   |  |  |  |  |
|        | SPECÍAL DATA TOTAL HOURS IN CROP KIND OF CROP - FORES GLOVES - USED CRASH HELMET - AVALA CRASH BAR - NOT INST TERRAIN-TYPE - DENSE MOUNT |   | S<br>NOT USED  | TYPE OF<br>GOGGLES<br>COCKPIT<br>TANK/HO | OPERATION - SPAYING<br>CHEMICAL USED - LIQU<br>- NOT USED<br>CRASHPAD - NOT INSTA<br>PPER-LOCATION - SIDES<br>ON-AREA BEING TREATED | JID CHEMICAL-NONTOXIC<br>ALLED<br>S  |  |  |  |
|        | ROLLING REMARKS- T/O FROM MT TOP, SETTLED INTO BUSH. HEAVILY LOADED, WIND CALM, 11000 FT DENSITY ALT.                                    |   |  |  |   |  |  |  |  |
| 3-2094 | 6/23/68<br>TIME - 0605   | GRAND LEDGE, MICH   | BRANTLY B-2B<br>N2267U<br>DAMAGE-DESTROYED                             | CR- 0 0 1<br>PX- 0 0 0                   | NONCOMMERCIAL<br>PLEASURE   | STUDENT, AGE 62, 231<br>TOTAL HOURS, 130 IN TYPE,<br>NOT INSTRUMENT RATED.     |  |  |  |
|        | TYPE OF ACC  | /ROTOR FAILURE: M   |  | IN FL                                    | F OPERATION<br>IGHT: NORMAL CRUISE<br>NG: POWER-ON LANDING  |  |  |  |  |
|        | ROTORCRAF<br>MISCELLAN   | T - ROTOR ASSEMBL<br>T - ROTOR ASSEMBL<br>EOUS ACTS,CONDITI | ONS - VIBRATION, EXCES:  | SIVE                                     |   |  |  |  |  |
|        |  |   | R OPERATION OF FLIGHT<br>RCED LANDING OFF AIRPO<br>OP/ENGINE VIBRATION |  |   |  |  |  |  |

|        |   |  | BRIEFS                                      | S OF A     | CCI | DEI | 4TS | ·                            |   |  |
|--------|---|--|---|------------|-----|-----|-----|------------------------------|---|--|
| FILE   | DATE  | LOCATION   | AIRCRAFT DATA                               |            |     |     |     | FLIGHT<br>PURPOSE            | PILOT DATA  |  |
| 3-2095 |   | LOUISVILLE,KY<br>5   | HUGHES 269B                                 | CR-<br>PX- | ٥   | 0   | 1   | MISCELLANEOUS                | COMMERCIAL, FL.INSTR.,<br>AGE 25, 1610 TCTAL HOURS,<br>68 IN TYPE, NOT INSTRUMENT<br>RATED.     |  |
|        | TYPE OF AC  | AILURE OR MALFUNCTI  | TIVE LANDING                                |            |     |     |     |                              |   |  |
|        | PROBABLE CAUSE  POWERPLANT - ENGINE STRUCTURE: MASTER AND CONNECTING RODS  PWR PLT - LOOSE ROD CAP BOLTS ON NO 4 ROD FAILED.  MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE  COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND  REMARKS- CRASHED IN CONGESTED AREA. |  |   |            |     |     |     |                              |   |  |
| 3-2096 | TIME - 010  | 5  | BELL 47G3B1<br>N1110J<br>DAMAGE-SUBSTANTIAL | PX-        | 0   | 0   | 1 2 | COMMERCIAL<br>AIR TAXI-PASSG | COMMERCIAL, FL.INSTR.,<br>AGE 35, 2000 TOTAL HOURS,<br>1000 IN TYPE, NOT INSTRU-<br>MENT RATED. |  |
|        | NAME OF AIRPORT - BORON TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE: TAIL ROTOR PROPELLER/ROTOR FAILURE: TAIL ROTOR TAKEOFF: INITIAL CLIMB   |  |   |            |     |     |     |                              |   |  |
|        | ROTORCRA<br>MISCELLA<br>ROTORCRA<br>MISCELLA<br>PERSONNE<br>EMERGENCY   | PROBABLE CAUSE ROTORCRAFT - ROTOR ASSEMBLIES: BEARINGS MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM: TAIL ROTOR DRIVE SHAFT ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE PERSONNEL - PRODUCTION-DESIGN: OTHER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- IMPROPERLY INSTALLED ROLLER BEARING, SNAP RING NOT INSTALLED DUE TO ERROR IN PARTS MANUAL. |   |            |     |     |     |                              |   |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DAȚA                                   | 11   | <br>IJUI | RIES                                   |                               | FLIGHT<br>PURPOSE                           |               | PILOT DATA  |
|--------|--|--|---|--|----------|--|-------------------------------|---|---------------|---|
|        |  | FORT COLLINS, COLO   | N73287  |  | -        |  |                               |   | CTL ACTIVITIE | COMMERCIAL, AGE 24, 1400<br>TOTAL HOURS, 48 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF ACTION O | 700  | DAMAGE-DESTROYED                                |  |          | PHAS<br>L A                            | E O                           | F OPERATION<br>NG: FINAL AI<br>NG: LEVEL OI | PROACH        | NOT INSTRUMENT RATED.   |
|        | WEATHER<br>WEATHER<br>TERRAIN<br>WEATHER B   |  | ITUDE<br>NG RECEIVED                            | OR PL  | ANA.     | ING                                    | ;                             | ·   |               |   |
|        | 5 OR OVI<br>OBSTRUCTION<br>NONE<br>WIND DIRECTOR   | Y AT ACCIDENT SITE<br>ER<br>ONS TO VISION AT AC<br>CTION-DEGREES |   |  | 1        | UN<br>PREC<br>NO<br>TEMP<br>50<br>VIND | LIM<br>IPI<br>NE<br>ERA<br>VE | TURE-F<br>LOCITY-KNOT:                      | CCIDENT SITE  |   |
|        | VFR  | EATHER CONDITIONS<br>SETTLED SHORT WHILE                         | ATTEMPTING TO LAND ON                           | I A MT   |          | NO                                     | ŅĒ                            | FLIGHT PLAN<br>OLLED DOWN N                 |               | 9000 FT.  |
| J-2101 | 6/28/68<br>TIME - 10   | MUSKEGON, M ICH<br>45  | HILLER UH-12D<br>N10321<br>Damage-Substantial   | CR-<br>PX-   | 0        | 0                                      | 1 0                           | MISCELLANEC<br>TEST                         | ous           | COMMERCIAL, FL.INSTR.,<br>AGE 42, 2586 TOTAL HOURS, (<br>IN TYPE, INSTRUMENT  |
|        | NAME OF A  |  |   | RATED.  PHASE OF OPERATION LANDING: POWER-ON LANDING |          |  |                               |   |               |   |
|        | PILOT II   | N COMMAND - ATTEMPT  | ED OPERATION BEYOND EX<br>R OPERATION OF FLIGHT |  |          |  | ILI                           | TY LEVEL                                    |               |   |
|        | FACTOR PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT ROTORCRAFT - ROTOR ASSEMBLIES: MAIN ROTOR BLADES MISCELLANEOUS ACTS, CONDITIONS - VIBRATION, EXCESSIVE REMARKS- TOTAL ROTORCRAFT TIME 3HRS, VIBRATION DUE TO HEAVY BLADE FROM BEING IN STORAGE.  |  |   |  |          |  |                               |   |               |   |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  |                            | JUF<br>F | RIES<br>S M    | 5<br>1/N   | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|---|---|--|----------------------------|----------|----------------|------------|---|---|
| 3-2105 | 6/30/68<br>TIME - 14  | LAKEVIEW, OHIO<br>30  |  | CR-<br>PX-                 |          |                |            | INSTRUCTIONAL<br>TRAINING                                     | STUDENT, AGE 46, 260<br>TOTAL HOURS, 13 IN TYPE,<br>NOT INSTRUMENT RATED.                       |
|        | NAME OF AS<br>TYPE OF AG<br>HARD LAG  |   |  |                            |          |                |            | F OPERATION<br>NG: POWER-ON LANDING                           | nor mondification (and so   |
|        | PILOT I   | N COMMAND - IMPROPER<br>N COMMAND - MISJUDGE  |  |                            |          |                |            | LACK OF AIRSPEED AND L  | IFT.  |
| 3-2106 | TIME - 12   | PARAMOUNT,CALIF   | HUGHES 269B<br>N9456F<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-                 | 0        | ΰ<br>0         | 1          | MISCELLANEOUS<br>POLICE PATROL                                | COMMERCIAL, FL.INSTR.,<br>AGE 35, 2005 TOTAL HOURS,<br>1765 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | TYPE OF AC  |   |  |                            |          |                | 1 FL       | F OPERATION<br>IGHT: NORMAL CRUISE<br>NG: POWER-OFF AUTOROTAT | IVE LANDING   |
|        | POWERPLA<br>MISCELLA<br>MISCELLA<br>MISCELLA<br>COMPLETE I<br>EMERGENCY   | EL - MAINTENANCE,SEF<br>ANT - LUBRICATING S'<br>ANEOUS ACTS,CONDITIO<br>ANEOUS ACTS,CONDITIO<br>ANEOUS ACTS,CONDITIO<br>POWER LOSS - COMPLE'<br>CIRCUMSTANCES - FOF | /STEM: MAGNETIC PLUGS<br>INS - MISSING<br>INS - WRONG PART<br>INS - OIL EXHAUSTION-I<br>PE ENGINE FAILURE/FLAI<br>RCED LANDING OFF AIRPI | ENGINE<br>MEOUT-<br>ORT ON | 1 E      | JBR I<br>ENG I | CAT<br>INE | ENANCE AND INSPECTION  ION SYSTEM  LACK OF SAFETY WIRE/NO     | T TIGHTENED.  |
| 3-2107 |   | BROO <b>mfield,col</b> o<br>50  | HUGHES 2 <b>69A</b><br>N8892F<br>Damage-Sub <b>stanti</b> al   | PX-                        | 0        | 0              | 2          | INSTRUCTIONAL<br>DUAL   | COMMERCIAL, FL.INSTR.,<br>AGE 25, 2045 TOTAL HOURS,<br>145 IN TYPE, NOT INSTRU-<br>MENT RATED.  |
|        | TYPE OF A   | ATER LOOP-SWERVE  |  |                            |          | I١             | I FL       | F OPERATION<br>IGHT: HOVERING<br>NG: POWER-ON LANDING         | HERT RATEDS   |
|        | PROBABLE CAUSE  DUAL STUDENT - IMPROPER OPERATION OF FLIGHT CONTR  PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIG  TERRAIN - OTHER  REMARKS- STUDENT LOST VERTICAL, LATERAL, DIRECTIONAL |   |  |                            |          |                |            |   |   |

| FILE   | DATE LOCATION  | AIRCRAFT DATA  | INJURIES<br>F S M/N    | FL 1GHT<br>PURPOSE   | PILOT DATA  |
|--------|--|--|------------------------|--|---|
| 3-2108 | 7/10/68 OCEAN DR BEA   | ACH,NC BELL 47D1<br>N4253A<br>DAMAGE-SUBSTANTIA  | CR- 0 1 0<br>PX- 0 0 1 |  | COMMERCIAL, FL.INSTR.,<br>AGE 50, 7000 TOTAL HOURS,<br>2000 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | NAME OF AIRPORT — MYRTL<br>TYPE OF ACCIDENT<br>HARD LANDING<br>ROLL OVER                                   | E BEACH  | LAND 1                 | OF OPERATION<br>NG: LEVEL OFF/TOUCHDOW<br>NG: LEVEL OFF/TOUCHDOW | ın  |
|        | PROBABLE CAUSE PILOT IN COMMAND - IN WEATHER - UNFAVORABLE WEATHER BRIEFING - NO E WEATHER FORECAST - UNKN | RIEFING RECEIVED   | IND CONDITIONS         |  |   |
|        | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT 5 OR OVER OBSTRUCTIONS TO VISION                 |  | UNKNO                  | G AT ACCIDENT SITE DWN/NOT REPORTED TATION AT ACCIDENT SIT       | E   |
|        | NONE WIND DIRECTION-DEGREES  | AT ASSISTENT STILL   | 93                     | ELOCITY-KNOTS  |   |
|        | 135 TYPE OF WEATHER CONDITE VFR  | ONS  | 25<br>Type of<br>None  | FLIGHT PLAN  |   |
|        | REMARKS- SIGHT-SEEING F  | RIDES.3FT AERIAL TAXI IN 2   | 5K WINDS WITH GU       | JSTS.  |   |
| 3-2136 | 7/1/68 CAPE CANAVER  | L,FLA BELL 47G<br>N4018A<br>DAMAGE-SUBSTANTIA  |                        | COMMERCIAL<br>MAPPING/PHOTO                                      | COMMERCIAL, AGE 44, 370<br>TOTAL HOURS, 26 IN TYPE,<br>NOT INSTRUMENT RATEDA                    |
|        | NAME OF AIRPORT - CAPE<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SWE<br>ROLL OVER                           | CANAVERAL  | PHASE O                | OF OPERATION<br>.IGHT: HOVERING<br>ING: LEVEL OFF/TOUCHDOW       |   |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - IN  | MPROPER OPERATION OF FLIGHT  | T CONTROLS             |  |   |
| 3-2184 | 5/20/68 SAUGUS,CALIF   | HUGHES 269A<br>N8931F<br>Damage-Substantia   | PX- 0 0 0              | INSTRUCTIONAL<br>DUAL  | COMMERCIAL, FL.INSTR.,<br>AGE 25, 420 TOTAL HOURS,<br>175 IN TYPE, NOT INSTRU-<br>MENT RATED.   |
|        | TYPE OF ACCIDENT HARD LANDING  |  |                        | OF OPERATION<br>ING: POWER-OFF AUTOROTA                          | TIVE LANDING  |
|        | DUAL STUDENT - IMPROF  | ONDITIONS — SIMULATED COND<br>PER OPERATION OF FLIGHT CO<br>NADEQUATE SUPERVISION OF F<br>NOTATIVE LDG PRACTICE. | NTROLS                 |  |   |

| L I L L | DATE  | LOCAT ION   | AIRCRAFT DATA   | 1 NJ<br>F    | URIE<br>S                        | S<br>M/N    | FL IGHT<br>PURPOSE   |  |   |  |
|---------|---|---|---|--------------|----------------------------------|-------------|--|--|---|--|
| 3-2188  | 5/27/68<br>Time - 053   | ARROYO GRANDE, CAL<br>30  | HILLER 12B<br>N5301V<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-   | 0 0                              | 1           | COMMERCIAL<br>ASSOC CROP   | CTL ACTIVITIE  | COMMERCIAL, AGE 41, 6000<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED.            |  |
|         | TYPE OF AC  | CCIDENT<br>ER/ROTOR FAILURE: TA   | IL ROTOR  |              |                                  |             | DF OPERATION<br>LIGHT: NORMAL  |  |   |  |
|         | MISCELL/<br>EMERGENCY   | AFT - TRANSMISSION R<br>ANEOUS ACTS, CONDITIO<br>CIRCUMSTANCES - FOR  | OTOR DRIVE SYSTEM: T<br>NS - FATIGUE FRACTU<br>CED LANDING OFF AIRP<br>ENTERING PIN,P/N2452 | RE<br>ORT ON | LANE                             | ı           |  |  | IVE LDG.  |  |
| 3-2208  | 6/29/68<br>Time - 100   | PANAMA CITY,FLA<br>35   | BELL 47G-2<br>N5185B<br>Damage-Substantial  | CR-<br>PX-   | 0 0                              | 1           | COMMERCIAL<br>OT HER   |  | COMMERCIAL, FL.INSTR.,<br>AGE 52, 5000 TOTAL HOURS,<br>1000 IN TYPE, NOT INSTRU-<br>MENT PATED. |  |
|         | G/29/68 PANAMA CITY, FLA BELL 47G-2 CR- 0 0 1 COMMERCIAL COMMERCIAL, FL. INSTR., TIME - 1005 N51858 PX- 0 0 2 OTHER AGE 52, 5000 TOTAL HOUR 1000 IN TYPE, NOT INSTRUMENT OF AIRPORT - EDGENATER BEACH  TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE: TAIL ROTOR TAKEOFF: VERTICAL LANDING: LEVEL OFF/TOUCHDOWN  |   |   |              |                                  |             |  |  |   |  |
|         | PROBABLE CAUSE  RÔTORCRAFT - ROTOR ASSEMBLIES: TAIL ROTOR BLADES  MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE  PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS  EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT.  PROP/ENGINE VIBRATION  REMARKS- LOCAL SIGHTSEEING FLTS, FAILED T/R BLADE NOT RECOVERED. |   |   |              |                                  |             |  |  |   |  |
|         |   |   |   |              |                                  |             |  |  |   |  |
| 3-5510  | 7/1 <b>/68</b><br>Time - 08:  | Mann ing , SC<br>0  | HUGHES 269A<br>N8917F<br>Damage-Substantial   | CR-<br>PX-   | 0 0                              | . 0         | COMMERCIAL<br>AERIAL APPL  | ICATION  | COMMERCIAL, AGE 27, 2053<br>TOTAL HOURS, 240 IN TYPE<br>NOT INSTRUMENT RATED.                   |  |
|         | TYPE OF A   | CCIDENT<br>MUSH   |   | •            | PH/                              | SE<br>N F   | OF OPERATION<br>LIGHT: SWATH   | RUN  |   |  |
|         | PILOT II  | PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. |   |              |                                  |             |  |  |   |  |
|         | Special D. Total H<br>Kind Of<br>Pilot's<br>Goggles<br>Cockpit<br>Tank/Ho<br>Elevati  | ATA OURS IN CROP CONTROL CROP - COTTON SEAT BELT - FASTENE - NOT USED CRASHPAD - NOT INST PPER-LOCATION - SIDE ON-AREA BEING TREATE   | 200<br>ED-PROPERLY<br>ALLED<br>S<br>ED-FEET - 100   |              | KIII<br>GLO<br>CRA<br>CRA<br>TEI | ND OPE OVES | F OPERATION - F CHEMICAL US - NOT USED HELMET - AVA BAR - NOT INS N-TYPE - LEVI RUN-HOW FLOW | - SPAYING CROP.<br>ED - LIQUID C<br>LABLE-USED<br>STALLED<br>EL,FLAT<br>N - DOWNWIND | S<br>Hemical-Toxic  |  |

|        |   |  | AIRCRAFT DATA   |             |     |           |               |   | PILOT DATA   |
|--------|---|--|---|-------------|-----|-----------|---------------|---|--|
| 3-2223 | 8/12/68<br>TIME - 1015                          | LOS ANGELES, CALIF   | BELL 47J-2<br>N8432E<br>Damage-Substantial  | CR-<br>PX-  | 0   | 0         | 1             | COMMERCIAL<br>AIR TAXI-PASSG                                      | COMMERCIAL, AGE 45,<br>16208 TOTAL HOURS, 3827 I<br>TYPE, NOT INSTRUMENT<br>RATED.             |
|        | TYPE OF ACC                                     | PORT - LOS ANGELES<br>IDENT<br>WITH: OBJECT  |   |             | F   | HAS<br>TA | E 0           | F OPERATION<br>AERIAL TAXI TO/FROM LA                             | NDING  |
|        |   | COMMAND - MISJUDGED  | CLEARANCE<br>UCK RETAINING WALL.  |             |     |           |               |   |  |
| 3-2273 | 7/6/68<br>TIME - 1715                           | MONROEVILLE,PA   | BRANTLY B-2B<br>N5948X<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-  | 0   | 0         | 1 0           | NONCOMMERCIAL<br>PRACTICE   | PRIVATE, AGE 31, 800<br>Total Hours, 250 in Type,<br>Not instrument rated.                     |
|        | NAME OF AIR                                     | PORT - MONROEVILLE   |   |             |     |           |               | F OPERATION<br>IGHT: AUTOROTATIVE DESC<br>IGHT: AUTOROTATIVE DESC |  |
|        | AIRFRAME<br>MISCELLAN<br>ROTORCRAF<br>MISCELLAN | EOUS ACTS, CONDITION - FLIGHT CONTROL SU EOUS ACTS, CONDITION T - ROTOR ASSEMBLIE EOUS ACTS, CONDITION | S - SIMULATED CONDIT<br>RFACES: HORIZONTAL S<br>S - FATIGUE FRACTUI<br>S: TAIL ROTOR BLADES<br>S - OVERLOAD FAILURI<br>TING.RT STABILIZER S | TABIL<br>Re |     |           |               | ACHMENTS<br><br>D.STABILIZER BROKE OFF                            | STRUCK T/R.SAFE LDG.   |
| 3-2300 | 8/15/68 NR<br>TIME - 0800                       | SUSITNA LODG,ALAS  | BELL 47G3B1<br>N68645<br>Damage-Substantial   | CR-<br>PX-  | 0   | 1         | 0             | COMMERCIAL<br>AIR TAXI-PASSG                                      | COMMERCIAL, FL.INSTR.,<br>AGE 40, 3600 TOTAL HOURS,<br>400 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | TYPE OF ACC                                     |  |   |             |     | HAS       | E 0           | F OPERATION<br>NG: LEVEL OFF/TOUCHDOWN                            |  |
|        | WEATHER -                                       |  | RECEIVED  | OR PL       | ANP | ING       | ;             |   |  |
|        | VISIBILITY                                      | OT REPORTED<br>AT ACCIDENT SITE  |   |             | ı   | 65<br>REC | OO<br>IPI     | AT ACCIDENT SITE  |  |
|        |   |  | DENT SITE   |             | 1   | EMP       | ERA           | TURE-F  |  |
|        | INCHE   | S TO VISION AT ACCI  |   |             |     | 50        |               | LOCITY-VNOTE  |  |
|        | WIND DIRECT                                     | IS TO VISION AT ACCI<br>TION-DEGREES<br>ATHER CONDITIONS   |   |             | ١   | IINC      | VE<br>Z<br>OF | LOCITY-KNOTS<br>Flight Plan                                       |  |

| FILE   |   |  | AIRCRAFT DATA   |                         |            |           |   | PILOT DATA   |
|--------|---|--|---|-------------------------|------------|-----------|---|--|
| 3-2335 | 2/25/68<br>TIME - 1810                      | SAN ANTONIO, TEX   | BELL-CARSON C-4<br>N614X<br>DAMAGE-SUBSTANTIAL  | CR- 0<br>PX- 0          | 0          | 1 3       | COMMERCIAL<br>AIR TAXI-PASSG                              | COMMERCIAL, FL.INSTR.,<br>AGE 36, 2455 TOTAL HOURS,<br>76 IN TYPE, NOT INSTRUMENT<br>RATED.    |
|        | TYPE OF ACC                                 | RPORT - SAN ANTONIC<br>CIDENT<br>FAILURE: IN FLIGHT<br>WITH GROUND/WATER:                |   |                         | PHA:<br>II | SE<br>N F | OF OPERATION<br>LIGHT: HOVERING<br>LIGHT: UNCONTROLLED DE | SCENT  |
|        | MISCELLAI<br>PERSONNEI<br>FIRE AFTER        | FT - MISCELLANEOUS<br>NEOUS ACTS,CONDITIC<br>L - MAINTENANCE,SER<br>IMPACT               |   | ION<br>NADEQUAT         | E M        | A IN      | TENANCE AND INSPECTION                                    | TOTAL TIME ON AIRFRAME   |
|        |   |  |   |                         |            |           |   |  |
| 3-2337 | 5/10/68<br>TIME - 074                       | MILWAUKEE,WIS<br>5   | ENSTROM F-28<br>N4462<br>Damage-substantial   | CR- C<br>PX- C          | ) G<br>) O | 2<br>0    | INSTRUCTIONAL<br>DUAL                                     | COMMERCIAL, FL.INSTR.,<br>AGE 31, 7500 TOTAL HOURS,<br>132 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | TYPE OF AC                                  |  | CHELL<br>VIL ROTOR  |                         | PHA:       | SE<br>N F | OF OPERATION<br>LIGHT: NORMAL CRUISE                      |  |
|        | MISCELLA<br>FACTOR<br>MISCELLA<br>EMERGENCY | FT - ROTOR ASSEMBLI<br>NEOUS ACTS,CONDITIO<br>NEOUS ACTS,CONDITIO<br>CIRCUMSTANCES - FOR | ES: TAIL ROTOR BLADE:<br>INS - FATIGUE FRACTUR<br>INS - SEPARATION IN F<br>RCED LANDING OFF AIRP<br>FED DUE TO ROTOR SPIN | RE<br>LIGHT<br>ORT ON L |            |           | NDED WITH NO FURTHER D                                    | AMAGE•   |
| 3-2338 | 6/25/68<br>TIME - 151                       | NEW YORK CITY,NY   |   | CR+ 0<br>PX- 0          | 0 0        | 1 5       | COMMERCIAL<br>OTHER                                       | COMMERCIAL, AGE 24, 1695<br>TOTAL HOURS, 21 IN TYPE,   |
|        | NAME OF AI<br>TYPE OF AC<br>MISCELLA        | RPORT - MIDTOWN<br>Cident  | DAMAGE-DESTROYED  |                         | T          | AKE       | OF OPERATION<br>OFF: INITIAL CLIMB<br>OFF: INITIAL CLIMB  | NOT INSTRUMENT RATED.  |
|        |   | COMMAND - INADEQUA   | ATE PREFLIGHT PREPARA<br>ONS — IMPROPERLY LOAD  |                         |            |           |   |  |

| FILE   | DATE                                | LOCATION   | AIRCRAFT DATA  | IV                         | JUF<br>F  | S IES     | 5<br>1/N | FLIGHT<br>PURPOSE                                 | PILOT DATA   |
|--------|-------------------------------------|--|--|----------------------------|-----------|-----------|----------|---|--|
| 3-2339 | 6/30/68                             | RALEIGH,NC   |  |                            |           |           |          |   | STUDENT, AGE 39, 17 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.                      |
|        |                                     | RPORT - RALEIGH-DU<br>CIDENT   | RHAM   |                            | F         | PHAS      | E (      | OF OPERATION<br>Ing: roll                         | INSTRUMENT RATED.  |
|        | PROBABLE O                          |  | R OPERATION OF FLIGHT  | CONTR                      | OLS       | 5         |          |   |  |
| 3-2340 |                                     | GENEVA,FLA<br>O  | BENSEN H-1<br>N3324<br>Damage-Substantial  |                            | 0         | 0         | 1        | NONCOMMERCIAL<br>Pleasure                         | PRIVATE, AGE 41, 167<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED.                  |
|        | TYPE OF AC                          | AILURE OR MALFUNCT   |  |                            |           | I         | ΙF       | DF OPERATION<br>LIGHT: NORMAL CRUISE<br>ING: ROLL |  |
|        | AIRPORTS<br>COMPLETE F<br>EMERGENCY | NT - ENGINE STRUCT<br>/AIRWAYS/FACILITIE<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO | URE: PISTION,PISTON R<br>S — AIRPORT CONDITION:<br>TE ENGINE FAILURE/FLAI<br>RCED LANDING ON AIRPOI<br>IN CYL,CAUSE UNDETERM | S: OTH<br>MEOUT-<br>RT/SEA | 1 E<br>PL | NE        | BAS      | SE/HELIPT.<br>ROUGH TERRAIN OFF RNWY              | AT ABANDONED ARPT.   |
| 3-2341 | 7/6/68<br>TIME - 120                | WIS.DELLS, WIS   | BELL 47G-2<br>N2866B<br>DAMAGE-SUBSTANTIAL   |                            | 0         | 0         | 1 2      | COMMERCIAL<br>OTHER                               | COMMERCIAL, FL.INSTR.,<br>AGE 26, 1593 TOTAL HOURS,<br>446 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | TYPE OF AC                          | RPORT - MC BOYLE D<br>CIDENT<br>WITH GROUND/WATER                                    | ELLS: UNCONTROLLED   |                            | F         | PAS<br>11 | E (      | OF OPERATION<br>IGHT: HOVERING                    | NEW WATER  |
|        | MISCELLA                            | COMMAND - INADEQU<br>NEOUS ACTS, CONDITI   | ATE PREFLIGHT PREPARA<br>ONS - IMPROPERLY LOADI<br>ONS - LATERAL IMBALAN(  | D AIR                      |           |           |          |   |  |
|        |                                     | NEOUS ACTS, CONDITI<br>OCAL SIGHTSEEING F  |  | FLT,                       | 10-       | ·17#      | , c      | ABIN WEIGHT 60 LBS OVER                           | LIMIT.   |

|        |  |   | DRIEF   | 3 01 1   |     | LUCI                 |                  |   |  |
|--------|--|---|---|--|-----|----------------------|------------------|---|--|
| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   |  | F   | SA                   | I/N              | PURPOSE   | PILOT DATA   |
| 3-2342 | 7/13/68<br>TIME - 084                            | GREENVILLE, CALIF<br>5  | HILLER UH-12E<br>N9C476<br>DAMAGE-DESTROYED   |  | 0   | 1                    | 0                |   | COMMERCIAL, AGE 40, 7940<br>TOTAL HOURS, 1500 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | TYPE OF AC<br>ENGINE F<br>HARD LAN               | AILURE OR MALFUNCTI   | ON  |  |     | IN                   | FL               | F OPERATION<br>IGHT: SWATH RUN<br>NG: POWER-OFF AUTOROTA  | TIVE LANDING   |
|        | PILOT IN<br>COMPLETE P                           | NT - MISCELLANEOUS:<br>COMMAND - IMPROPER<br>OWER LOSS - COMPLET                                | POWERPLANT FAILURE<br>OPERATION OF FLIGHT<br>E ENGINE FAILURE/FLA<br>CED LANDING OFF AIRP | CONTR<br>MEOUT-  | 0L  | S<br>ENG I           |                  | D REASONS   |  |
|        | KIND OF<br>GLOVES -<br>CRASH HE                  | URS IN CROP CONTROL<br>CROP - FOREST-TREES<br>USED<br>LMET - AVAILABLE-US<br>TYPE - MOUNTAINOUS |   |  | 1   | FYPE<br>Goge<br>Fank | OF<br>LES<br>/HO | OPERATION - SPAYING F<br>CHEMICAL USED - LIQUI<br>- NOT USED<br>PPER-LOCATION - SIDES<br>DN-AREA BEING TREATED- | D CHEMICAL-NONTOXIC  |
| 3-2343 | 7/13/68<br>TIME - 091                            | SAN CARLOS,CALIF  | HUGHES 269A<br>N8902F<br>DAMAGE-SUBSTANTIAL   | PX-  | 0   | 0                    | 1                | NONCOMMERCIAL<br>PRACTICE   | PRIVATE, AGE 29, 189<br>TOTAL HOURS, 34 IN TYPE,<br>NOT INSTRUMENT RATED.          |
|        | NAME OF AI<br>TYPE OF AC<br>HARD LAN<br>GEAR COL | DING  |   | PHASE OF OPERATION LANDING: POWER-OFF AUTOROTATIVE LANDING LANDING: POWER-OFF AUTOROTATIVE LANDING |     |                      |                  |   |  |
|        | PILOT IN<br>FACTOR<br>MISCELLA                   | NEOUS ACTS, CONDITIO<br>COMMAND - IMPROPER  | NS - SIMULATED CONDI<br>OPERATION OF FLIGHT<br>NS - OVERLOAD FAILUR<br>IVE LDG.           | CONTR  | OL: | 5                    |                  |   | •  |

| FILE  | DATE LOCATION  |  | INJU<br>F          | JRIES<br>S M/N                          | FLIGHT<br>PURPOSE   | PILOT DATA  |  |  |  |  |  |  |  |
|-------|--|--|--------------------|---|---|---|--|--|--|--|--|--|--|
| -2344 |  | BELL 47G<br>N73872<br>DAMAGE-SUBSTANTIAL   | CR- (              | 0 0 1                                   |   | COMMERCIAL, FL.INSTR.,<br>AGE 26, 1542 TOTAL HOURS,<br>IN TYPE, NOT INSTRUMENT<br>RATED.        |  |  |  |  |  |  |  |
|       | TYPE OF ACCIDENT COLLIDED WITH: CROP   |  |                    | PHASE OF OPERATION IN FLIGHT: SWATH RUN |   |   |  |  |  |  |  |  |  |
|       | PROBABLE CAUSE<br>PILOT IN COMMAND - MIS   | JUDGED CLEARANCE   |                    |   |   |   |  |  |  |  |  |  |  |
|       | KIND OF CROP - POTATOR<br>PILOT'S SEAT BELT - FA<br>GOGGLES - NOT USED<br>COCKPIT CRASHPAD - NOT<br>TANK/HOPPER-LOCATION - | STENED-PROPERLY<br>I INSTALLED<br>- AFT OF PILOT<br>REATED-FEET - 850  |                    | TYPE OF GLOVES CRASH F                  | CHEMICAL USED - LIQU  | ID CHEMICAL-NONTOXIC  |  |  |  |  |  |  |  |
| -2360 | 7/25/68 ONAWA,IOWA<br>TIME - 1223  | DAMAGE-SUBSTANTIAL   | CR- (              | 0 0 1                                   | COMMERCIAL<br>ASSOC CROP CTL ACTIV                                | COMMERCIAL, AGE 30, 1450<br>ITIE TOTAL HOURS, 89 IN TYPE,<br>NOT INSTRUMENT RATED.              |  |  |  |  |  |  |  |
|       | NAME OF AIRPORT - ONAWA<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALE<br>HARD LANDING                                      |  |                    | PHASE C<br>LANDI<br>LANDI               | OF OPERATION<br>NG: FINAL APPROACH<br>NG: POWER-OFF AUTOROT       | ATIVE LANDING   |  |  |  |  |  |  |  |
|       | MISCELLANEOUS ACTS, COPPILOT IN COMMAND - IMP<br>COMPLETE POWER LOSS - CO  | ADEQUATE PREFLIGHT PREPARATIONS - FUEL EXHAUSTION PROPER OPERATION OF FLIGHT MPLETE ENGINE FAILURE/FLAI - FORCED LANDING OFF AIRPI | CONTROI<br>MEOUT-1 | LS<br>ENGINE                            | NNING   |   |  |  |  |  |  |  |  |
| -2365 | 6/21/68 CROCKER,MO<br>TIME - 1915  | BELL 47G-2A<br>N8484E<br>Damage-Substantial  | CR- (              | 0 0 1                                   | COMMERCIAL<br>AERIAL APPLICATION                                  | COMMERCIAL, FL.INSTR.,<br>AGE 38, 1541 TOTAL HOURS,<br>1260 IN TYPE, NOT INSTRU-<br>MENT RATED. |  |  |  |  |  |  |  |
|       | TYPE OF ACCIDENT COLLIDED WITH: WIRES/   | POLES  |                    |   | OF OPERATION<br>.IGHT: SWATH RUN                                  | MENI KATEDO   |  |  |  |  |  |  |  |
|       | PROBABLE CAUSE<br>PILOT IN COMMAND - FA  | LED TO SEE AND AVOID OBJE  | CTS OR (           | DBSTRUCT                                | IONS  |   |  |  |  |  |  |  |  |
|       | SPECIAL DATA TOTAL HOURS IN CROP CO TYPE OF CHEMICAL USED ELEVATION-AREA BEING   | ONTROL - 1000<br>- LIQUID CHEMICAL-NONTOXI<br>(REATED-FEET - 800   | С                  | TANK/HO                                 | OPERATION - DEFOLIAT OPPER-LOCATION - AFT ORUN-HOW FLOWN - WIND C | F PILOT   |  |  |  |  |  |  |  |

| FILE   |  |  | AIRCRAFT DATA  | F              | RIES<br>S I | S<br>M/N  | FL<br>N PU                | IGHT<br>RPOSE    |   | PILOT DATA   |
|--------|--|--|--|----------------|-------------|-----------|---------------------------|------------------|---|--|
| 3-2366 | 6/23/68<br>TIME - 063                                | GUC KEEN, MI NN<br>30  | BELL 47G-2<br>N4735S<br>DAMAGE-SUBSTANTIAL   | CR- 0<br>PX- 0 | 0           | 1         | COMME<br>ASSOC            | RCIAL<br>CROP C  |   | COMMERCIAL, AGE 28, 1500<br>TOTAL HOURS, 202 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF AC   | CIDENT<br>AILURE OR MALFUNCTI  |  |                | PHAS<br>T   | SE<br>AKÉ | OF OPER<br>OFF: IN        | ATION<br>ITIAL C |   |  |
|        | MISCELLA<br>PILOT IN<br>COMPLETE P                   | I COMMAND - INADEQUA<br>NEOUS ACTS, CONDITIO<br>I COMMAND - IMPROPER<br>POWER LOSS - COMPLET | TE PREFLIGHT PREPARAT<br>NS - FUEL EXHAUSTION<br>OPERATION OF FLIGHT<br>E ENGINE FAILURE/FLAM<br>CED LANDING OFF AIRPO | CONTROL        | S<br>ENG:   | INE       |                           |                  |   |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOR | OURS IN CROP CONTROL   | D-PROPERLY<br>ALLED<br>S   |                | TYP<br>GLO  | E C       | F CHEMI                   | CAL USE<br>USED  | SPAYING CROPS<br>ED - LIQUID CH<br>LABLE-USED<br>FALLED<br>,,FLAT | EMICAL-NONTOXIC  |
| 3-2372 | 7/25/68 TIME - 113 TYPE OF ACMISCELLAROLL OVE        | CCIDENT<br>ANEOUS  | HUGHES 269B<br>N9460F<br>DAMAGE-SUBSTANTIAL  |                | PHA:        | SE<br>Aki | OF OPER<br>EOFF: IN       | ATION<br>ITIAL ( |   | PRIVATE, AGE 56, 1000<br>TOTAL HOURS, 500 IN TYPE,<br>NOT INSTRUMENT RATED.    |
|        | PILOT IN<br>WEATHER<br>WEATHER BE                    | COMMAND - INADEQUA   | IG RECEIVED  |                |             |           | LANNING                   |                  |   |  |
|        |  | AT ACCIDENT SITE   |  |                | U<br>PRE    | NL:       |                           |                  | SITE<br>CIDENT SITE   |  |
|        | NONE   | =R<br>DNS TO VISION AT ACC<br>EATHER CONDITIONS  | IDENT SITE   |                | TEM<br>7    | ٥         | E<br>RATURE-F<br>OF FLIGH |                  |   |  |
|        | VFR  | DENSITY ALT 11500 F  | . SETTLED ON T/O.  |                |             | ONI       |                           | I PLAN           |   |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA   | ÌNJURIES                                       | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|--|--|---|--|---|--|
| 3-2379 | 6/25/68<br>TIME - 11   | GARDEN CITY, KANS<br>15  | BELL 47G<br>N163B<br>DAMAGE-SUBSTANTIAL                             | CR- 0 0 1<br>PX- 0 0 0                         | COMMERCIAL<br>ASSOC CROP CTL ACTIVIT  | COMMERCIAL, FL.INSTR., IE AGE 34, 7348 TCTAL HOURS, 684 IN TYPE, NOT INSTRU- MENT RATED. |
|        | TYPE OF A<br>ENGINE<br>HARD LA                                 |  | DN  |  | F OPERATION<br>IGHT: RETURN TO STRIP<br>NG: POWER-OFF AUTOROTAT   | IVE LANDING  |
|        | MISCELL<br>PILOT I<br>COMPLETE                                 | CAUSE N COMMAND - INADEQUA ANEGUS ACTS, CONDITIO N COMMAND - IMPROPER POWER LOSS - COMPLET CIRCUMSTANCES - FOR   | NS - OIL EXHAUSTION-<br>OPERATION OF FLIGHT<br>E ENGINE FAILURE/FLA | -ENGINE LUBRICAT<br>CONTROLS<br>MEOUT-1 ENGINE |   |  |
| 3-2390 | 6/4/68<br>TIME - 15  | RICHMOND, ILL<br>53C   | HUGHES 269A<br>N8873F<br>Damage-Substantial                         | CR- 0 0 1<br>PX- 0 C 0                         | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, AGE 43, 4000<br>TOTAL HOURS, 1875 IN<br>TYPE, NOT INSTRUMENT<br>RATED.       |
|        | TYPE OF A<br>ENGINE<br>HARD LA                                 | FAILURE OR MALFUNCTI   | ON  | IN FL  | F OPERATION<br>IGHT: PROCEDURE TURNARO<br>NG: LEVEL OFF/TOUCHDOWN   |  |
|        | MISCELL<br>PILOT I<br>COMPLETE                                 | CAUSE N COMMAND - INADEQUA ANEOUS ACTS, CONDITIO N COMMAND - IMPROPER POWER LOSS - COMPLET C CIRCUMSTANCES - FOR | NS - FUEL EXHAUSTION<br>OPERATION OF FLIGHT<br>E ENGINE FAILURE/FLA | L<br>CONTROLS<br>AMEOUT-1 ENGINE               | NNING   |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI | HOURS IN CROP CONTROL<br>CROP - PEAS<br>SEAT BELT - FASTENE<br>S - USED<br>CRASHPAD - NOT INST                   | D-PROPERLY<br>ALLED<br>S<br>D-FEET - 875                            | TYPE OF<br>GLOVES<br>CRASH H<br>CRASH B        | OPERATION - SPAYING CR<br>CHEMICAL USED - LIQUIC<br>- NOT USED<br>ELMET - AVAILABLE-USED<br>AR - NOT INSTALLED<br>-TYPE - LEVEL,FLAT<br>UN-HOW FLOWN - CROSSWIN | CHEMICAL-TOXIC   |

|       |   | LOCATION  |   |                      | -  | _                        |                                    |               |   | PILOT DATA  |  |  |  |
|-------|---|---|---|----------------------|--|--------------------------|------------------------------------|---------------|---|---|--|--|--|
|       |   |   |   | CR-<br>PX-           |  |                          |                                    |               |   | COMMERCIAL, AGE 28, 410<br>TOTAL HOURS, 18 IN TYPE,<br>INSTRUMENT RATED.                      |  |  |  |
|       | NAME OF A<br>TYPE OF A<br>HARD LA<br>ROLL OV                              | NDING   | JAN. 100 0000 (AM. 1.1.2  |                      | PHASE OF OPERATION LANDING: POWER-OFF AUTOROTATIVE LANDING LANDING: POWER-OFF AUTOROTATIVE LANDING |                          |                                    |               |   |   |  |  |  |
|       | PILOT I   | CAUSE<br>ANEOUS ACTS,CONDITION<br>N COMMAND - IMPROPER<br>N COMMAND - ATTEMPTED   | OPERATION OF FLIGHT   | CONTR                |  |                          | ABIL                               | IT.           | r LEVEL   |   |  |  |  |
|       | PERSONN   | EL - FLIGHT INSTRUCTO<br>IMPROPERLY EXECUTED 3  |   |                      |  |                          |                                    |               | NLEDGE OF PROPER TECHN  | NIQUE.  |  |  |  |
| -2420 | 7/22/68<br>TIME - 10  | LAZBUDDIE,TEX<br>00   | HUGHES 269B<br>N9452F<br>DAMAGE-DESTROYED                           | CR-<br>PX-           | 0  | Ċ                        | 1 0                                |               | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, FL.INSTR.,<br>AGE 24, 1300 TOTAL HOURS<br>ALL IN TYPE, NOT INSTRU-<br>MENT RATED. |  |  |  |
|       | TYPE OF A<br>ENGINE<br>HARD LA  | FAILURE OR MALFUNCTION  | N   |                      |  |                          | IN F                               | LI            | OPERATION<br>GHT: PROCEDURE TURNARO<br>G: POWER-OFF AUTOROTAT   | DUND  |  |  |  |
|       | MISCELL<br>PILOT I<br>COMPLETE  | CAUSE<br>ANT – ENGINE STRUCTUI<br>ANEOUS ACTS,CONDITIO<br>N COMMAND – IMPROPPER<br>POWER LOSS – COMPLETI<br>CIRCUMSTANCES – FORI  | NS - MATERIAL FAILUR<br>OPERATION OF FLIGHT<br>E ENGINE FAILURE/FLA | E<br>CONTR<br>MEOUT- | OLS  | S<br>EN(                 |                                    |               |   |   |  |  |  |
|       | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI<br>PROCEDU | ATA  OURS IN CROP CONTROL  CROP — GRAIN FIELDS  SEAT BELT — FASTENE!  NOT USED  CRASHPAD — NOT INST.  PPER-LOCATION — SIDE!  ON-AREA BEING TREATE!  RE TURNAROUND — THIR!  CONNECTING ROD, 0. 4 | D-PROPERLY<br>ALLED<br>S<br>D-FEET - 3800<br>D 1/3 OF TURN          |                      | T<br>()<br>()<br>()  | TYI<br>GLI<br>CRI<br>CRI | PE (<br>OVES<br>ASH<br>ASH<br>RRA] | F<br>HE<br>BA | DPERATION - SPAYING CF<br>CHEMICAL USED - LIQUIC<br>NOT USED<br>LMET - AVAIALABLE-NOT<br>R - NOT INSTALLED<br>TYPE - LEVEL,FLAT<br>N-HOW FLOWN - CROSSWIN | O CHEMICAL-TOXIC  |  |  |  |

| FILE   | DATE   |  | AIRCRAFT DATA  | IN                      |                            |                                  |                        | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|--|--|--|-------------------------|----------------------------|----------------------------------|------------------------|---|---|
| 3-2477 | 6/25/68<br>TIME - 06<br>TYPE OF A                              | KING CITY,MO<br>30   |  |                         | Ή                          | HAS                              | E O                    | COMMERCIAL AERIAL APPLICATION F OPERATION IGHT: PULLUP FROM SWA   | NOT INSTRUMENT RATED.   |
|        | PROBABLE PILOT II  | CAUSE<br>N COMMAND - MISJUDGED   | CLEARANCE  |                         |                            |                                  |                        |   |   |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI | ATA  DURS IN CROP CONTROL  CROP - OTHER  SEAT BELT - FASTENEC  - NOT USED  CRÁSHPAD - NOT INSTA  PPER-LOCATION - AFT C  DN-AREA BEING TREATEC  WEED/BRUSH CONTROL. | D-PROPERLY<br>MLLED<br>DF PILOT                                      |                         | TY<br>GL<br>CF<br>CF<br>TE | PE<br>LOV<br>RASI<br>RASI<br>ERR | OF<br>ES<br>H H<br>H B | OPERATION - DEFOLIAT CHEMICAL USED - LIQU - NOT USED ELMET - NOT AVAILABLE AR - NOT INSTALLED -TYPE - ROLLING UN-HOW FLOWN - CROSSW | ID CHEMICAL-TOXIC   |
| 3-2501 | 7/26/68<br>TIME - C8   | MARINA DEL RAY,CA<br>50  | HUGHES 269A<br>N8812F<br>DAMAGE-DESTROYED                            | CR-<br>PX-              | 0                          | 0                                | 2                      | INSTRUCTIONAL<br>DUAL   | COMMERCIAL, FL.INSTR.,<br>AGE 30, 770 TOTAL HOURS,<br>546 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | TYPE OF A  | IRPORT - HUGHES<br>CCIDENT<br>N WITH GROUND/WATER:   | UNCONTROLLED   |                         | PH                         | HAS<br>In                        | E O<br>FL              | F OPERATION<br>IGHT: UNCONTROLLED DE  | SCENT   |
|        | DUAL ST<br>DUAL ST<br>PILOT II                                 | ANEOUS ACTS, CONDITION<br>UDENT - IMPROPER OPER<br>UDENT - FAILED TO MAI<br>N COMMAND - INADEQUAT  | RATION OF FLIGHT CON<br>INTAIN ADEQUATE ROTO<br>FE SUPERVISION OF FL | TROLS<br>R R.P.<br>IGHT |                            | JR I                             | NG                     | PRACTICE AUTOROTATION   | •   |
| 3-2502 | 7/26/68<br>TIME - 14   | LEESBURG, VA<br>47   | BENSEN BOWLES N2090 DAMAGE-DESTROYED                                 |                         |                            |                                  |                        | INSTRUCTIONAL<br>TRAINING   | STUDENT, AGE 41, 2 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.                      |
|        |  | CCIDENT<br>D WITH: TREES   | DAMAGE-DESTRUTED   |                         |                            |                                  |                        | F OPERATION<br>WN/NOT REPORTED  | INSTRUMENT RATED  |
|        | FACTOR   | ANEOUS - UNDETERMINED<br>N COMMAND - ATTEMPTED   |  | XPERIE                  | NCE                        | <b>/</b> AB                      | ILI                    | TY LEVEL  |   |

| FILE   |   | LOCATION   | AIRCRAFT DATA  | IN                                 | JUR<br>F               | IES<br>S M   | 'N            | FLIGHT<br>PURPOSE                                    |                          | PILOT DATA  |
|--------|---|--|--|------------------------------------|------------------------|--|---------------|--|--------------------------|---|
| 3-2596 | 0/1//0 (5)  |  |  | CR-<br>PX-                         |                        |  |               |  |                          | COMMERCIAL, AGE 42, 6107<br>TOTAL HOURS, 5607 IN<br>TYPE, NOT INSTRUMENT<br>RATED.              |
|        | NAME OF AIRPOR<br>TYPE OF ACCIDE<br>ENGINE FAILU<br>HARD LANDING  | RT - AG STRIP<br>ENT<br>URE OR MALFUNCTIO  | NC   |                                    | P                      | PHAS<br>IN<br>LA   | FL<br>ND II   | F OPERATION<br>IGHT: EN ROUTE TO<br>NG: POWER-OFF AU | O TREAT CR<br>TOROTATIVE |   |
|        | MISCELLANEOU<br>PILOT IN COM<br>FACTOR<br>TERRAIN - WI<br>PARTIAL POWER   | - ENGINE STRUCTUF<br>US - FOREIGN MATH<br>MAND - IMPROPER<br>ET,SOFT GROUND<br>LOSS - PARTIAL I  | RE: VALVE ASSEMBLIES ERIAL AFFECTING NORMA OPERATION OF FLIGHT  CSS OF POWER - 1 ENG CED LANDING OFF AIRPO | CONTR                              | OLS                    | i  | 5             |  |                          |   |
|        |   | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRI  SPECIAL DATA  TOTAL HOURS IN CROP CONTROL - 5000  KIND OF CROP - CORN  GLOVES - NOT USED  CRASH HELMET - AVAILABLE-USED  CRASH BAR - NOT INSTALLED  TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM  REMARKS- CARB HEAT AIR INTAKE GATES PN761853 FAIR |  |                                    |                        |  |               |  |                          |   |
| 3-2616 | 7/30/68 NEW<br>TIME - 0800  | PORT,PA  | BELL 47G-4<br>N1165W<br>DAMAGE-SUBSTANTIAL   |                                    | 0                      | 0<br>0   | <b>1</b><br>0 | COMMERCIAL<br>ASSOC CROP CTL                         | ACTIVITIE                | COMMERCIAL, FL.INSTR.,<br>AGE 35, 2000 TOTAL HOURS,<br>1000 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | TYPE OF ACCIDE COLLIDED WIT   | ENT<br>TH: WIRES/POLES   |  |                                    | P                      | HAS<br>TA  | E O           | F OPERATION<br>FF: INITIAL CLIM                      | В                        | ALNI KATEDO   |
|        | PROBABLE CAUSE  |  | SEE AND AVOID OBJEC  | TS OR                              | ce                     | STR  | JCT           | I ONS  |                          |   |
|        | SPECIAL DATA TOTAL HOURS KIND OF CROP PILOT'S SEAT GOGGLES - NI COCKPIT CRAS TANK/HOPPER- SWATH RUN-HO REMARKS- DEPAR |  | T<br>6<br>0<br>0   | YPE<br>GLOV<br>CRAS<br>CRAS<br>ERR | OF<br>ES<br>H H<br>H B | OPERATION - DEFI<br>CHEMICAL USED -<br>- NOT USED<br>ELMET - AVAILABL<br>AR - NOT INSTALL<br>-TYPE - ROLLING<br>MICAL. | LIQUID CH     |  |                          |   |

|        |   |  | AIRCRAFT DATA  |  | _                       |                  |           |   |   | ILOT DATA  |
|--------|---|--|--|--|-------------------------|------------------|-----------|---|---|--|
| 3-2634 | 8/1/68 INTERI<br>TIME - 1015  | DR,S DAK   | BELL 47G-2<br>N2813B   | F S M/N PURPOSE  LL 47G-2              |                         |                  |           |   | COMMERCIAL, FL.INSTR.,<br>AGE 28, 814 TOTAL HOURS,<br>222 IN TYPE, NOT INSTRU-<br>MENT RATED. |  |
|        | TYPE OF ACCIDENT<br>MISCELLANEOUS<br>ROLL OVER  |  |  |  |                         | IN               | FL        | F OPERATION<br>IGHT: HOVERING<br>NG: LEVEL OFF/TOUCHDO    |   | =U•  |
|        |   |  | OPERATION OF FLIGHT<br>IN CONTROL OF ACFT IN   |  |                         |                  |           |   |   |  |
|        | TIME - 0640   |  | N8759F   | PX-                                    | 0                       | 0                | 0         | MISCELLANEOUS<br>FERRY                                    | TOTAL HOL   | AL, AGE 22, 526<br>URS, 200 IN TYPE<br>RUMENT RATED. |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE<br>HARD LANDING  | OR MALFUNCTIO  | ON .   |  | P                       | HAS<br>In<br>La  | FL<br>NDI | OPERATION<br>IGHT: NORMAL CRUISE<br>NG: POWER-OFF AUTOROT | TATIVE LANDING  | NOMENT ARTEST  |
|        | PROBABLE CAUSE<br>ROTORCRAFT - RO<br>PILOT IN COMMAN<br>PILOT IN COMMAN<br>COMPLETE POWER LO<br>EMERGENCY CIRCUMS | TOR ASSEMBLIED TO<br>D - FAILED TO<br>D - IMPROPER<br>SS - COMPLETE<br>TANCES - FORO | S: BEARINGS<br>) MAINTAIN ADEQUATE I<br>OPERATION OF FLIGHT<br>: ENGINE FAILURE/FLAN<br>ED LANDING OFF AIRPO | ROTOR :<br>CONTRI<br>MEOUT-:<br>DRT ON | R.P<br>OLS<br>1 E<br>LA | .M.<br>NGI<br>ND | ΝE        | SED BELTS TO COME LOC                                     |   | ENG RPM  |
| 3-2729 | 8/4/68 TURNER<br>TIME - 1800  | S FALL, MASS   | BENSEN B-8M<br>N8200<br>DAMAGE-DESTROYED   | CR-<br>PX-                             | 1 0                     | 0                | 0         | INSTRUCTIONAL<br>TRAINING                                 | STUDENT,<br>HOURS, 5<br>Instrume!   | IN TYPE, NOT   |
|        | NAME OF AIRPORT -<br>TYPE OF ACCIDENT<br>COLLISON WITH G  | TURNERS FALI<br>ROUND/WATER:   | S  |  | P                       | HAS<br>In        | E OI      | OPERATION<br>IGHT: UNCONTROLLED DE                        | SCENT   |  |
|        | PROBABLE CAUSE<br>MISCELLANEOUS -<br>REMARKS- FIRST EN  |  |  |  |                         |                  |           |   |   |  |

|   | LOCATION   |  | F              |  |                                   | FLIGHT<br>PURPOSE                        |          | PILOT DATA   |
|---|--|--|----------------|--|-----------------------------------|--|----------|--|
| 8/4/68 TIME - 04  TYPE OF / COLLIDE COLLISE  PROBABLE PILOT : WEATHER WEATHER WEATHER WEATHER WEATHER | ACCIDENT<br>ED WITH: OBJECT<br>ON WITH GROUND/WATER: | BELL 4763B1 N8471E DAMAGE-SUBSTANTIAL  UNCONTROLLED  POOR JUDGMENT CONDITIONS  FUDE G RECEIVED | CR- 0<br>PX- 0 | 0 1<br>PHASE   | OF C                              | R PASSG-D  PERATION                      |          | COMMERCIAL, AGE 23, 2250<br>TOTAL HOURS, 150 IN TYPE,<br>NOT INSTRUMENT RATED. |
| 5 OR ON OBSTRUCT NONE WIND DIR 315 TYPE OF 1  | TY AT ACCIDENT SITE                                  |  |                | UNLI<br>PRECIF<br>NONE<br>FEMPER<br>75<br>VIND V<br>30<br>FYPE C | MITE<br>PITATE<br>RATUR<br>PELOCO | ION AT ACCIDE RE-F RITY-KNOTS RIGHT PLAN | ENT SITE | 450C FT.   |

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| FILE   | DATE   | LOCATION   | AIRCRAFT DATA                 |                     | IES<br>S M/                                      | n .                         | FL IGHT<br>PURPOSE  | <del>-</del> ,                        |                         | PILOT DATA  |
|--------|--|--|-------------------------------|---------------------|--|-----------------------------|---|---------------------------------------|-------------------------|---|
| 3-2734 | ROLL OVE<br>PROBABLE (<br>WEATHER<br>FACTOR<br>MISCELL,<br>TERRAIN<br>WEATHER BE   | 30<br>CCIDENT<br>N WITH GROUND/WATER:<br>ER  | NS - DOWNWIND<br>G RECEIVED   | 0                   | U HASE   | OF<br>EOF                   | COMMERCIAL<br>ASSOC CROP<br>OPERATION<br>F: INITIAL<br>G: LEVEL O | CLI                                   | мв                      | COMMERCIAL, AGE 56, 6000 TOTAL HOURS, 84 IN TYPE, NOT INSTRUMENT RATED. |
|        | VISIBILITY 5 OR OWN OBSTRUCTION NONE WIND DIRECT 150 TYPE OF WI VFR  SPECIAL D. TOTAL HO KIND OF PILOT'S GOGGLES COCKPIT | /NOT REPORTED Y AT ACCIDENT SITE ER ONS TO VISION AT ACC CTION-DEGREES EATHER CONDITIONS | - 5000<br>D-properly<br>Alled | P T W T K T G C C C | RECINON EMPE 70 IND 15 YPE NON IND YPE LOVE RASH | O PIT E RAT VEL OF E OF HEA |   | S<br>N<br>- SP<br>SED<br>ILAB<br>STAL | AYING CROPS - LIQUID CF | S<br>HEMICAL-TOXIC  |

| FILE   | DATE   |  | AIRCRAFT DATA   |   |                   | IES<br>S M  | /N                    | FLIGHT<br>Purpose                  | PILOT DATA  |  |  |
|--------|--|--|---|---|-------------------|---|-----------------------|------------------------------------|---|--|--|
| 3-2737 | 8/7/68<br>TIME - 08  | KEYSTONE,S DAK<br>15   | BELL 47G-2<br>N5163B<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-  | 0                 | 0   | 1 2                   | COMMERCIAL<br>OTHER                | COMMERCIAL, AGE 29, 1450<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |
|        | TYPE OF A  | FAILURE OR MALFUNCTI   | LIPORT<br>ON  | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: POWER-OFF AUTOROTATIVE LANDING |                   |   |                       |                                    |   |  |  |
|        | MISCELL POWERPL MISCELL MISCELL PERSONN PILOT I COMPLETE EMERGENCY | ANT - ENGINE STRUCTU ANEOUS ACTS, CONDITIO ANT - LUBRICATING SY ANEOUS ACTS, CONDITIO ANEOUS ACTS, CONDITIO EL - MAINTENANCE, SER N COMMAND - IMPROMER CIRCUMSTANCES - FOR | VICING, INSPECTION: IN<br>OPERATION OF FLIGHT<br>E ENGINE FAILURE/FLAN<br>CED LANDING OFF AIRPO                           | ALLED<br>APROPE<br>CONTR<br>MEOUT-<br>DRT ON  | R M<br>OLS<br>1 E | MAIN<br>S<br>ENGI                                   | ΝE                    |                                    | ERSONNEL)<br>ODS BROKE-LACK OF OIL.   |  |  |
| 3-2742 |  |  | DAMAGE-SUBSTANTIAL  |   |                   |   |                       |                                    | COMMERCIAL, AGE 31, 1675<br>TOTAL HOURS, 273 IN TYPE,<br>NOT INSTRUMENT RATED.    |  |  |
|        | TYPE OF A  | CCIDENT<br>N WITH GROUND/WATER:  | LIPORT<br>UNCONTROLLED  |   | P                 | AH!   | E O                   | F OPERATION<br>IGHT: HOVERING      |   |  |  |
|        | SYSTEMS<br>MISCELL<br>PERSONN                                      | AFT - FLIGHT CONTROL<br>- FLIGHT CONTROL SY<br>ANEOUS ACTS, CONDITIO<br>EL - MAINTENANCE, SER  | SYSTEMS: CYCLIC PITO<br>STEMS: FLIGHT CONTROI<br>NS - STUCK<br>VICING,INSPECTION: IN<br>AFT POSITION DUE TO               | L BOOS<br>MPROPE  | TS<br>RM          | SYST  | EMS<br>TEN            | , HYDRAULIC<br>ANCE (MAINTENANCE P |   |  |  |
| 3-2749 | 8/12/68<br>TIME - 12   | SAN DIEGO,CALIF<br>05  | HUGHES 269A<br>N8899F   | CR-<br>PX-  | 0                 | 0   | 1 2                   | COMMERCIAL<br>OTHER                | COMMERCIAL, AGE 47, 3695-<br>TOTAL HOURS, 44 IN TYPE,<br>NOT INSTRUMENT RATED.    |  |  |
|        | TYPE OF A<br>ENGINE<br>DITCHIN                                     |  | F   | PHAS<br>II<br>L   | E C               | F OPERATION IGHT: NORMAL CRUISE NG: POWER-OFF AUTOR | NOT INSTRUMENT RATEDS |                                    |   |  |  |
|        | FACTOR<br>MISCELL<br>COMPLETE<br>EMERGENCY                         | ANT - MISCELLANEOUS: ANEOUS ACTS, CONDITIO POWER LOSS - COMPLET CIRCUMSTANCES - FOR  | POWERPLANT FAILURE F<br>NS - AIRCRAFT CAME. TO<br>E ENGINE FAILURE/FLAN<br>CED LANDING OFF AIRPO<br>T.SANK OFF SHORE,MISS | O REST<br>MEOUT -<br>DRT ON   | IN<br>1 E         | N W   | TER<br>NE             |                                    |   |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | II                                     | JUI<br>F      | RIE  | 6<br>1/N                                  | FLIGHT<br>PURPOSE  |   | PILOT DATA   |
|--------|--|---|---|--|---------------|--|---|--|---|--|
| 3-2750 | 8/13/68<br>TIME - 10<br>TYPE OF A<br>ENGINE  | SCOTTSDALE,ARIZ<br>45<br>CCIDENT<br>FAILURE OR MALFUNCTIO   | BELL 47G-2A<br>N2889B   | CR-<br>PX-                             | 0             | 0<br>0<br>2<br>11                                    | 1<br>0<br>SE 0<br>1 FL                    | COMMERCIAL ASSOC CROP CTL ACTIVE OF OPERATION LIGHT: EN ROUTE TO TREA  |   | COMMERCIAL, AGE 34, 1570<br>TOTAL HOURS, 158 IN TYPE,<br>NOT INSTRUMENT RATED.     |
|        | PROBABLE PILOT I MISCELL PILOT I COMPLETE  |   | TE PREFLIGHT PREPARA<br>NS - WATER IN FUEL<br>OPERATION OF FLIGHT<br>E ENGINE FAILURE/FLA                                   | TION A<br>CONTR<br>MEOUT-              | ROLS          | /OR<br>S<br>ENG:                                     | PLA                                       | NG: POWER-OFF AU   | TURUTATI VE   | E LANDING  |
|        | SPECIAL D<br>TOTAL H<br>KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI | OURS IN CROP CONTROL CROP — COTTON SEAT BELT — FASTENE — NOT USED CRASHPAD — NOT INST. IPPER-LOCATION — SIDE ON-AREA BEING TREATE | - UNKNOWN/NOT REPOR<br>D-PROPERLY<br>ALLED<br>S<br>D-FEET - 1250  | TED                                    | )<br>()<br>() | KINI<br>TYPI<br>GLOV<br>CRAS<br>CRAS<br>TERI<br>SWAT | O OF<br>E OF<br>ES<br>H E<br>GH E<br>RAIN | OPERATION - SPAN CHEMICAL USED - NOT USED ELMET - AVAILABLI AR - NOT INSTALLE -TYPE - LEVEL,FL UN-HOW FLOWN - CF | YING CROPS<br>LIQUID CH<br>E-USED<br>ED<br>AT<br>ROSSWIND |  |
| 3-2807 | 8/26/68<br>TIME - 06   | GLENCOE,MINN<br>CC  | BELL 47G-5<br>N787GS<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-                             | 0             | 0  | 1<br>0                                    | MISCELLANEOUS<br>FERRY   |   | COMMERCIAL, AGE 32, 4095<br>TOTAL HOURS, 3525 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | TYPE OF A<br>MISCELL<br>PROPELL  |   |   |  |               | F OPERATION<br>IGHT: DESCENDING<br>IGHT: DESCENDING  |   | , , , , , , , , , , , , , , , , , , ,  |   |  |
|        | PROBABLE<br>MISCELL<br>MISCELL<br>ROTORCR<br>FACTOR<br>MISCELL<br>EMERGENCY            | CAUSE ANEOUS - FOREIGN OBJE ANEOUS ACTS, CONDITION AFT - TRANSMISSION RO ANEOUS ACTS, CONDITION CIRCUMSTANCES - FORE              | ECT DAMAGE  NS - OVERLOAD FAILUR  DTOR DRIVE SYSTEM: T.  NS - SEPARATION IN FI  EED LANDING OFF AIRPI  ECTIONAL CONTROL PRO | E<br>AIL RO<br>LIGHT<br>ORT ON<br>BLEM | )TOF          | R DF   | IVE                                       | SHAFT ASSEMBLY   |   | UTOROTATED SAFELY.   |
| 3-2814 | 7/27/68<br>TIME - 14   | PORT WASHNGTN, WIS<br>45  | ENSTROM F-28A<br>N4462<br>DAMAGE-DESTROYED  | CR-<br>PX-                             | 0             | ο<br><b>ο</b>  | 1 3                                       | COMMERCIAL<br>OTHER  |   | ATR,FLIGHT INSTR., AGE<br>31, 7800 TOTAL HOURS, 200<br>IN TYPE, NOT INSTRUMENT     |
|        | TYPE OF A<br>HARD LA   |   |   |  | F             |  |   | F OPERATION<br>NG: POWER-ON LAND   | ING   | RATED.   |
|        | PILOT I<br>PILOT I   | CAUSE<br>N COMMAND - INADEQUA'<br>N COMMAND - IMPROPER<br>N COMMAND - FAILED TO<br>LOCAL SIGHTSEEING FL'                          | OPERATION OF FLIGHT<br>MAINTAIN ADEQUATE F  | CONTR<br>ROTOR                         | OLS<br>R.F    | 5<br>P • M •   |   |  | JRN TO SHO  | RE TO LAND.  |

| FILE            | DATE LOCATION  | AIRCRAFT DATA  | F          | s            | М            | /N                     | FLIGHT<br>PURPOSE         | PILOT DATA   |  |  |  |  |
|-----------------|--|--|------------|--------------|--------------|------------------------|---------------------------|--|--|--|--|--|
| 3 <b>-</b> 2894 | 6/1/68 NR.CAPÉ YAKATGA,ALAS<br>TIME - 1600<br>TYPE OF ACCIDENT<br>MISCELLANEOUS<br>ROLL OVER   |  | CR-<br>PX- | 0<br>0<br>PH | O<br>O<br>AS | 1<br>2<br>E 0<br>K E 0 |                           |  |  |  |  |  |
|                 | PROBABLE CAUSE PILOT IN COMMAND - FAILED 1 PILOT IN COMMAND - IMPROPER REMARKS- SETTLED INTO BRUSH (   | OPERATION OF FLIGHT  |            |              | M.           |                        |                           | ,  |  |  |  |  |
| 3-2897          | 6/16/68 HOMER, ALAS<br>TIME - 1330   | BRANTLY B-2<br>N2124U<br>DAMAGE-DESTROYED  | CR-<br>PX- | 0            | 0            | 1                      | NONCOMMERCIAL<br>PLEASURE | PRIVATE, AGE 48, 111 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |  |  |  |  |
|                 | TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING: POWER-ON LANDING   |  |            |              |              |                        |                           |  |  |  |  |  |
|                 | EMERGENCY CIRCUMSTANCES - PRE  | PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS<br>EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT<br>DOOR/PANEL OPEN |            |              |              |                        |                           |  |  |  |  |  |
|                 | FIRE AFTER IMPACT REMARKS- LANDED TO CLOSE UNFASTENED COWL DOOR.   |  |            |              |              |                        |                           |  |  |  |  |  |
| 3-2002          | 7/1///CO MINICULIMINA ALAC   | PELL 470-2   | CD-        | ^            |              |                        | COMMEDITAL                | COMMERCIAL, AGE 42, 7500   |  |  |  |  |
| 3-2902          | 7/14/68 MINCHUMINA,ALAS<br>TIME - 0900   | N6711D<br>DAMAGE-SUBSTANTIAL   |            | 0            | o<br>O       | ō                      | ASSOC FIRE CTL ACTIVITIE  | TYPE, NOT INSTRUMENT   |  |  |  |  |
|                 | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCT!<br>COLLIDED WITH: TREES  | RATED.   |            |              |              |                        |                           |  |  |  |  |  |
|                 | PROBABLE CAUSE PILOT IN COMMAND - INADEQUA MISCELLANEOUS ACTS, CONDITION TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLET EMERGENCY CIRCUMSTANCES - FOR REMARKS- AUTOROTATED INTO ARE |  |            |              |              |                        |                           |  |  |  |  |  |

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| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  | INJ(                         | JRIE<br>S  | S<br>M/N    | FLIGHT<br>PURPOSE  | PILOT DATA   |
|--------|--|--|--|------------------------------|------------|-------------|--|--|
| 3-2903 | 7/18/68 NOR<br>TIME - 0915   | TH CREEK, NY   | SIKORSKY S-58B<br>N887<br>DAMAGE-DESTROYED   | CR- (<br>PX- (               | 0 0        | 1           | COMMERCIAL<br>CONSTRUCTION   | COMMERCIAL, AGE 27, 1030<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED.              |
|        | TYPE OF ACCIDE<br>MISCELLANEOU<br>COLLIDED WIT   | IS   |  |                              | I          | N FI        | DF OPERATION<br>LIGHT: OTHER<br>LIGHT: POWER-ON DESCENT  | г  |
|        |  | MAND - IMPROPE   | R OPERATION OF FLIGHT<br>UP SIDE OF MT.NOT SU  |                              |            | т т         | O RECOVER FROM SETTLING  | G-WITH-POWER CONDITION   |
| 3-2912 | 8/2/68 SAL<br>TIME - 1330  | UDA,SC   | HUGHES 269A<br>N8935F<br>DAMAGE—SUBSTANTIAL  | CR- (                        | 0 0        | 1           | NONCOMMERCIAL<br>PLEASURE  | PRIVATE, AGE 32, 1463<br>TOTAL HOURS, 38 IN TYPE,<br>NOT INSTRUMENT RATED.                     |
|        | TYPE OF ACCIDE<br>ENGINE FAILU<br>HARD LANDING   | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>HARD LANDING                          |  |                              |            |             | DF OPERATION<br>LIGHT: NORMAL CRUISE<br>ING: POWER-OFF AUTOROTA  | ATIVE LANDING  |
|        | PILOT IN COM<br>PILOT IN COM<br>PARTIAL POWER  | MISCELLANEOUS<br>MAND - IMPROPÉ<br>MAND - FAILED<br>LOSS - PARTIAL                         | : POWERPLANT FAILURE R OPERATION OF FLIGHT TO MAINTAIN ADEQUATE LOSS OF POWER - 1 EN RCED LANDING OFF AIRP | CONTROI<br>ROTOR R.<br>IGINE | _S<br>.P.M | •           | ED REASONS   |  |
| 3-2935 | 8/10/68 ARA<br>TIME - 1230   | BI,GA  | HUGHES 269B<br>N9438F<br>Damage-Substantial  | CR- (<br>PX- (               | 0 0        | 1<br>0      | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, FL.INSTR.,<br>AGE 46, 2539 TOTAL HOURS.<br>ALL IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | TYPE OF ACCIDE<br>MISCELLANEOU<br>ROLL OVER  |  |  |                              | 1          | N F         | OF OPERATION<br>LIGHT: PROCEDURE TURNA!<br>ING: LEVEL OFF/TOUCHDO!   | ROUND  |
|        |  | MAND - IMPROPE   | R OPERATION OF FLIGHT<br>TO MAINTAIN ADEQUATE  |                              |            |             |  |  |
|        | KIND OF CROP PILOT'S SEAT GOGGLES - NO COCKPIT CRAS TANK/HOPPER- ELEVATION-AP PROCEDURE TU | - OTHER BELT - UNKNOW T USED HPAD - NOT INS LOCATION - SID IEA BEING TREAT URNAROUND - THI | N/NOT REPORTED   |                              | TYP<br>GLO | E DI<br>VES | F OPERATION - SPAYING ( F CHEMICAL USED - LIQU: - NOT USED HELMET - AVAILABLE-USE( BAR - NOT INSTALLED N-TYPE - ROLLING RUN-HOW FLOWN - WIND C | ID CHEMICAL-TOXIC  |

| FILE            | DATE  | LOCATION           | AIRCRAFT DATA                               |  | JUR<br>F |   |   | FLIGHT<br>PURPOSE |           | PILOT DATA   |  |  |
|-----------------|---|--------------------|---|--|----------|---|---|-------------------|-----------|--|--|--|
| 3-2 <b>97</b> 8 | 7/24/68 (<br>TIME - 1145  |                    | HUGHES 269A<br>N8893F<br>DAMAGE-SUBSTANTIAL | CR-<br>PX-   | 0        |   | 1 | COMMERCIAL        | ACTIVITIE | COMMERCIAL, AGE 29, 5600<br>TOTAL HOURS, 1200 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |
|                 | TYPE OF ACC:<br>MISCELLANG<br>ROLL OVER   | EOUS               |   | PHASE OF OPERATION TAKEOFF: INITIAL CLIMB LANDING: LEVEL OFF/TOUCHDOWN |          |   |   |                   |           |  |  |  |
|                 | PROBABLE CAUSE  PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS  PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.  FACTOR  INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT: OTHER  MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-HEIGHT-AND/OR C.G.  MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE |                    |   |  |          |   |   |                   |           |  |  |  |
|                 | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - COTTON PILOT'S SEAT BELT - FASTENED-PROPERLY GGGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES REMARKS- SETTLED PRIOR TO REACHING TRANSLATIONAL LIFT-FAULTY METER ON LOADER CAUSED 20 F   |                    |   |  |          |   |   |                   |           | EMICAL-TOXIC   |  |  |
| 3-2079          | 8/2/68 NR   | -IK MINCHUMNA-ALAS | HILLER ACFT FH1100                          | CP   | 0        | n | 1 | COMMERCIAL        |           | COMMERCIAL, FL.INSTR.,   |  |  |
| 23.7            | TIME - 0600   |                    | N376FH<br>DAMAGE-MINOR                      |  | C        | 1 | 2 | ASSOC FIRE CTL    |           | AGE 35, 3865 TOTAL HOURS<br>50 IN TYPE, NOT INSTRUME<br>RATED.                     |  |  |
|                 | TYDE OF ACC   | TYPE OF ACCIDENT   |   |  |          |   |   |                   |           |  |  |  |

TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON

PHASE OF OPERATION STATIC: IDLING ROTORS

PROBABLE CAUSE
PERSONNEL - MISCELLANEOUS-PERSONNEL: PASSENGER
REMARKS- PX EXITED ACFT, WALKED INTO ROTATING T/R BLADE.

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | IN  | JUR<br>F                 | IES<br>S M                             | /N                                   | FLIGHT<br>PURPOSE   |                           | PILOT DATA   |
|--------|---|--|--|---|--------------------------|--|--------------------------------------|---|---------------------------|--|
| 3-2980 | 8/8/68<br>TIME - 08<br>TYPE OF A<br>MISCELL<br>HARD LA              | PANOCHE, CALIF<br>15<br>CCIDENT<br>ANEOUS  | HUGHES 269A<br>N8751F<br>Damage—Substantial                                | CR-<br>PX-                                    | 0<br>0<br>P              | O<br>O<br>HAS<br>IN                    | 1<br>0<br>E 0<br>FL                  | COMMERCIAL AERIAL APPLICATION F OPERATION IGHT: PROCEDURE TUR! NG: POWER-ON LANDING   | NAROUND                   | COMMERCIAL, AGE 29, 3000<br>TOTAL HOURS, 150 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | FACTOR  |  | R OPERATION OF FLIGHT  | CONTR   | OLS                      |  |                                      |   |                           |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI      | OURS IN CROP CONTROI<br>CROP - BEANS<br>SEAT BELT - FASTENI<br>- NOT USED<br>CRASHPAD - NOT INS<br>PPER-LOCATION - SIDI<br>ON-AREA BEING TREATI            | UNKNOWN/NOT REPORT ED-PROPERLY  FALLED ESO-FEET - 1000 SETTLE ONTO GRND ON |   | G<br>C<br>C<br>T<br>S    | YPE<br>LOV<br>RAS<br>RAS<br>ERR<br>₩AT | OF<br>ES<br>H H<br>H B<br>AIN<br>H R | CHEMICAL USED - LIG<br>- NOT USED<br>ELMET - AVAILABLE-US<br>AR - NOT INSTALLED<br>-TYPE - LEVEL,FLAT<br>UN-HOW FLOWN - UNKNI | QUID CH<br>SED<br>GWN/NOT | EMICAL-TOXIC  REPORTED   |
| 3-2998 | TIME - 18   | SANTA ROSA,CALIF<br>00<br>IRPORT - SANTA ROSA  | DAMAGE-DESTROYED   |   |                          |  |                                      |   |                           | STUDENT, AGE 53, 3118<br>TOTAL HOURS, 119 IN TYPE,<br>NOT INSTRUMENT RATED.    |
|        | PROBABLE  |  | : UNCONTROLLED   |   | P                        | IN                                     | FL                                   | F OPERALION IGHT: UNCONTROLLED  | DESCENT                   |  |
| 3-3012 | NAME OF A<br>TYPE OF A<br>ENGINE                                    | IRPORT - MT VERNON<br>CCIDENT<br>FAILURE OR MALFUNCT:  | DAMAGE - SUBSTANTIAL   |   | P                        | HAS                                    | E 0                                  |   |                           | PRIVATE, AGE 48, 53 TOTAL<br>HOURS, 11 IN TYPE, NOT<br>INSTRUMENT RATED.       |
|        | PROBABLE POWERPL MISCELL MISCELL PERSONN PILOT I COMPLETE EMERGENCY | CAUSE ANT - FUEL SYSTEM: ( ANEOUS ACTS, CONDITION ANEOUS ACTS, CONDITION EL - MAINTENANCE, SEI N COMMAND - IMPROPEI OCHE LOSS - COMPLE CURCUMSTANCES - FOR |  | ENT/AD<br>MPROPE<br>CONTR<br>MEOUT-<br>ORT ON | JUS<br>R M<br>OLS<br>1 E | TME<br>IAIN<br>INGI                    | NT<br>TEN<br>NE                      | ANCE (MAINTENANCE P   |                           |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | INJURIES<br>F S M/  | FLIGHT<br>N PURPOSE   | PILOT DATA   |  |  |  |  |
|--------|---|---|---|---|---|--|--|--|--|--|
|        | 8/26/68<br>TIME - 22                          | FIREBAUGH, CALIF  | BELL 47D1<br>N6323X<br>DAMAGE-SUBSTANTIAL   | CR- 0 G<br>PX- 0 0  | 1 COMMERCIAL<br>0 AERIAL APPLICATION  | COMMERCIAL, FL.INSTR.,<br>AGE 30, 3100 TCTAL HOURS,<br>350 IN TYPE, NOT INSTRU-<br>MENT RATED. |  |  |  |  |
|        | TYPE OF A<br>ENGINE<br>HARD LA                | ACCIDENT<br>FAILURE OR MALFUNCTIO<br>ANDING   | NO  | PHASE OF OPERATION<br>IN FLIGHT: STARTING SWATH RUN<br>LANDING: LEVEL OFF/TOUCHDOWN |   |  |  |  |  |  |
|        | MISCELL POWERPL MISCELL MISCELL PILOT PARTIAL |   | NS - FUEL STARVATION<br>ARBURETOR<br>NS - LOOSE,PART/FITTI<br>NS - IMPROPERLY INSTA<br>OPERATION OF FLIGHT<br>LOSS OF POWER - 1 ENG | ING<br>ALLED<br>CONTROLS<br>GINE  | NTENANCE AND INSPECTION   |  |  |  |  |  |
|        | KIND OF PILOT!: GOGGLE: COCKPI TANK/HO        | HOURS IN CROP CONTROL<br>F CROP — LETTUCE<br>S SEAT BELT — FASTENEI<br>S — NOT USED<br>T CRASHPAD — NOT INST.<br>OPPER-LOCATION — UNKNI<br>ION-AREA BEING TREATEI | D-PROPERLY<br>ALLED<br>DWN/NOT REPORTED<br>D-FEET - 120   | TYPE<br>GLOVE<br>CRASH<br>CRASH<br>TERRA<br>SWATH                                   | OF OPERATION - SPAYING OF CHEMICAL USED - LIQUIS S - NOT USED HELMET - AVAILABLE-USED IN-TYPE - LEVEL, FLAT RUN-HOW FLOWN - CROSSWITHTENED OR SAFETY WIRED. | CROPS ID CHEMICAL—TOXIC O  |  |  |  |  |
| 3-3014 |   |   | BELL 47D1<br>N32OR<br>DAMAGE-SUBSTANTIAL  | CR- 0 C<br>PX- 0 0  | 1 INSTRUCTIONAL<br>0 TRAINING   | STUDENT, AGE 22, 48 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.                      |  |  |  |  |
|        | TYPE OF                                       | ED WITH: BUILDING(S)  |   | PHAS E<br>Tak   | OF OPERATION<br>EOFF: VERTICAL<br>DING: LEVEL OFF/TOUCHDOW  | an   |  |  |  |  |
|        | FACTOR<br>MISCEL                              | IN COMMAND - INADEQUA<br>LANEOUS ACTS, CONDITIO   | NS - CHECKLIST-FAILE  | D TO USE  | LANNING<br>T DRIFTED, M/R BLADE STF   | RUCK HANGAR DOOR.  |  |  |  |  |
| 3-3015 | 8/30/68<br>TIME - 0                           | PORTLAND, TEX   | BELL 47G-4A<br>N1313X<br>DAMAGE-SUBSTANTIAL   | CR- 0 0<br>PX- 0 0  | 1 NONCOMMERCIAL<br>C CORP/EXEC  | COMMERCIAL, AGE 31, 2173<br>TOTAL HOURS, 278 IN TYPE,<br>NOT INSTRUMENT RATED.                 |  |  |  |  |
|        | TYPE OF HARD L                                | ACCIDENT<br>ANDING  | DATIAGE GODGTANTIAE   | FIIMSL  | OF OPERATION<br>DING: POWER-ON LANDING  |  |  |  |  |  |
|        | EMER GENC                                     | IN COMMAND - IMPROPER<br>Y CIRCUMSTANCES - PRE  | CAUTIONARY LANDING OF<br>P/ENGINE VIBRATION   | FF AIRPORT  | INDETERMINED.   |  |  |  |  |  |

| FILE   | DATE  | LOCATION  |  | INJUR<br>F                               | ES<br>M/N               | FLIGHT<br>PURPOSE   |  |
|--------|---|---|--|--|-------------------------|---|--|
| 3-3033 | 9/2/68  | MERIGOLD, MISS  LIDENT WITH: WIRES/POLES  | BELL 47G   | CR- 1<br>PX- 0                           | 0 0                     | COMMERCIAL<br>AERIAL APPLICATION  | COMMERCIAL, AGE 43, 8500<br>TOTAL HOURS, 500 IN TYPE,<br>NOT INSTRUMENT RATED,     |
|        | COLL IDED   | WITH: WIRES/POLES   |  |  |                         | OF OPERATION<br>.IGHT: CLEANUP SWATH  |  |
|        | PROBABLE CA<br>PILOT IN                                       |   | TO SEE AND AVOID OBJE  | CTS OR OBS                               | TRUC                    | IONS  |  |
|        | KIND OF C   | JRS IN CROP CONTROI<br>ROP - COTTON<br>SEAT BELT - FASTENI<br>- NOT USED<br>RASHPAD - NOT INS<br>PER-LOCATION - SIDI<br>H-AREA BEING TREATI |  | T)                                       | DE OF                   | OPERATION - SPAYING OF CHEMICAL USED - LIQU<br>- NOT USED - LIQU<br>- NOT USED HELMET - AVAILABLE-USE<br>BAR - NOT INSTALLED HETTE - LEVEL, FLAT<br>RUN-HOW FLOWN - WIND C. | ID CHEMICAL -TOYIC   |
| 3-3045 | 8/14/68<br>TIME - 0945  | BREEZY POINT,NY   | HILLER FH1100<br>N375FH<br>DAMAGE-DESTROYED  | PX- C                                    | 0 0                     | FERRY   | COMMERCIAL, AGE 42,<br>10800 TOTAL HOURS, 600 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | TYPE OF ACCIDENT<br>COLLISON WITH GROUND/WATE                 |   | : UNCONTROLLED   | PI                                       | SCENT                   |   |  |
|        | PROBABLE CA<br>ROTORCFT<br>FACTOR                             |   | CAUSE UNDETERMINED.  |  |                         |   |  |
|        | MISCELLAN<br>EMERGENCY  |   | ONS - AIRCRAFT CAME TO<br>RCED LANDING OFF AIRPO   |  |                         | 8   |  |
| 3-3046 | 8/28/68<br>TIME - 1706  | INDUSTRY, CALIF   | HUGHES 269A<br>N8927F<br>DAMAGE-SURSTANTIAL  | CR- 0<br>PX- 0                           | 0 1<br>0 0              | INSTRUCTIONAL<br>TRAINING   | PRIVATE, AGE 33, 138<br>TOTAL HOURS, 42 IN TYPE,<br>NOT INSTRUMENT RATED.          |
|        | TYPE OF ACC<br>MISCELLAN<br>HARD LANG                         | IEDUS   | N8927F<br>DAMAGE-SUBSTANTIAL   | PI                                       | ASE (<br>IN FL<br>LAND) | OF DPERATION<br>IGHT: NORMAL CRUISE<br>NG: POWER-OFF AUTOROT  |  |
|        | AIRFRAME<br>MISCELLAN<br>MISCELLAN<br>PILOT IN<br>EMERGENCY ( | - MAINTENANCE, SEM<br>FUSELAGE: FAIRTI<br>EDUS ACTS, CONDITII<br>EDUS ACTS, CONDITII<br>COMMAND - IMPROPEI<br>CIRCUMSTANCES - FOM<br>UNI    | NGS  DNS - IMPROPERLY INST DNS - VIBRATION, EXCES  R OPERATION OF BRAKES RCED LANDING OFF AIRP JSUAL NOISE RECTIONAL CONTROL PRO | ALLED<br>SIVE<br>AND/OR FI<br>ORT ON LAI | IGHT                    | ENANCE AND INSPECTION   |  |

|        | DATE  | LOCATION  | AIRCRAFT DATA                             |            |            |                       |   |  | PILOT DATA   |
|--------|---|---|---|------------|------------|-----------------------|---|--|--|
| 3-3182 | 9/18/68   | GAITHERSBURG, MD<br>430   | BELL 47G                                  | CR-<br>PX- | 0          | 0                     | 1   | NONCOMMERCIAL<br>PLEASURE                                    | COMMERCIAL, AGE 50, 9700<br>TOTAL HOURS, 2045 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | TYPE OF   | AIRPORT - MONTGOMERY<br>ACCIDENT<br>ED WITH: WIRES/POLES                        | ĊOUNT <b>Y</b>                            |            | ı          | PHA:                  | KEO   | F OPERATION<br>FF: INITIAL CLIMB                             |  |
|        | PILOT 1   | CAUSE<br>IN COMMAND - INADEQUA<br>IN COMMAND - FAILED T<br>PLT DID NOT CLEAR TH | O SEE AND AVOID OBJEC                     | TS 0       | R CE       | ST                    | RUCT  |  |  |
| -3197  | 8/18/68<br>TIME - 11  | CUSTER,S DAK  | BELL 47G3B1<br>N6214N<br>DAMAGE-DESTROYED | CR-<br>PX- | 0          | 0                     | 1 2   | COMMERCIAL<br>FIRE CONTROL                                   | COMMERCIAL, AGE 38, 4873<br>TOTAL HOURS, 900 IN TYPE<br>NOT INSTRUMENT RATEO.      |
|        | TYPE OF A<br>MISCELL<br>COLLIDE                             |   |   | F          | AHC!       | SE O                  | F OPERATION<br>IGHT: UNCONTROLLED DE<br>IGHT: UNCONTROLLED DE | SCENT  |  |
|        | FACTOR<br>TERRAIN   | CAUSE IN COMMAND - IMPROPER N - HIGH OBSTRUCTIONS R - UNFAVORABLE WIND          |   | CONT       | ROLS       | S                     |   |  |  |
|        | VISIBILIT   | N/NOT REPORTED TY AT ACCIDENT SITE  |   |            |            | U<br>PREI             | IKNO<br>IPI   | AT ACCIDENT SITE<br>WN/NOT REPORTED<br>FATION AT ACCIDENT SI | TE ;   |
|        | 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE      |   |   |            |            | ΓΕΜΙ<br>70            | )   | TURE-F   |  |
|        | WIND DIRECTION-DEGREES<br>270<br>Type of Weather Conditions |   |   |            |            | 20                    | )   | LOCITY-KNOTS<br>Flight Plan                                  |  |
|        | VFR<br>REMARKS-   | IRE.  | WINE                                      |            | NE<br>20-3 | 2K.AIRSPEED/ALT TOO L | OW FOR CONDITIONS.  |  |  |

| FILE   |   | AIRCRAFT DATA  | INJURIËS FLIGHT<br>F S M/N PURPOSE  | PILOT DATA   |  |  |  |  |  |  |  |  |  |
|--------|---|--|---|--|--|--|--|--|--|--|--|--|--|
|        | 9/14/68 CAMDEN,SC<br>TIME - 1230<br>TYPE OF ACCIDENT  |  | CR+ 0 0 1 COMMERCIAL<br>PX- 0 C 0 AERIAL APPLICATION  | COMMERCIAL, AGE 29, 2293<br>TOTAL HOURS, 485 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |  |  |  |  |  |  |
|        | COLLIDED WITH: WIRES/POL<br>HARD LANDING  | ES   | IN FLIGHT: STARTING SWATH R<br>LANDING: POWER-ON LANDING  |  |  |  |  |  |  |  |  |  |  |
|        | FACTOR MISCELLANEOUS ACTS, CONDI  | PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS |   |  |  |  |  |  |  |  |  |  |  |
|        | SPECIAL DATA TOTAL HOURS IN CROP CONT KIND OF CROP — CORN PILOT'S SEAT BELT — FAST GOGGLES — NOT USED COCKPIT CRASHPAD — NOT I TANK/HOPPER—LOCATION — S ELEVATION—AREA BEING TRE REMARKS— BUBBLE DIRTY. | ENED-PROPERLY<br>NSTALLED<br>IDES                                  | KIND OF OPERATION - SPAYING OF TYPE OF CHEMICAL USED - LIQUI GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT | D CHEMICAL-TOXIC   |  |  |  |  |  |  |  |  |  |
| 3-3241 | 10/1/68 ALEXANDRIA, VA<br>TIME - 1415   | DAMAGE-DESTROYED   | CR- 0 0 1 INSTRUCTIONAL<br>PX- 0 0 0 TRAINING   | STUDENT, AGE 41, 17 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.      |  |  |  |  |  |  |  |  |  |
|        | NAME OF AIRPORT - WASH-VA  TYPE OF ACCIDENT  COLLISON WITH GROUND/WATER: UNCONTROLLED  ROLL OVER  LANDING: LEVEL OFF/TOUCHDOWN  |  |   |  |  |  |  |  |  |  |  |  |  |
|        | PROBABLE CAUSE PILOT IN COMMAND - LACK PILOT IN COMMAND - IMPRO PERSONNEL - FLIGHT INSTR REMARKS- CRASHED FROM A HO   | PER OPERATION OF FLIGHT<br>UCTOR: INADEQUATE TRAIN                 | CONTROLS<br>IING OF STUDENT   |  |  |  |  |  |  |  |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  |   |                   | /N               | FL IGHT<br>PURPOSE  |        | PILOT DATA   |
|--------|--|---|--|---|-------------------|------------------|---|--------|--|
|        | 9/1/68<br>TIME - 13  | COOLIDGE,ARIZ<br>15   | BENSEN B-8M<br>N1573<br>DAMAGE-DESTROYED   |   |                   |                  |   | F      | PRIVATE, AGE 41, 100<br>TOTAL HOURS, 10 IN TYPE,<br>NOT INSTRUMENT RATED.          |
|        | NAME OF ATTYPE OF ATTYPE OF ATTYPE OF ATTYPELL                         | IRPORT - COOLIDGE-FLO<br>CCIDENT<br>ER/ROTOR FAILURE: MAI<br>N WITH GROUND/WATER:   | DRENCE<br>N ROTOR<br>UNCONTROLLED  |   | PHAS<br>TA<br>IN  | E O              | F OPERATION<br>FF: INITIAL CLIMB<br>IGHT: UNCONTROLLED DI   | ESCENT |  |
|        | PROBABLE ( PILOT II MISCELLA ROTORCR MISCELLA MISCELLA FACTOR MISCELLA |   | D FOLLOW APPROVED PRO<br>IS - UNAPPROVED MODIF<br>IS: MAIN ROTOR HEAD A<br>IS - IMPROPERLY INSTA<br>IS - MATERIAL FAILURE<br>IS - SEPARATION IN FL | OCEDURES<br>ICATION<br>ISSEMBLI<br>ALLED<br>: | S,DIR<br>N<br>IES | ECT              | IVES,ETC.   |        | LED•   |
|        |  |   |  |   |                   |                  |   |        |  |
| 3-3268 | 9/26/68<br>TIME - 11   | CHOWCHILLA,CALIF<br>40  | BELL 47G3B1<br>N3377H<br>DAMAGE-DESTROYED  | CR- C<br>PX- C                                | 0 1               | 0                | COMMERCIAL<br>ASSOC CROP CTL ACTIV                          | •      | COMMERCIAL, AGE 48,<br>17000 TOTAL HOURS, 900 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | TYPE OF A  | CCIDENT<br>D WITH: WIRES/POLES  |  |   |                   |                  | F OPERATION<br>FF: INITIAL CLIMB                            | ,      |  |
|        | FIRE AFTE  | N COMMAND - FAILED TO   |  |   |                   |                  |   |        |  |
| 3-3280 | 10/3/68<br>TIME - 09   | BELDEN, CAL IF<br>40  | HILLER FH1100<br>N585FH<br>DAMAGE-SUBSTANTIAL  | PX- (   | D 0               | 1 0              | COMMERCIAL<br>CONSTRUCTION                                  | í      | COMMERCIAL, FL.INSTR.,<br>AGE 52, 12000 TOTAL<br>HOURS, 220 IN TYPE, NOT           |
|        | TYPE OF A<br>COLLISO<br>ROLL OV  | CCIDENT<br>N WITH GROUND/WATER:<br>ER   | UNC ONTROLLED  |   | PHAS<br>IN<br>LA  | E O<br>FL<br>NDI | F OPERATION<br>IGHT: UNCONTROLLED D<br>NG: LEVEL OFF/TOUCHD | ESCENT | INSTRUMENT RATED.  |
|        | MISCELL<br>MISCELL<br>MISCELL<br>FACTOR<br>PILOT I<br>MISCELL          | CAUSE EL - MISCELLANEOUS-PI ANEOUS ACTS, CONDITION ANEOUS ACTS, CONDITION ANEOUS ACTS, CONDITION N COMMAND - FAILED ANEOUS ACTS, CONDITION GRND RIGGERS DID NOT | NS - IMPROPERLY SECUINS - CARGO SHIFTED NS - IMPROPERLY LOADI D USE OR INCORRECTLY NS - IMPROPER EMERGEI   | USED MINCY PRO                                | ISC.E<br>CEDUR    | QU I<br>ES       | PMENT   |        |  |

| FILE   | DATE LOCATIO  | N AIRCRAFT DATA  | INJURIES FLIGHT<br>F S M/N PURPOSE                              | PILOT DATA   |
|--------|---|--|---|--|
|        | 1C/6/68 PRATT,KANS<br>TIME - 1245<br>NAME OF AIRPORT - PRAT<br>TYPE OF ACCIDENT           | BENSEN B-8<br>N9144<br>DAMAGE-SUBSTANTIA   | CR- 0 0 1 NONCOMMERCIAL PX- 0 0 0 PLEASURE L PHASE OF OPERATION | STUDENT, AGE 43, 3 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.                       |
|        | ENGINE FAILURE OR MA<br>ROLL OVER   | LFUNCTION  | LANDING: ROLL<br>LANDING: ROLL                                  |  |
|        | PILOT IN COMMAND - I  | ONDITIONS - RPM-UNCONTROLL<br>MPROPER OPERATION OF FLIGH<br>ED WITH THROTTLE CLOSED. |   |  |
| 3-3284 | 6/27/68 NR.LEWISTON, I<br>TIME - 0810   | D BELL 47G3B1<br>N73284<br>DAMAGE-DESTROYED  | CR- 0 0 1 COMMERCIAL<br>PX- 0 U 1 AIR TAXI-PASSG                | COMMERCIAL, FL.INSTR.,<br>AGE 47, 21021 TOTAL<br>HOURS, 1547 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | TYPE OF ACCIDENT COLLIDED WITH: WIRES   | /POLES   | PHASE OF OPERATION TAKEOFF: VERTICAL                            | THO MORENT NATES   |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - F<br>FIRE AFTER IMPACT                               | AILED TO SEE AND AVOID OBJ   | ECTS OR CBSTRUCTIONS  |  |
| 3-3289 | 1C/12/68 WATKINS,COL<br>TIME - 0930   |  | CR- 0 C 1 INSTRUCTIONAL PX- 0 C 0 TRAINING                      | STUDENT, AGE 40, 1 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.                       |
|        | NAME OF AIRPORT - EAST<br>TYPE OF ACCIDENT<br>GROUND-WATER LOOP-SW<br>COLLIDED WITH: DIRT | COLFAX<br>ERVE   | PHASE OF OPERATION LANDING: ROLL LANDING: ROLL                  |  |
|        |   | AILED TO MAINTAIN DIRECTIO<br>TTEMPTED OPERATION BEYOND                              |   |  |
| 3-3291 | 10/8/68 SANDSTON, VA<br>TIME - 0725   | CARSON-BELL 47-G<br>N617X<br>DAMAGE-SUBSTANTIA                                       | PX- 0 0 1 OTHER   | COMMERCIAL, AGE 45, 4754<br>TOTAL HOURS, 350 IN TYPE,<br>NOT INSTRUMENT RATED.                 |
|        | NAME OF AIRPORT - BYRD TYPE OF ACCIDENT COLLIDED WITH: OBJEC                              |  | PHASE OF OPERATION TAXI: AERIAL TAXI, OTHER                     |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - M<br>REMARKS- PLT ATTEMPTED                          |  | GER.M/R STRUCK HANGAR DOOR SUPPORT.                             |  |

| FILE   |  |  | AIRCRAFT DATA   |            |        |              |                        | GHT<br>POSE                              | PILOT DATA   |
|--------|--|--|---|------------|--------|--------------|------------------------|--|--|
| 3-3319 | 10/5/68 H                                | QUSTON, TEX  | BELL 47H-1<br>N996B<br>DAMAGE-SUBSTANTIAL                   | CR-<br>PX- | 0 1    | 0 1          | COMMERC<br>AERIAL      | IAL<br>ADVERTISE                         | COMMERCIAL, FL.INSTR.,<br>AGE 34, 8217 TOTAL HOURS<br>300 IN TYPE, NOT INSTRU-<br>MENT RATED.  |
|        | TYPE OF ACCI<br>ENGINE FAI<br>HARD LANDI | LURE OR MALFUNCTIO   | DN  |            |        | IN F         |                        | TION<br>DRMAL CRUISE<br>EL OFF/TOUCHDOWN | 1  |
|        | PILOT IN C<br>FACTOR<br>TERRAIN -        | - MISCELLANEOUS:<br>OMMAND - IMPROPER<br>WET, SOFT GROUND        | POWERPLANT FAILURE OPERATION OF FLIGHT E.ENGINE FAILURE/FLA | CONTRO     | LS     |              |                        | NS .                                     |  |
|        |  |  |   |            |        |              |                        | •  |  |
| 3-3330 | 8/13/68 M<br>TIME - 1410                 | ILLER HOUSE,ALAS   | BELL 47G-4<br>N3093G<br>DAMAGE-DESTROYED                    | CR-<br>PX- | 0      | 0 1<br>0 1   | COMMERC<br>AIR TAX     |  | COMMERCIAL, FL.INSTR.,<br>AGE 53, 10050 TOTAL<br>HOURS, 3950 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        |  | TYPE OF ACCIDENT COLLISON WITH GROUND/WATER: UNCONTROLLED        |   |            |        |              | OF OPERAT              |  |  |
|        | WEATHER BRIE                             | SE<br>LOCAL WHIRLWIND<br>FING - NO BRIEFING<br>CAST - UNKNOWN/NO |   |            |        |              |                        |  |  |
|        | SKY CONDITIO                             |  |   |            |        | UNL I        | MITED                  | IDENT SITE                               |  |
|        | 5 OR OVER                                | T ACCIDENT SITE  |   |            |        | NONE         |                        | AT ACCIDENT SITE                         |  |
|        | OBSTRUCTIONS<br>NONE                     | TO VISION AT ACC   | IDENT SITE  |            |        | 65           | RATURE-F               |  |  |
|        | WIND DIRECTI<br>45                       | ON-DEGREES   |   |            |        | ND V<br>10   | /ELOCITY-I             | CNOTS                                    |  |
|        | <b>V</b> FR                              | HER CONDITIONS   |   |            |        | PE C<br>NONE | F FLIGHT               | PLAN                                     |  |
|        | FIRE AFTER I<br>REMARKS- ON              |  | ER AT APPROX 9 FT,AC  | FT WAS     | CAU    | GHT          | IN A SEVI              | ERE WHIRLWIND.                           |  |
| 3-3331 | 8/18/68 NR.<br>TIME - 1105               | JUNEAU,ALAS  | BRANTLY B-2B<br>N5962X<br>DAMAGE-NONE                       | CR-<br>PX- | 1<br>0 | 0 0          | ) NONCOMI<br>) PLEASUI | MERCIAL<br>RE                            | COMMERCIAL, FL.INSTR.,<br>AGE 45, 5000 TOTAL HOURS<br>UNK/NR IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | TYPE OF ACCI<br>PROPELLER/               | DENT<br>ROTOR ACCIDENT TO  | PERSON  |            |        |              | OF OPERATIC: IDLII     | TION<br>NG ROTORS                        |  |
|        |  | OMMAND - EXERCISE  | D POOR JUDGMENT<br>CRAFT UNATTENDED, EN                     | IGINE RU   | NNI    | NG           |                        |  |  |

REMARKS- PLT DEPLANED, WAS STRUCK BY MAIN ROTOR BLADE.

|        | DATE  | LOCATION   | AIRCRAFT DATA                               | 11             | JUF  | RIE | 3      |  | PILOT DATA  |
|--------|---|--|---|----------------|------|-----|--------|--|---|
| 3-3339 | 7/26/68<br>TIME - 100                       | LONG BEACH, CALIF  | HUGHES 269B<br>N9459F<br>DAMAGE-SUBSTANTIAL | CR-<br>PX-     | 0    | 0   | 1<br>1 | MISCELLANEOUS<br>TEST                    | COMMERCIAL, FL.INSTR.,<br>AGE 37, 1600 TOTAL HOURS,<br>91 IN TYPE, NOT INSTRUMENT<br>RATED. |
|        | NAME OF AI<br>TYPE OF AC<br>HARD LAN        |  |   |                |      |     |        | OF OPERATION<br>ING: POWER-OFF AUTOROTAT |   |
|        |   | AUSE<br>COMMAND - IMPROPER<br>AINTENANCE FLT CHECK                 |   |                |      |     | 9H /   | AUTOROTATION.                            |   |
| 3-3392 | 9/30/68<br>TIME - 133                       | WHITTIER,CALIF   | HUGHES 269B<br>N9521F<br>DAMAGE-DESTROYED   | CR-<br>PX-     | 1    | 0   | 0      | MISCELLANEOUS<br>POLICE PATROL           | COMMERCIAL, AGE 43, 2394<br>TOTAL HOURS, 1029 IN<br>TYPE, NOT INSTRUMENT<br>RATED.          |
|        | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES |  |   |                |      |     |        | OF OPERATION<br>.ight: Low pass          | RATED•  |
|        | PROBABLE C<br>PILOT IN                      | AUSE<br>COMMAND - FAILED TO  | SEE AND AVOID OBJE                          | CTS OF         | . CE | STI | RUCT   | TIONS                                    |   |
| 3-3393 |   | HAMLIN,W VA  |   | CR-<br>PX-     | 0    | 0 2 | 1      | COMMERCIAL<br>AIR TAXI-PASSG             | COMMERCIAL, AGE 48, 8500<br>TOTAL HOURS, 500 IN TYPE,<br>NOT INSTRUMENT RATED.              |
|        | TYPE OF AC                                  | RPORT - HAMLIN-MAIN<br>CIDENT<br>WITH: WIRES/POLES                 |   |                |      |     |        | OF OPERATION<br>NG: OTHER                | NOT THE TRUTH NATED   |
|        | MISCELLA<br>-PILOT IN                       | COMMAND - INADEQUAT<br>NEOUS - EVASIVE MANE<br>COMMAND - FAILED TO | UVER TO AVOID COLLI                         | SION<br>CTS OF | O E  | ST  | RUC1   |  | ILED TO CHECK AREA.   |

| FILE   | DATE L  | OCATION  | AIRCRAFT DATA                               | IN <b>J</b> UI<br>F   | RIES<br>S M/N                                      | FLIGHT<br>PURPOSE   | PILOT DATA   |  |  |  |  |
|--------|---|--|---|---|--|---|--|--|--|--|--|
| 3-3436 | 7/29/68 NR. ASPE<br>TIME - 1540   | EN,COLO  | BELL 47G3B2<br>N4C74G<br>DAMAGE-SUBSTANTIAL | CR- 0<br>PX- 0  | 1 0<br>0 2   | COMMERCIAL<br>AIR TAXI-PASSG  | COMMERCIAL, AGE 42, 5408<br>TOTAL HOURS, 1964 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |  |  |
|        | NAME OF AIRPORT<br>TYPE OF ACCIDENT<br>ENGINE FAILURE<br>COLLIDED WITH:                 | T<br>OR MALFUNCTION  |   | I   | IN FL  | F OPERATION<br>IGHT: POWER-ON DESCENT<br>NG: POWER-OFF AUTOROTAT  |  |  |  |  |  |
|        | FACTOR WEATHER - HIGH TERRAIN - HIGH PARTIAL POWER LO WEATHER BRIEFING WEATHER FORECAST | H DENSITY ALTIT<br>H OBSTRUCTIONS<br>DSS - PARTIAL L<br>G - NO BRIEFING<br>F - UNKNOWN/NOT | OSS OF POWER - 1 ENG<br>RECEIVED            | GINE  |  | D REASONS   |  |  |  |  |  |
|        | SKY CONDITION OVERCAST VISIBILITY AT AC 5 OR OVER OBSTRUCTIONS TO NONE WIND DIRECTION—C | VISION AT ACC  | DENT SITE                                   | CEILING AT ACCIDENT SITE 14000 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 60 WIND VELOCITY-KNOTS |  |   |  |  |  |  |  |
|        | 360 TYPE OF WEATHER VFR FIRE AFTER IMPAC REMARKS- DENS AL                               | т  | RPM DCR WHEN THROTT                         |   | NONE   | FLIGHT PLAN<br>ED.SIMILAR PWR LOSS THI  | S ACFT 50 HRS BEFORE   |  |  |  |  |
| 3-3439 | 8/28/68 CHULA<br>TIME - 0715  | VISTA, CALIF   | HUGHES 269A<br>N8769F<br>DAMAGE-SUBSTANTIAL |   | 6 1<br>6 0   | COMMERCIAL<br>ASSOC CROP CTL ACTIVIT  | COMMERCIAL, AGE 35, 1300 IE TOTAL HOURS, 1150 IN TYPE, NOT INSTRUMENT RATED.       |  |  |  |  |
|        | NAME OF AIRPORT<br>TYPE OF ACCIDENT<br>COLLIDED WITH:                                   |  |   |   |  | F OPERATION<br>FF: INITIAL CLIMB  |  |  |  |  |  |
|        | PROBABLE CAUSE<br>PILOT IN COMMA  | AND - FAILED TO  | ) ABORT TAKEOFF                             |   |  |   |  |  |  |  |  |
|        | PILOT'S SEAT E GOGGLES - NOT COCKPIT CRASHF TANK/HOPPER-LO ELEVATION-ARE                | BELT - FASTENED<br>USED<br>PAD - NOT INSTA<br>DCATION - SIDES<br>A BEING TREATED           | -PROPERLY<br>(LLED<br>)<br>-FEET - 650      |   | GLOVES<br>CRASH H<br>CRASH B<br>TERRAIN<br>SWATH R | OPERATION - SPAYING CR CHEMICAL USED - LIQUID - USED ELMET - AVAILABLE-USED AR - NOT INSTALLED -TYPE - ROLLING UN-HOW FLOWN - WIND CAL FTED OFF AGAIN, HIT FENC | м  |  |  |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | ULNI                               | RIE  | s   | FLIGHT   | PILOT DATA   |  |  |
|--------|---|--|--|------------------------------------|--|---|--|--|--|--|
|        | 9/19/68   |  |  |                                    |  |   | NONCOMMERCIAL  | AIRLINE TRANSPORT, AGE<br>42, 11000 TOTAL HOURS, 44<br>IN TYPE, NOT INSTRUMENT<br>RATEO        |  |  |
|        | TYPE OF AC<br>MISCELLA<br>COLLISON  |  | UNCONTROLLED   |                                    | I  | N FI  | DF OPERATION<br>.IGHT: NORMAL CRUISE<br>.IGHT: UNCONTROLLED DE |  |  |  |
|        | MISCELLA<br>MISCELLA<br>ROTORCA<br>MISCELLA<br>PERSONNE   | AFT - ROTOR ASSEMBLIE<br>ANEOUS ACTS, CONDITION<br>ANEOUS ACTS, CONDITION<br>AFT - TRANSMISSICN RO<br>ANEOUS ACTS, CONDITION<br>EL - MAINTENANCE, SER\ | IS - LACK OF LUBRICA<br>IS - MATERIAL FAILUP<br>OTOR DRIVE SYSTEM: M<br>IS - OVERLOAD FAILUP<br>VICING,INSPECTION: 1 | E<br>IAIN ROTO<br>E<br>NADEQUAT    | R D  | R IV  | E SHAFT<br>FENANCE AND INSPECTION                              | E ABOVE FLANGE ATCH PT   |  |  |
| 3-3464 | 6/5/68<br>TIME - 093  | MINERAL,WASH   | BELL 47G-2<br>N28C3B<br>DAMAGE-SUBSTANTIAL   | CR- 0<br>PX- 0                     | <b>0</b>   | 1<br>0                                      | COMMERCIAL<br>AERIAL APPLICATION                               | COMMERCIAL, FL.INSTR.,<br>AGE 48, 13000 TOTAL<br>HOURS, 2500 IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |
|        | TYPE OF AC  | IRPORT - MINERAL<br>CCIDENT<br>FAILURE OR MALFUNCTIO<br>WITH: TREES  | DN   |                                    | PHA<br>I<br>L  | SE (<br>N FI<br>AND:                        | OF OPERATION<br>.IGHT: SWATH RUN<br>ING: POWER-OFF AUTOROT     | ATIVE LANDING  |  |  |
|        | PROBABLE CAUSE POWERPLANT - IGNITION SYSTEM: MAGNETOES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCEO LANDING OFF AIRPORT ON LAND |  |  |                                    |  |   |  |  |  |  |
|        | KIND OF<br>GLOVES -<br>CRASH HE<br>CRASH BA<br>TERRAIN-   |  | TYP<br>GOG<br>COC<br>TAN<br>ELE<br>SWA   | E OLES<br>KPI<br>K/HI<br>VAT<br>TH | F OPERATION - SPAYING CHEMICAL USED - LIQU CHEMICAL USED - LIQU CHEMICAL USED - NOT INSTA CPPER-LOCATION - SIDES CON-AREA BEING TREATED SE PART JAMMED GEAR TR | ID CHEMICAL-NONTOXIC<br>LLED<br>-FEET - 8CO |  |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA   | INJ<br>F   | UR I<br>S      | ES<br>M/   | 'N  | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|--|---|---|------------|----------------|------------|-----|---|--|
|        |  |   |   |            |                |            |     |   | COMMERCIAL, FL.INSTR.,<br>AGE 27, 1400 TOTAL HOURS,<br>IN TYPE, NOT INSTRUMENT<br>RATED. |
|        | TYPE OF A  |   | I   |            |                | LAI        | ١D٧ | F OPERATION<br>NG: ROLL-ON/RUN-ON<br>NG: ROLL-ON/RUN-ON   | NATED•   |
|        | PILOT I<br>FACTOR<br>MISCELL   | N COMMAND - IMPROPE<br>N COMMAND - FAILED<br>ANEOUS ACTS, CONDITI   | R RECOVERY FROM BOUNC<br>TO MAINTAIN ADEQUATE<br>ONS — OVERLOAD FAILUR<br>ED GRAVEL AREA ALONGS | ROTOR R    | • P •          | M.         | NCE | D,CAME DOWN ON HEELS OF   | SKIDS.   |
| 3-3475 |  |   | BELL 47G-2<br>N366D<br>DAMAGE-SUBSTANTIAL   |            |                |            |     |   | COMMERCIAL, AGE 34, 1140<br>E TOTAL HOURS, 305 IN TYPE,<br>NOT INSTRUMENT RATED.         |
|        | TYPE OF A  | CCIDENI   |   |            |                |            |     | F OPERATION<br>IGHT: SURVEY FIELD/AREA  |  |
|        |  | N COMMAND - IMPROPE   | R OPERATION OF POWERP<br>R OPERATION OF FLIGHT  |            |                | ≀ERI       | PLA | NT CONTROLS   |  |
|        | COCKPIT<br>TANK/HO<br>ELEVATI<br>PROCEDI   | HOURS IN CROP CONTRO<br>CROP - TOMATOES<br>S SEAT BELT - UNKNOW<br>C - NOT USED<br>CRASHPAD - NOT INS<br>DPPER-LOCATION - SID<br>ION-AREA BEING TREAT<br>URE TURNAROUND - FIR | TALLED<br>ES<br>ED-FEET - 750<br>ST 1/3 OF TURN   |            | CF<br>TE<br>Sh | RAS<br>RR. | H B | OPERATION - CHECKING CR CHEMICAL USED - LIQUID - NOT USED ELMET - NOT AVAILABLE AR - NOT INSTALLED -TYPE - LEVEL, FLAT UN-HOW FLOWN - WIND CALM | ſ  |
| 3-3482 | 6/23/68<br>TIME - 22   | MEDFORD,OREG  | HUGHES 269A<br>N8711F<br>DAMAGE-SUBSTANTIAL   | CR-<br>PX- | 0              | C          | 1   | NONCOMMERCIAL<br>BUSINESS   | PRIVATE, AGE 49, 1120<br>TOTAL HOURS, 420 IN TYPE,<br>NOT INSTRUMENT RATED.              |
|        | TYPE OF A  | FAILURE OR MALFUNCT   | NI  |            |                | TIA        | FL  | F OPERATION<br>IGHT: NORMAL CRUISE<br>NG: POWER-OFF AUTOROTATI  |  |
|        | FACTOR   | ANT - MISCELLANEOUS   | : POWERPLANT FAILURE  |            |                |            |     |   |  |
|        | MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LANDED IN PARTIALLY DRY CREEK BED. |   |   |            |                |            |     |   |  |

|        |   |  | BKIEF   | 5 UF | ACCI  | IDE | NI2      |  |                                   |  |
|--------|---|--|---|------|-------|-----|----------|--|-----------------------------------|--|
| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   |      |       |     | S<br>M/N |  |                                   | PILOT DATA   |
| 3-3492 | 8/26/68 N<br>TIME - 123   | NR. AZUZA, CAL IF                                | ALQUETTE III<br>N17C3C<br>DAMAGE-DESTROYED                              |      |       |     |          | COMMERCIAL<br>ASSOC CROP                     |                                   | COMMERCIAL, FL.INSTR., AGE 48, 4600 TOTAL HOURS, 51 IN TYPE, NOT INSTRUMENT RATED. |
|        | TYPE OF AC<br>MISCELLA<br>COLLISON  |  | : UNCONTROLLED  |      |       | I   | N FL     |  | UTE TO TREAT CE<br>TROLLED DESCEN | ROP  |
|        | FACTOR<br>MISCELLA  | ANEOUS - UNDETERMINI<br>ANEOUS ACTS, CONDITIO    | ED<br>DNS - JETTISONED LOAD<br>EGAN SWINGING,WAS DRO                    |      | AC F1 | T R | OT A TO  | TED TO RT,FII                                | RE COMING FROM                    | ENG, FELL TO GRND.   |
| 3-3567 | 9/14/68<br>TIME - 164   | BRIDGETON, NJ<br>45                              | BENSEN B8M<br>N2190<br>DAMAGE-DESTROYED                                 |      |       |     |          | NONCOMMERC<br>PRACTICE                       | IAL                               | NO CERTIFICATE, AGE 32, O<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | NAME OF AIRPORT - BUCKS TYPE OF ACCIDENT MISCELLANEOUS COLLISON WITH GROUND/WATER: UNCONTROLLED |  |   |      |       | L   | AND:     | OF OPERATION<br>ING: FINAL A<br>LIGHT: UNCON | т                                 |  |
|        | PILOT II  | N COMMAND - ATTEMPTO<br>N COMMAND - IMPROPE      | ED OPERATION BEYOND E<br>R OPERATION OF FLIGHT<br>DNS - SEPARATION IN F | CONT | ROLS  |     | BIL      | ITY LEVEL                                    |                                   |  |
|        |   |  | TIGATION REVEALED ROT   |      |       | K R | UDD      | ER AND DISIN                                 | TEGRATED DURING                   | G A PULLUP MANEUVR   |
| 3-3577 | 8/11/68 PTIME - 16  |  | BELL 47G3B1<br>N73972<br>DAMAGE-DESTROYED                               |      |       |     |          | COMMERCIAL<br>CTR PASSG-                     |                                   | COMMERCIAL, AGE 27, 2093<br>TOTAL HOURS, 211 IN TYPE,<br>NOT INSTRUMENT RATED.     |
|        | ROLL OV   |  |   |      | 1     |     |          | OF OPERATION<br>OFF: VERTICA                 |                                   |  |
|        | TERRAIN<br>FIRE AFTER   | N COMMAND - FAILED<br>- ROUGH/UNEVEN<br>R IMPACT | TO SEE AND AVOID OBJE   |      |       |     |          |  | TION ACFT AFTE                    | R LDG•SKID SNAGGED   |

| FILE   |  | LOCATION  | AIRCRAFT DATA  | 1  |                       | IES<br>S M                      |                                      | FLIGHT<br>PURPOSE  | PILOT DATA  |  |  |
|--------|--|---|--|--|-----------------------|---------------------------------|--------------------------------------|--|---|--|--|
|        | 7/27/68<br>TIME - 121  | ROCKFORD, ID  | HILLER UH-12E<br>N4414<br>DAMAGE-SUBSTANTIAL   | CR-  |                       |                                 |                                      | COMMERCIAL<br>AERIAL APPLICATION   | COMMERCIAL, AGE 29, 1100<br>TOTAL HOURS, 100 IN TYPE<br>NOT INSTRUMENT RATED. |  |  |
|        | TYPE OF AC   |   | DAMAGE-SUBSTANTIAL   | PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND |                       |                                 |                                      |  |   |  |  |
|        | WEATHER<br>WEATHER<br>WEATHER BR   |   | TITUDE<br>ING RECEIVED   | CONTRO   | DLS                   |                                 |                                      |  |   |  |  |
|        | SKY CONDIT   | ION   |  |  | С                     | EIL                             | ING                                  | AT ACCIDENT SITE   |   |  |  |
|        | CLEAR  |   |  |  |                       | UN                              | LIM                                  | ITED   |   |  |  |
|        | VISIBILITY<br>5 OR OVE   | AT ACCIDENT SITE  |  |  | Р                     | REC<br>NO                       |                                      | TATION AT ACCIDENT SIT   | TE .  |  |  |
|        | OBSTRUCTIONS TO VISION AT ACCIDENT SITE  |   |  |  |                       | EMP                             | ERA                                  | TURE-F   |   |  |  |
|        | NONE   |   | 93<br>TYPE OF FLIGHT PLAN  |  |                       |                                 |                                      |  |   |  |  |
|        | VFR  | ATHER CONDITIONS  |  |  | ١                     | NO                              |                                      | PLIGHT PLAN  |   |  |  |
|        | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 33 KIND OF CROP - POTATOES PILOT'S SEAT BELT - FASTENED-PROPERLY CRASH HELMET - AVAIALABLE-NOT USED CRASH BAR - NOT INSTALLED TERRATN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - WIND CALM REMARKS- HELICOPTER SETTLED UNCONTROLLABLY.TEMP |   |  | DEG.   | T<br>C<br>T<br>E<br>P | YPE<br>LOV<br>OCK<br>ANK<br>LEV | OF<br>ES<br>PIT<br>/HO<br>ATI<br>EDU | DPERATION - SPAYING ( CHEMICAL USED - LIQUI - USED CRASHPAD - NOT INSTAL PPER-LOCATION - SIDES ON-AREA BEING TREATED- RE TURNAROUND - THIRD 7600 FT.WIND CALM. | D CHEMICAL-NONTOXIC<br>LED<br>-FEET - 4600                                    |  |  |
| 3-3649 | 9/27/68<br>TIME - 150  | SONOITA,ARIZ<br>U   | BELL 206A<br>N4039G<br>DAMAGE-SUBSTANTIAL  |  |                       |                                 |                                      | COMMERCIAL<br>CTR PASSG-D  | COMMERCIAL, AGE 46,<br>11015 TOTAL HOURS, 345 I<br>TYPE, NOT INSTRUMENT       |  |  |
|        | NAME OF AIRPORT - FOREST SER HELIPT<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>HARD LANDING   |   |  |  |                       | TA                              | KEO                                  | F OPERATION<br>FF: INITIAL CLIMB<br>NG: LEVEL OFF/TOUCHDOW   | RATED.  |  |  |
|        | MISCELLA<br>COMPLETE P<br>EMERGENCY  | NT - COMPRESSOR A<br>NEOUS ACTS, CONDIT<br>OWER LOSS - COMPL<br>CIRCUMSTANCES - F | SSEMBLY: OTHER IDNS - MATERIAL FAILURE ETE ENGINE FAILURE/FLAN ORCED LANDING OFF AIRPO RESSOR, SN CAC 20064,PN | IEOUT-<br>ORT ON                                   | LA                    | AN D                            |                                      | NSTVE DAMAGE.  |   |  |  |

| FILE   | DATE LOCATION  | AIRCRAFT DATA  | I NJI                    | URIES<br>S I       | i<br>IZN       | FLIGHT<br>PURPOSE   | PILOT DATA   |
|--------|--|--|--------------------------|--------------------|----------------|---|--|
| 3-3699 | 10/11/68 FINLEYVILLE,PA<br>TIME - 1745<br>NAME OF AIRPORT - FINLEYVIL<br>TYPE OF ACCIDENT<br>MISCELLANEOUS   | HELICOM SAH100<br>N828Z<br>DAMAGE-SUBSTANTIAL  | CR- (                    | 0 0<br>0 0<br>PHAS | 1<br>0<br>5E 0 | INSTRUCTIONAL TRAINING  F OPERATION NG: TRAFFIC PATTERN-CIRCL         | PRIVATE, AGE 57, 795 TOTAL HOURS, 38 IN TYPE, NOT INSTRUMENT RATED.                            |
|        | ROLL OVER  PROBABLE CAUSE ROTORCFT - M/R NOT BALANC MISCELLANEOUS ACTS, CONDITFACTOR. PÎLOT IN COMMAND - ATTEMP EMERGENCY CIRCUMSTANCES - F L REMARKS- PLT WAS TEACHING H  | IONS - LATERAL IMBALANG TED OPERATION BEYOND E) ORCED LANDING ON AIRPOR ATERAL CONTROL PROBLEM | CE<br>XPERIEN<br>RT/SEAP | CE/AI<br>LANE      | BILI           |   |  |
| 3-3723 | 10/5/68 HAINES CITY,FLA<br>TIME - 0710   | BELL 47G2A1<br>N1158W<br>DAMAGE-SUBSTANTIAL  | CR- (                    | 0 0<br>0 0         | 1 0            | COMMERCIAL<br>ASSOC CROP CTL ACTIVITIE                                | COMMERCIAL, FL.INSTR.,<br>AGE 51, 10000 TOTAL<br>HOURS, 70CO IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | TYPE DF ACCIDENT<br>ENGINE FAILURE OR MALFUNC<br>HARD LANDING  | TION   |                          | PHAS<br>IN<br>LA   | E C<br>I FL    | F OPERATION<br>IGHT: EN ROUTE TO RELOADI<br>NG: POWER-OFF AUTOROTATIV | NG AREA  |
|        | PROBABLE CAUSE PILOT IN COMMAND - INADEQ MISCELLANEOUS ACTS, CONDIT TERRAIN - HIGH OBSTRUCTIC PARTIAL POWER LOSS - PARTIA EMERGENCY CIRCUMSTANCES - F  | IONS - FUEL EXHAUSTION<br>NS<br>L LOSS OF POWER - 1 ENG  | GINE                     |                    | PLA            | NNING   |  |
|        | SPECIAL DATA TOTAL HOURS IN CROP CONTR KIND OF CROP - FRUIT ORCH PILOT'S SEAT BELT - UNKNO<br>GOGGLES - NOT USED COCKPIT CRASHPAD - NOT IN TANK/HOPPER-LOCATION - SI ELEVATION-AREA BEING TREA REMARKS- CRASHED INTO A GRO | ARDS   |                          | TYPE               | OF             | CHEMICAL USED - LIQUID C  | HEMICAL-TOXIC  |
| 3-3729 | 10/15/68 WASHINGTON,DC<br>TIME - 0800  | HUGHES 269B<br>N9474F<br>DAMAGE-SUBSTANTIAL  |                          | 0 0<br>0 0         | 1              | MISCELLANEOUS<br>POLICE PATROL  | TYPE, NOT INSTRUMENT   |
|        | NAME OF AIRPORT - WASHINGTO<br>TYPE OF ACCIDENT<br>COLLIDED WITH: PARKED AIR   |  |                          | PHAS               | E C            | F OPERATION<br>NG: POWER-ON LANDING                                   | RATED.   |
|        | PROBABLE CAUSE<br>PILOT IN COMMAND - MISJUD<br>REMARKS- M/R OF HUGHES N947   |  | N261MV,                  | SUBST              | . D <b>A</b>   | MAGE.   |  |

| FILE            | DATE LOCATIO  | ON AIRCRAFT DATA  | INJURIES<br>F S M/N   | FLIGHT<br>PURPOSE                      | PILOT DATA   |  |  |  |  |  |
|-----------------|---|---|---|--|--|--|--|--|--|--|
| 3-3753          | 10/20/68 HARRISBURG<br>TIME - 1300  | PA BELL 47G-2<br>N6719D<br>Damage-destroyed   | CR- 0 1 0<br>PX- 0 0 0  | MISCELLANEOUS<br>FERRY                 | COMMERCIAL, AGE 42, 222<br>TOTAL HOURS, 56 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |  |  |
|                 | TYPE OF ACCIDENT COLLIDED WITH: WIRE:   |   | PHASE   | DF OPERATION<br>LIGHT: CLIMB TO CRUISE |  |  |  |  |  |  |
|                 | PROBABLE CAUSE PILOT IN COMMAND - I REMARKS- STRUCK POWER   | FAILED TO SEE AND AVOID OB  | JECTS OR CBSTRUCT   | FIONS                                  |  |  |  |  |  |  |
| 3 <b>-37</b> 55 | 10/21/68 ANOKA, MINN<br>TIME - 1010   | BENSEN B8-M<br>N1802<br>DAMAGE-SUBSTANTI  | CR- 0 0 1<br>PX- 0 0 0  | INSTRUCTIONAL<br>TRAINING              | STUDENT, AGE 48, 21 TOTAL<br>HOURS, 3 IN TYPE, NOT<br>INSTRUMENT RATED.      |  |  |  |  |  |
|                 | NAME OF AIRPORT - ANOKA COUNTY  TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING: TRAFFIC PATTERN-CIRCLING LANDING: LEVEL OFF/TOUCHDOWN  |   |   |  |  |  |  |  |  |  |
|                 | MISCELLANEOUS ACTS, OPENHERLANT - IGNITION PERSONNEL - MAINTEN, PILOT IN COMMAND - COMPLETE POWER LOSS - EMERGENCY CIRCUMSTANCI   | STRUCTURE: PISTION, PISTON CONDITIONS - EXCESSIVE TEM ON SYSTEM: SPARK PLUG ANCE, SERVICING, INSPECTION: IMPROPER OPERATION OF FLIG COMPLETE ENGINE FAILURE/F ES - FORCED LANDING ON AIR TON SEIZED DUE TO PRE-IGNI | PERATURE  IMPROPER MAINTEN HT CONTROLS LAMEOUT-1 ENGINE PORT/SEAPLANE BAS | SE/HEL IPT•                            |  |  |  |  |  |  |
| 3-3836          | 11/10/68 GILBERTSVI<br>TIME - 1145  | LLE,KY BENSEN B8M<br>N336Y<br>DAMAGE-DESTROYED  | CR- 0 0 1<br>PX- 0 0 0  | NONCOMMERCIAL<br>PLEASURE              | STUDENT, AGE 28, 57 TOTAL HOURS, 8 IN TYPE, NOT INSTRUMENT RATED.            |  |  |  |  |  |
|                 | DAMAGE-DESTROYED INSTRUMENT RATED.  NAME OF AIRPORT - KY DAM STATE PARK  TYPE OF ACCIDENT PHASE OF OPERATION  ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE  ROLL OVER LANDING: ROLL   |   |   |  |  |  |  |  |  |  |
|                 | PROBABLE CAUSE  POMERPLANT - ENGINE STRUCTURE: PISTION, PISTON RINGS  MISCELLANEOUS ACTS, CONDITIONS - OVERHEATED  MISCELLANEOUS ACTS, CONDITIONS - SCORED  TERRAIN - WET, SOFT GROUND  COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND  REMARKS- PISTONS SCORED, ENG SEIZED. CAUSE OF HIGH ENG TEMP NOT DETERMINED. CRASHED ON MUDDY EDGE OF LAKE. |   |   |  |  |  |  |  |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA                                      | I          | JU: | RIES | 5                     | FL IGHT<br>PURPOSE   | PILOT DATA   |  |  |
|--------|---|---|--|------------|-----|------|-----------------------|--|--|--|--|
| 3-3925 | 9/26/68 N<br>TIME - 154   | R.ANACONDA, MONT<br>5   | BELL 47G3B1<br>N73931<br>DAMAGE-SUBSTANTIAL        | CR-<br>PX- | 0   | 0    | 1                     | COMMERCIAL<br>ASSOC FIRE CTL ACTIVI  | COMMERCIAL, AGE 46, TIE 11225 TOTAL HOURS, 1100 IN TYPE, NOT INSTRUMENT RATED.     |  |  |
|        | TYPE OF AC  | CIDENT<br>WITH: WIRES/POLES   |  |            |     |      |                       | OF OPERATION<br>OFF: INITIAL CLIMB   | 100  |  |  |
|        | PROBABLE C<br>PILOT IN  |   | O SEE AND AVOID OBJEC                              | CTS OI     | R 0 | BST  | RUCT                  | TIONS  |  |  |  |
| 3-3934 | 9/30/68<br>TIME - 112   | ELTOPIA,WASH<br>O   |  |            |     |      |                       |  | COMMERCIAL, AGE 44,<br>14000 TOTAL HOURS, 600 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |
|        | TYPE OF ACCIDENT  COLLIDED WITH: WIRES/POLES  PHASE OF OPERATION  IN FLIGHT: STARTING SWATH RUN   |   |  |            |     |      |                       |  |  |  |  |
|        |   | PROBABLE CAUSE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR CBSTRUCTIONS   |  |            |     |      |                       |  |  |  |  |
|        | SWATH RU  | URS IN CROP CONTROL<br>CROP - SAGE<br>NOT USED<br>LMET - AVAIALABLE-N<br>R - NOT INSTALLED<br>TYPE - LEVEL,FLAT<br>N-HOW FLOWN - WIND | - 1600<br>OT USED<br>CALM<br>HOWED PLT CHCLINESTER |            |     |      |                       | OPERATION - SPAYING F<br>CHEMICAL USED - LIQUI<br>- NOT USED<br>CRASHPAD - NOT INSTAL<br>PPER-LOCATION - SIDES<br>ON-AREA BEING TREATED- | ORESTS<br>D CHEMICAL-NONTOXIC<br>LED<br>FEET - 800                                 |  |  |
| 3-3964 | 10/20/68<br>TIME - 135  | SEATTLE, WASH<br>5  | BELL 206<br>N4046G                                 | CR-<br>PX- | 0   | 0    | 1 2                   | MISCELLANEOUS<br>POLICE PATROL   | COMMERCIAL, AGE 36, 700<br>TOTAL HOURS, 75 IN TYPE,                                |  |  |
|        | TYPE OF AC  | PX- 0 0 2 POLICE PATROL TOTAL HOURS, 75 II  NOT INSTRUMENT RA  PHASE OF OPERATION TAKEOFF: VERTICAL                                   |  |            |     |      | NOT INSTRUMENT RATED. |  |  |  |  |
|        | PROBABLE CAUSE PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- LOSS OF LATERAL CONTROL BY PLT DURING IMPROPER LIFT-OFF FROM WATER. |   |  |            |     |      |                       |  |  |  |  |

| FILE   | DATE   | LOCATION   | AIRCRAFT DATA  |             | INJU<br>F | IR I E<br>S | S<br>M/N   | FLIGHT<br>PURPOSE                        | PILOT DATA   |
|--------|--|--|--|-------------|-----------|-------------|--|--|--|
| 3-3971 | 10/29/68<br>TIME - 124   | RENTON, WASH<br>5  | HUGHES 269A<br>N8772F<br>DAMAGE-DESTROYED                            | CR<br>PX    | - c       | ) (         | 2  | 2 INSTRUCTIONAL<br>DUAL                  | ATR,FLIGHT INSTR., AGE<br>30, 1665 TOTAL HOURS, 197<br>IN TYPE, NOT INSTRUMENT<br>RATED.       |
|        | TYPE OF AC   |  | : UNCONTROLLED   |             |           |             |  | OF OPERATION<br>LIGHT: UNCONTROLLED DESC | ====   |
|        | DUAL STU<br>DUAL STU<br>PILOT IN   | ONS - SIMULATED CONDI<br>ERATION OF FLIGHT CON'<br>AINTAIN ADEQUATE ROTO<br>ATE SUPERVISION OF FL<br>VE LDG. LOST ROTOR RP         | TROL<br>R R.<br>IGHT   | S<br>P.M.   |           | )9 F        | FT AGL.  |  |  |
| 3-3982 | 11/22/68 N<br>TIME - 100   | IR.ROANOKE,VA  | BELL 47G-5<br>N12C1W<br>DAMAGE-SUBSTANTIAL                           | CR<br>PX    | - c       | ) (         | ) 1  | COMMERCIAL POWER/PIPELINE                | COMMERCIAL, FL.INSTR.,<br>AGE 28, 2459 TOTAL HOURS,<br>714 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | TYPE OF AC<br>MISCELLA<br>PROPELLE   | AIL ROTOR  |  |             | 1         | N F         | OF OPERATION<br>FLIGHT: NORMAL CRUISE<br>FLIGHT: NORMAL CRUISE | NEW NATED.                               |  |
|        | FACTOR WEATHER WEATHER BR WEATHER FO   | COMMAND - INADEQU  - DOWNDRAFT, UPDRAF  IEFING - BRIEFED B  IRECAST - UNKNOWN/N  CIRCUMSTANCES - FO                                | Y FLIGHT SERVICE PERS  | ONNE<br>ORT | L, E      | BY I        | PHON   |  |  |
|        | SKY CONDIT<br>CLEAR<br>VISIBILITY<br>5 OR OVE<br>OBSTRUCTIO<br>NONE<br>WIND DIREC<br>230<br>TYPE OF WE | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 52 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN |  |             |           |             |  |  |  |
|        | VFR<br>REMARKS- ]  | ER ON PX LAP THROWN T  | NONE<br>N∵THROUGH BUBBLE,HIT T/R.OBJECT NOT PROPERLY SECUREÓ BY PLT. |             |           |             |  |  |  |

| FILE   | DATE                             | LOCATION  | AIRCRAFT DATA  |            | F | S   | M/N | PURPOSE  | PILOT DATA   |  |  |
|--------|----------------------------------|---|--|------------|---|-----|-----|--|--|--|--|
|        | 12/8/68                          | SANTA PAULA,CALIF   |  | CR-<br>PX- |   |     |     | NONCOMMERCIAL<br>PRACTICE  | COMMERCIAL, FL.INSTR.,<br>AGE 37, 10100 TOTAL<br>HOURS, 5050 IN TYPE, NOT<br>INSTRUMENT RATED. |  |  |
|        | TYPE OF A                        |   |  |            |   |     | -   | OF OPERATION<br>DING: POWER-OFF AUTOROTAT                          |  |  |  |
|        | PILOT 1                          | ANEOUS ACTS, CONDITION COMMAND - FAILED T                             | NS - SIMULATED CONDI<br>O MAINTAIN ADEQUATE<br>OPERATION OF FLIGHT | ROTOR      |   |     | •   |  |  |  |  |
| 3-4101 | 9/28/68<br>TIME - 13             | MICKLETON,NJ<br>300   | BENSEN B8M<br>N8713R<br>DAMAGE-DESTROYED                           | CR-<br>PX- | 1 | 0   | 0   | INSTRUCTION AL<br>TRAINING   | NO CERTIFICATE, AGE 31,<br>UNK/NR TOTAL HOURS,<br>UNK/NR IN TYPE, NOT<br>INSTRUMENT RATED.     |  |  |
|        | NAME OF A<br>TYPE OF A<br>ROLL O |   | RT - PEASLEE   |            |   |     |     |  |  |  |  |
|        | FACTOR<br>PILOT                  | ANEOUS - UNDETERMINE IN COMMAND - ATTEMPTE                            | D D OPERATION BEYOND E: ORD OF ANY PREVIOUS (                      |            |   |     |     |  |  |  |  |
| 3-4104 | 10/1/68<br>TIME - 1              | MANDEVILLE,LA<br>715  | SIKORSKY H-19G<br>N1023<br>DAMAGE-SUBSTANTIAL                      | PX-        | 0 | 0   | 2   | 2 COMMERCIAL<br>CONSTRUCTION                                       | COMMERCIAL, AGE 47,<br>11975 TOTAL HOURS, 1200 IN<br>TYPE, NOT INSTRUMENT                      |  |  |
|        | PROPELI                          | TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE: TAIL ROTOR ROLL OVER        |  |            |   |     | N F | OF OPERATION<br>FLIGHT: NORMAL CRUISE<br>DING: LEVEL OFF/TOUCHDOWN | RATED.   |  |  |
|        | MISCELI<br>TERRAI                | RAFT - ROTOR ASSEMBLI<br>LANEOUS ACTS,CONDITIC<br>N - WET,SOFT GROUND | INS - FATIGUE FRACTU   |            | 0 | CON | E.C | ONE BLADE STRUCK HAMBONE A   | AND T/R SHAFT FAILED   |  |  |

| FILE   | DATE                                       | LOCATION  | AIRCRAFT DATA  | IN                    | JUF<br>F |            |                    |   | PILOT DATA   |
|--------|--|---|--|-----------------------|----------|------------|--------------------|---|--|
| 3-4167 | 11/24/68<br>TIME - 150                     | IVYLAND,PA<br>O   |  |                       |          |            |                    | PLEASURE  | ATR, FLIGHT INSTR., AGE<br>28, 4964 TOTAL HOURS, 85<br>IN TYPE, INSTRUMENT |
|        | TYPE OF AC<br>PROPELLE<br>COLLISON         | CIDENT<br>R/ROTOR FAILURE<br>WITH GROUND/WA                                 | E: MAIN ROTOR<br>ATER: UNCONTROLLED  |                       | F        | PHAS<br>TA | E C<br>KEC<br>I FL | OF OPERATION<br>OFF: INITIAL CLIMB<br>IGHT: UNCONTROLLED DESCENT  | RATED.   |
|        | MISCELLA<br>MISCELLA<br>FACTOR<br>MISCELLA | FT - ROTOR ASSE<br>NEOUS ACTS, CONE<br>NEOUS ACTS, CONE<br>NEOUS ACTS, CONE | EMBLIES: MAIN ROTOR BLADES DITIONS — MATERIAL FAILURE DITIONS — VIBRATION, EXCESS DITIONS — SEPARATION IN FL FOR BLADE BROKE OFF.                | IVE                   |          |            |                    |   |  |
| 3-4202 |  | MIDLAND, OREG   | BENSEN B-8M<br>NNONE<br>DAMAGE-SUBSTANTIAL   | PX-                   | 1        | 0          | 0                  | NDNCOMMERCIAL<br>PLEASURE   | STUDENT, AGE 30, 95 TOTAL<br>HOURS, O IN TYPE, NOT<br>INSTRUMENT RATED.    |
|        | TYPE OF AC                                 |   |  |                       |          |            |                    | OF OPERATION<br>.IGHT: UNCONTROLLED DESCENT                       |  |
|        |  | NEOUS - UNDETER   | RMINED<br>RTED POSITION FROM 150 FT.   |                       |          |            |                    |   |  |
| 3-4203 |  | CHICAGO,ILL   | BELL 47G-4A<br>N4032G<br>DAMAGE-SUBSTANTIAL  |                       |          |            |                    | MISCELLANEOUS<br>POLICE PATROL                                    | PRIVATE, AGE 37, 136 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.       |
|        | TYPE OF AC<br>PROPELLE<br>HARD LAN         | R/ROTOR FAILURE   | E: TAIL ROTOR  |                       | , ,      | I١         | 1 FL               | OF OPERATION<br>IGHT: NORMAL CRUISE<br>NG: POWER-OFF AUTOROTATIVE |  |
|        | MISCELLA<br>PILOT IN<br>EMERGENCY          | FT - ROTOR ASSENEOUS ACTS, CONE<br>COMMAND - IMPE<br>CIRCUMSTANCES -        | EMBLIES: TAIL ROTOR BLADES<br>DITIONS - FATIGUE FRACTUF<br>ROPER OPERATION OF FLIGHT<br>- FORCED LANDING OFF AIRPO<br>BLADE,SERIAL NUMBER A3-382 | RE<br>CONTE<br>ORT OF |          |            |                    |   |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA  | INJ<br>F   |        |           |                |   | PILOT DATA  |
|--------|---|--|--|------------|--------|-----------|----------------|---|---|
|        | 11/2/68<br>TIME - 1050<br>NAME OF AIR<br>TYPE OF ACC            | HANAPEPE, HAWAII<br>)<br>RPORT - PORT ALLEN<br>IIOENT<br>NILURE OR MALFUNCTI   | BELL 206A<br>N6255N<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | Ö<br>P | .C<br>HAS | 4<br>E O<br>FL | COMMERCIAL AIR TAXI-PASSG  F OPERATION IGHT: NORMAL CRUISE NG: POWER-OFF AUTOROTA | COMMERCIAL, AGE 25, 2071 TOTAL HOURS, 276 IN TYPE, NOT INSTRUMENT RATED.                      |
|        | MISCELLAN<br>POWERPLAN<br>MISCELLAN<br>TERRAIN -<br>EMERGENCY ( | IT - TURBINE ASSEMB<br>HEOUS ACTS, CONDITIO<br>HIT - LUBRICATING SY<br>HEOUS ACTS, CONDITIO<br>- ROUGH/UNEVEN<br>CIRCUMSTANCES - FOR | NS - MATERIAL FAILURE<br>STEM: PUMP,SCAVENGE<br>NS - DIL STARVATION<br>CED LANDING OFF AIRPO | DRT ON     |        |           | NGE            | PUMP, PUMP FAILED, ENG  | SEIZED.   |
| 3-4207 | 11/18/68<br>TIME - 1335   |  | BELL 47G-5<br>N8586F<br>DAMAGE-SUBSTANTIAL   | PX-        |        |           |                | NONCOMMERCIAL<br>PRACTICE   | COMMERCIAL, AGE 51, 1071<br>TOTAL HOURS, 215 IN TYPE,<br>NOT INSTRUMENT RATED.                |
|        | TYPE OF ACC   | IDENT<br>WITH: AUTOMOBILE  |  |            |        |           |                | F OPERATION<br>NG: POWER-ON LANDING   |   |
|        | PERSONNEL   | COMMAND - FAILED TO<br>MISCELLANEOUS-P   | O SEE AND AVOID OBJEC<br>ERSONNEL: GROUND SIGN<br>RKING LOT PLT FAILED                       | NALMAN     |        |           |                | IONS<br>IGNALMAN FAILED TO DIF  | EECT PLT PROPERLY.  |
| 3-4208 | 11/9/68<br>TIME - 1500  | SAN CARLOS, CALIF  |  | CR-<br>PX- |        |           |                |   | COMMERCIAL, FL.INSTR.,<br>AGE 28, 396 TOTAL HOURS,<br>163 IN TYPE, NCT INSTRU-<br>MENT RATED. |
|        | NAME OF AIR<br>TYPE OF ACC<br>HARD LAND                         |  |  |            |        |           |                | F OPERATION<br>NG: POWER-ON LANDING   | HENT KATEDO   |
|        |   | COMMAND - IMPROPER   | OPERATION OF FLIGHT<br>O MAINTAIN ADEQUATE 6   |            |        |           |                |   |   |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA   | IN                             | JUR<br>F   | IES<br>S N | ;<br>!/N  | F.L.IGHT<br>PURPOSE   | PILOT DATA  |  |  |  |
|--------|---|---|---|--------------------------------|------------|------------|---|---|---|--|--|--|
| 3-4219 | 11/4/68 N<br>TIME - 091   | R.KENAI,ALAS<br>3   | BELL 47G-4A<br>N1396X<br>DAMAGE-DESTROYED   | CR-<br>PX-                     | 1          | 0          | 0   | COMMERCIAL<br>AIR TAXI-PASSG                                | COMMERCIAL, AGE 47, 4739<br>TOTAL HOURS, 2570 IN<br>TYPE, NOT INSTRUMENT<br>RATED |  |  |  |
|        |   | CIDENT<br>WITH: OBJECT<br>R   |   |                                |            | TA         | KEO   | F OPERATION<br>FF: VERTICAL<br>NG: LEVEL OFF/TOUCHDO        |   |  |  |  |
|        | PILOT IN<br>FACTOR  | PROBABLE CAUSE  PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR MISCELLANEOUS ACTS,CONDITIONS - ALCHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT |   |                                |            |            |   |   |   |  |  |  |
|        |   |   |   |                                |            |            |   | .ROLLED DOWN MT.BLOOD                                       | ALCOHOL 94 MG PCT.  |  |  |  |
| 3-4249 | 11/23/68<br>TIME - 142  | TREMONTON, UT   | HUGHES 269B<br>N9365F   | CR-<br>PX-                     | 0          | 0          | 1   | NONCOMMERCIAL<br>PLEASURE                                   | COMMERCIAL, AGE 19, 184<br>TOTAL HOURS, 139 IN TYPE,<br>NOT INSTRUMENT RATED.     |  |  |  |
|        | TYPE OF AC<br>PROPELLE<br>HARD LAN  | DAMAGE-SUBSTANTIAL<br>OF ACCIDENT<br>OPELLER/ROTOR FAILURE: MAIN ROTOR<br>RD LANDING  |   |                                |            |            | E C<br>I FL   | F OPERATION<br>IGHT: NORMAL CRUISE<br>NG: POWER-OFF AUTOROT | HOT INSTRUMENT RATEDS   |  |  |  |
|        | MISCELLA<br>PERSONNE<br>PILOT IN<br>EMERGENCY   | FT - TRANSMISSION F<br>NEOUS ACTS, CONDITIO<br>L - PRODUCTION-DESI<br>COMMAND - IMPROPER<br>CIRCUMSTANCES - FOR   | COTOR DRIVE SYSTEM: MANNS - MATERIAL FAILURI<br>GON: SUBSTANDARD QUAL<br>COPERATION OF FLIGHT<br>CED LANDING OFF AIRPO<br>IVE 68-20-3 NOT COMPI | E<br>ITY CO<br>CONTR<br>ORT ON | NTR<br>OLS | ROL<br>S   |   | SHAFT<br>O IMPROPER P/N ON DRI                              | VE SHAFT.   |  |  |  |
| 3-4257 | 9/25/68<br>TIME - 143   | KANSAS CITY, KANS<br>O  | HUGHES 269B<br>N9325F<br>Damage-destroyed   | CR-<br>PX-                     | 0          | 0          | 1   | NONCOMMERCIAL<br>PRACTICE                                   | ATR, FLIGHT INSTR., AGE<br>46, 7000 TOTAL HOURS, 35<br>IN TYPE, NOT INSTRUMENT    |  |  |  |
|        | NAME OF AI<br>TYPE OF AC<br>MISCELLA  |   |   |                                | P          |            | HASE OF OPERATION<br>LANDING: POWER-OFF AUTOROTATIV |   | RATED.  ATIVE LANDING   |  |  |  |
|        | PROBABLE CAUSE MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS REMARKS- M/R FLEXED DOWN SEVERED T/R BOOM.PLT FAILED TO KEEP ACFT LIGHT ON SKIDS AS FORWARD SPEED WAS LCST. |   |   |                                |            |            |   |   |   |  |  |  |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA  | IN                     | JURIE<br>F S  | S<br>M/N      | FLIGHT<br>PURPOSE                     | PILOT DATA  |  |  |  |
|--------|---|---|--|------------------------|---|---------------|---------------------------------------|---|--|--|--|
|        |   |   |  |                        |   |               |                                       | PRIVATE, AGE 37, 129<br>TOTAL HOURS, 4C IN TYPE,<br>NOT INSTRUMENT RATED.     |  |  |  |
|        | NAME OF AIRPO                                 | RT - BROOKVILLE<br>ENT<br>JRE OR MALFUNCTIO                                       |  |                        | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: FINAL APPROACH |               |                                       |   |  |  |  |
|        | MISCELLANEO<br>TERRAIN - H<br>COMPLETE POWE   | MMAND - INADEQUAT<br>US ACTS,CONDITION<br>IGH OBSTRUCTIONS<br>R LOSS - COMPLETE   | E PREFLIGHT PREPARA<br>IS — FUEL EXHAUSTION<br>ENGINE FAILURE/FLA<br>ED LANDING OFF AIRPO                | MEOUT-                 | 1 ENG   | INE           | ANNING                                |   |  |  |  |
| 3-4271 | 12/3/68 BA<br>TIME - 1045                     | RROW, ALAS  | BELL 47J-2<br>N73960<br>DAMAGE-SUBSTANTIAL   | CR <del>-</del><br>PX- | 0 0   | 1             | MISCELLANEOUS<br>SEARCH AND RESCUE    | COMMERCIAL, AGE 25, 1213<br>TOTAL HOURS, 36 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|        | NAME OF AIRPO<br>TYPE OF ACCID<br>PROPELLER/R | RT - WILEY POST<br>ENT<br>DTOR FAILURE: TAI                                       |  |                        | PH A  | SE (          | DF OPERATION<br>: AERIAL TAXI TO TAKE |   |  |  |  |
|        | MISCELLANEO<br>ROTORCRAFT<br>MISCELLANEO      | MMAND - INADEQUAT<br>US - FOREIGN OBJE<br>- ROTOR ASSEMBLIE<br>US ACTS, CONDITION | E PREFLIGHT PREPARA<br>CT DAMAGE<br>S: TAIL ROTOR BLADE:<br>S - OVERLOAD FAILURI<br>ED LANDING ON AIRPOI | S<br>E                 |   |               |                                       |   |  |  |  |
| •      | REMARKS- FABR                                 |   | ECTIONAL CONTROL PRO<br>R PICKED UP BY M/R   |                        | INTO  | . <b>T/</b> F | R.PLT FAILED TO CLEAR                 | AREA OR SECURE COVER.   |  |  |  |
| 3-4273 | 12/14/68 DD<br>TIME - 0800                    | ONNELL, TEX   | HUGHES 269A<br>N8926F<br>DAMAGE-DESTROYED  | CR-<br>PX-             | 0 0   | 1             | NONCOMMERCIAL<br>PLEASURE             | PRIVATE, AGE 29, 152<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |  |
|        | TYPE OF ACCID<br>COLLISON WI                  |   | UNCONTROLLED   |                        |   |               | OF OPERATION<br>IGHT: UNCONTROLLED D  | •   |  |  |  |
|        | PILOT IN CO<br>PILOT IN CO                    | MMAND - FAILED TO<br>MMAND - IMPROPER<br>MMAND - IMPROPER                         | O MAINTAIN ADEQUATE OPERATION OF POWERPO<br>OPERATION OF FLIGHT<br>LIMBING TURN AT 50 F                  | LANT &                 | POWE<br>OLS   |               | ANT CONTROLS                          |   |  |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | INJURI<br>F S            | ES<br>M/N | FLIGHT<br>PURPOSE   | P'ILOT DATA |  |
|--------|---|--|---|--------------------------|-----------|---|-------------|--|
| 3-4274 | 12/17/68<br>TIME - 11   | COVINGTON, LA  | COMMERCIAL, AGE 48,<br>12300 TOTAL HOURS, 700 IN<br>TYPE, NOT INSTRUMENT<br>RATEO |                          |           |   |             |  |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>HARD LANDING |  |   |                          | TAKEC     | F OPERATION<br>FF: INITIAL CLIMB<br>NG: POWER-OFF AUTOROT |             |  |
|        | MISCELL<br>PILOT I<br>COMPLETE<br>EMERGENCY                       | ANT - ENGINE STRUC<br>ANEOUS ACTS, CONDIT<br>N COMMAND - IMPROP<br>POWER LOSS - COMPL<br>CIRCUMSTANCES - F |   | TEOUT-1 EN<br>ORT ON LAN | ID        |   |             |  |

3-4281 5/11/68 JACKSON, MONT TIME - 0730 BELL 47G3B1 CR- 0 0 N792GS PX- 0 0 DAMAGE-SUBSTANTIAL

CR- 0 0 1 NONCOMMERCIAL PX- 0 0 1 WILD LIFE SURVEY

COMMERCIAL, FL.INSTR., AGE 25, 5500 TOTAL HOURS, 368 IN TYPE, NOT INSTRU-MENT RATED.

TYPE OF ACCIDENT
ENGINE FAILURE OR MALFUNCTION
HARD LANDING

PHASE OF OPERATION
IN FLIGHT: CLIMB TO CRUISE
LANDING: POWER-OFF AUTOROTATIVE LANDING

PROBABLE CAUSE

POWERPLANT - ENGINE STRUCTURE: MASTER AND CONNECTING RODS

MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE

TERRAIN - HIGH VEGETATION

COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE

EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND

REMARKS- CONNECTING ROD CAP BOLT FAILED IN NO 3 CYL.

| FILE   |   |  | AIRCRAFT DATA  | F S M/N   | PURPOSE  | PILOT DATA   |  |  |  |  |
|--------|---|--|--|---|--|--|--|--|--|--|
|        |   | SIPESVILLE, PA   | BELL 47G381<br>N73247<br>DAMAGE-DESTROYED  | CR- 1 0 0   | COMMERCIAL   | COMMERCIAL, AGE 29, 654<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |  |  |
|        | TYPE OF<br>HARD L<br>PROPEL                             |  | O PERSON   | LAND  | OF OPERATION<br>ING: POWER-ON LANDING<br>IC: IDLING ROTORS |  |  |  |  |  |
|        | MISCEL<br>PILOT<br>ROTORCI<br>MISCEL<br>TERRAI<br>PILOT | IN COMMAND - INADEQU<br>LANEOUS ACTS,CONDITI<br>IN COMMAND - FAILED<br>RAFT - ROTOR ASSEMBL<br>LANEOUS ACTS,CONDITI<br>N - ROUGH/UNEVEN<br>IN COMMAND - OPERATE                                | ONS - OVERLOAD FAILUR  | DED AIRCRAFT-WE<br>ROTOR R.P.M.   |  |  |  |  |  |  |
|        | TANK/H<br>TANK/H<br>ELEVAT<br>PROCEDI<br>FIRE AFT       | HOURS IN CROP CONTRO<br>F CROP - POTATOES<br>S SEAT BELT - FASTEN<br>S - NOT USED<br>T CRASHPAD - NOT INS<br>DPPER-LOCATION - OTH<br>ION-AREA BEING TREAT<br>JRE TURNAROUND - SEC<br>ER IMPACT | L - UNKNOWN/NOT REPOR<br>ED-PROPERLY<br>TALLED<br>ER<br>ED-FEET - 2500<br>OND 1/3 OF TURN<br>LOST RPM DURING CLIME | ORTED KIND OF OPERATION - SPAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - DOWNWIND |  |  |  |  |  |  |
|        |   |  |  |   |  |  |  |  |  |  |
| 3-4363 | 9/14/68<br>TIME - 1                                     | SHELBURNE, VT<br>530   | BENSEN B8M<br>N4476<br>DAMAGE-DESTROYED  | CR+ 0 0 1<br>PX+ 0 0 0  | MISCELLANEOUS<br>Test                                      | PRIVATE, AGE 35, 126<br>TOTAL HOURS, 10 IN TYPE,<br>NOT INSTRUMENT RATED.        |  |  |  |  |
|        | NAME OF :<br>TYPE OF :<br>ENGINE<br>ROLL O'             | AIRPORT - SHELBURNE<br>ACCIDENT<br>FAILURE OR MALFUNCT<br>VER  | I ON   | PHASE OF OPERATION LANDING: TRAFFIC PATTERN-CIRCLING LANDING: ROLL  |  |  |  |  |  |  |
|        | PERSON<br>TERRAI<br>PARTIAL                             | LANT - IGNITION SYST<br>NEL - MAINTENANCE,SE<br>N - WET,SOFT GROUND<br>POWER LOSS - PARTIAL  |  | NGINE   | TENANCE AND INSPECTION                                     | N  |  |  |  |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | I N.J      | URIE<br>S        | S<br>M/N   | FLIGHT<br>PURPOSE  |                                  | PILOT DATA   |
|--------|---|--|---|------------|------------------|--|--|----------------------------------|--|
| 3-4367 | 10/10/68 P<br>TIME - 1630                                     | OINT BARROW, ALAS  ORT - PRUCHOE BAY DENT OUS  | BELL 47J-2<br>N73950<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0 (<br>0 (<br>PH | ) 1<br>; 2<br>SE<br>N F                            | COMMERCIAL<br>CTR PASSG-<br>DF OPERATION<br>LIGHT: NORMA<br>ING: POWER-C | D<br>L CRUISE                    | COMMERCIAL, AGE 31, 2871<br>TOTAL HOURS, 825 IN TYPE,<br>NOT INSTRUMENT RATED.                 |
|        | WEATHER -<br>WEATHER BRIE<br>WEATHER FORE                     | OMMAND - CONTINUED<br>ICING CONDITIONS-I<br>FING - NO BRIEFING<br>CAST - UNKNOWN/NOT<br>RCUMSTANCES - FORC |   | NG RAI     | N,E              | .C.  | CONDITIONS   |                                  |  |
|        | VISIBILITY A 1/2 MILE O OBSTRUCTIONS ICE FOG TYPE OF WEAT IFR | IT REPORTED IT ACCIDENT SITE IR LESS ITO VISION AT ACCI  | DENT SITE<br>G•CAUSED LOSS OF RPM   |            | PR<br>I<br>TE    | JNKN<br>ECIP<br>IONE<br>IPER<br>.5<br>PE O<br>NONE | ATURE-F<br>F FLIGHT PLA  | ORTED<br>ACCIDENT SITE           |  |
| 3-4371 | 7/25/68 NR.<br>TIME - 1115                                    | MINCHUMINA,ALAS  | BELL 47G-2<br>N6708D<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- | 0 (              | ) 1  | COMMERCIAL<br>ASSOC FIRE   | CTL ACTIVITIE                    | COMMERCIAL, FL.INSTR.,<br>AGE 36, 5200 TOTAL HOURS,<br>800 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | TYPE OF ACCI<br>ENGINE FAI<br>HARD LANDI                      |  | N   |            |                  |  |  | I<br>. CLIMB<br>DFF AUTOROTATIVE |  |
|        | PILOT IN C  | - MISCELLANEOUS:<br>COMMAND - IMPRCPER<br>R LOSS - PARTIAL L   | POWERPLANT FAILURE F<br>OPERATION OF FLIGHT<br>OSS OF POWER - 1 ENG<br>ED LANDING OFF AIRPO | CONTRO     | LS               |  | ED REASONS   |                                  |  |
| 3-4378 | 11/23/68 M<br>TIME - 1455                                     | MARION, MASS   | BENSEN B-8<br>N592B4<br>DAMAGE-DESTROYED  |            |                  |  |  |                                  | PRIVATE, AGE 36, 499 TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED.                            |
|        | TYPE OF ACCI<br>COLLISON W                                    |  | UNCONTROLLED  |            |                  |  | OF OPERATION<br>LIGHT: UNCOM   |                                  |  |
|        |   | OMMAND - IMPROPER  | OPERATION OF FLIGHT<br>POSITIVE G LOADING C   |            |                  | ASHE   | D ON ROCKS 1   | IN WATER.                        |  |

|        | DATE  |  | AIRCRAFT DATA   | I                               | NJU!<br>F           | RIE<br>S | S<br>M/N  | PURPOSE   | PILOT DATA  |
|--------|---|--|---|---------------------------------|---------------------|----------|-----------|---|---|
| 3-4381 | 10/24/68<br>TIME - 154  | PHOEN IX, AR IZ  |   | CR-<br>PX-                      | 0                   | 0        | 1         | MISCELLANEOUS<br>FERRY  | COMMERCIAL, AGE 34, 2700<br>TOTAL HOURS, 51 IN TYPE,<br>NOT INSTRUMENT RATED.                     |
|        | TYPE OF AC<br>MISCELLA<br>HARD LAN  | NEDUS  | DAMAGE SUBSTANTIAL  |                                 | 1                   | PHA<br>I | SE<br>N F | OF OPERATION<br>LIGHT: NORMAL CRUISE<br>ING: POWER-OFF AUTOROTATI |   |
|        | MISCELLA<br>PERSONNE<br>PILOT IN<br>FACTOR<br>MISCELLA<br>EMERGENCY   | E - FLIGHT CONTROL S NEOUS ACTS, CONDITIO L - MAINTENANCE, SEF COMMAND - IMPROPER NEOUS ACTS, CONDITIO CIRCUMSTANCES - FOR | VICING, INSPECTION: INSPECTION: INSPECTION OF FLIGHT  ONS - SEPARATION IN FINE CED LANDING OFF AIRPOPENGINE VIBRATION | NADEQ<br>CONT<br>LIGHT<br>ORT O | UATI<br>RGL:<br>N L | E M<br>S | AIN'      | TACHMENTS TENANCE AND INSPECTION  E FROM ACFT AND STRIKE T/       | R.  |
|        | KENAMO E  | OSS OF ATTAON BULL   | CAUSED HORIZ STABILITY  | LLIN I                          | C J.                | -        |           | THE TOTAL AND STREET  |   |
| I-4391 | 11/12/68<br>TIME - 134  | LONG BEACH, CALIF  | BELL 206A<br>N696MR<br>DAMAGE-SUBSTANTIAL   |                                 | 0                   | 0        | 1         | NONCOMMERCIAL<br>CORP/EXEC  | COMMERCIAL, AGE 51,<br>15000 TOTAL HOURS, 700 IN<br>TYPE, NOT INSTRUMENT<br>RATED.                |
|        | NAME OF AIRPORT - LONG BEACH TYPE OF ACCIDENT COLLIDED WITH: FENCE, FENCEPOSTS PHASE OF OPERATION LANDING: FINAL APPROACH   |  |   |                                 |                     |          |           |   |   |
|        | PROBABLE C  | AUSE<br>I COMMAND - MISJUDGE   |   |                                 |                     |          |           |   |   |
| 3-4420 | 11/27/68<br>TIME - 062  | CROSSVILLE,TENN<br>15  | BELL 47G-2<br>N120CW<br>DAMAGE-SUBSTANTIAL  |                                 | 0                   | 0        | 1         | COMMERCIAL<br>ASSOC CROP CTL ACTIVITI                             | COMMERCIAL, FL.INSTR.,<br>E AGE 39, 1614 TOTAL HOURS,<br>1339 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | ENGINE F  | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>COLLIDED WITH: TREES  |   |                                 |                     |          |           | OF OPERATION<br>LIGHT: EN ROUTE TO RELOAD<br>ING: FINAL APPROACH  |   |
|        | PROBABLE CAUSE  POWERPLANT - MISCELLANEOUS: POWERPLANT FAILURE FOR UNDETERMINED REASONS  TERRAIN - HIGH OBSTRUCTIONS  COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE  EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND  REMARKS- AUTOROTATIVE APPROACH IN AREA DENSE WITH TREES. |  |   |                                 |                     |          |           |   |   |

| FILE   |  | LOCATION   | AIRCRAFT DATA   |                    |     |    | SM                                     | /N  | FLIGHT<br>PURPOSE         | PILOT DATA   |
|--------|--|--|---|--------------------|-----|----|--|-----|---------------------------|--|
|        |  | CASTAIC, CALIF   |   | CR-<br>PX-         | -   | 0  | 0                                      | 1   | COMMERCIAL                | COMMERCIAL, FL.INSTR.,<br>AGE 50, 11800 TOTAL<br>HOURS, 1000 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES PHASE OF OPERATION IN FLIGHT: LOW PASS   |  |   |                    |     |    |  |     |                           |  |
|        | EMER GENCY   | CAUSE<br>N COMMAND — FAILED TO<br>CIRCUMSTANCES — FOR<br>SUSI<br>LANDED WITHOUT FURTHE | CED LANDING OFF AIRP<br>PECTED OR KNOWN AIRC                          | ORT                | ON  | LA | ND                                     | υсτ | TIONS                     |  |
| 3-4427 |  | DAYTON•ÖHIO<br>30  | HUGHES 269B<br>N9479F<br>DAMAGE-DESTROYED                             |                    |     |    |  |     |                           | COMMERCIAL, AGE 52, 4314<br>TOTAL HOURS, 78 IN TYPE,<br>NOT INSTRUMENT RATED.                  |
|        | NAME OF AIRPORT - DAYTON HELPORT  TYPE OF ACCIDENT  PROPELLER/ROTOR FAILURE: TAIL ROTOR  COLLISON WITH GROUND/WATER: UNCONTROLLED  TAKEOFF: INITIAL CLIMB  IN FLIGHT: UNCONTROLLED DESCENT |  |   |                    |     |    |  |     |                           |  |
|        | MISCELL<br>EMERGENCY   | AFT - ROTOR ASSEMBLIE<br>ANEOUS ACTS,CONDITION<br>CIRCUMSTANCES - FORC                 | NS - MATERIAL FAILUR<br>CED LANDING OFF AIRPO<br>CCTIONAL CONTROL PRO | E<br>ORT (<br>BLEM |     |    |  | FR  | OM BLADE SPAR•            |  |
| 3-4434 | 10/20/68<br>TIME - 15  | MARION,IOWA<br>50  | AIR-SPACE 18A<br>N6105S<br>DAMAGE-DESTROYED                           |                    |     |    |  |     | INSTRUCTIONAL<br>TRAINING | STUDENT, AGE 34, 40 TOTAL<br>HOURS, 8 IN TYPE, NOT<br>INSTRUMENT RATED.                        |
|        | NAME OF A<br>TYPE OF A<br>COLLISO  |  |   |                    |     |    | F OPERATION<br>IGHT: UNCONTROLLED DESC |     |                           |  |
|        | MISCELL<br>FIRE AFTE   | N COMMAND - IMPROPER<br>ANEOUS ACTS;CONDITION<br>R IMPACT                              | IS - POORLY PLANNED   | APPR               | DAC | н  |  | SIT | ION DUE TO IMPROPER USE   | OF RUDDER CONTROL.   |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA  | IN                         | JU!<br>F  | RIES         |     |   | PILOT DATA   |
|--------|--|---|--|----------------------------|-----------|--------------|-----|---|--|
|        |  |   | HILLER ACFT FH1100<br>N748FH   | CR-<br>PX-                 |           | 0            | 1 0 | COMMERCIAL<br>CTR PASSG-D                                     | COMMERCIAL, FL.INSTR.,<br>AGE 29, 3908 TOTAL HOURS,<br>549 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        |  | TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON   |  |                            |           |              |     | F OPERATION<br>C: IDLING ROTORS                               | ALIA NATEST  |
|        | PERSONNE   | FAILED TO INSTR PX  | IN PROPER APPCH TO AC<br>ERSONNEL: PASSENGER<br>T/R•                     | CFT.                       |           |              |     |   |  |
| 3-4484 | 12/28/68<br>TIME - 134                                   |   | HUGHES 269A<br>N8780F  | PX-                        |           |              |     |   | COMMERCIAL, AGE 32, 335<br>TOTAL HOURS, 12 IN TYPE,  |
|        | TYPE OF AC   |   | DAMAGE-SUBSTANTIAL   |                            |           |              |     | F OPERATION<br>FF: VERTICAL                                   | INSTRUMENT RATED.  |
|        | PERSONNE   | COMMAND - IMPROPER  | OPERATION OF FLIGHT<br>OR: INADEQUATE TRAIN!<br>ATURE SOLO.              |                            |           |              | NT  |   |  |
| 3-4518 | 3/28/68<br>TIME - 124                                    | LAKE WALES,FLA  | HUGHES 269A<br>N8714F  | CR-<br>PX-                 | 0         | 0            | 1 0 | NONCOMMERCIAL<br>BUSINESS                                     | PRIVATE, AGE 42, 765<br>TOTAL HOURS, 745 IN TYPE,<br>NOT INSTRUMENT RATED.                     |
|        | TYPE OF AC<br>MISCELLA<br>HARD LAN                       | NEOUS   | DAMAGE-SUBSTANTIAL   |                            | - 1       | PHAS<br>II.  | E C | F OPERATION<br>IGHT: NORMAL CRUISE<br>NG: POWER-OFF AUTOROTAT |  |
|        | MISCELLA<br>MISCELLA<br>PERSONNE<br>TERRAIN<br>EMERGENCY | FT - TRANSMISSION R NEOUS ACTS, CONDITIO NEOUS ACTS, CONDITIO L - MAINTENANCE, SER ROUGH/UNEYEN CIRCUMSTANCES - FOR | NS - LACK OF LUBRICAT<br>VICING, INSPECTION: IN<br>CED LANDING OFF AIRPO | TION-S<br>NADEQU<br>ORT ON | PE<br>IAT | CIFI<br>E MA | C P |   | D LACK OF LUBRICATION  |

| FILE  | DATE LOCATION  |   | F S M/N                | PURPOSE  | PILOT DATA  |
|-------|--|---|------------------------|--|---|
|       | 10/13/68 CHULUOTA,FLA<br>TIME - 0845   | GYROPLANE M-2<br>N4772S<br>DAMAGE-DESTROYED           | CR- 1 0 0<br>PX- 0 0 0 | MISCELLANEOUS  | STUDENT, AGE 36, 400 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.                          |
|       | NAME OF AIRPORT - FLYING<br>TYPE OF ACCIDENT<br>PROPELLER/ROTOR FAILUR<br>COLLISON WITH GROUND/W |   | IN FL                  | OF OPERATION<br>IGHT: LOW PASS<br>IGHT: UNCONTROLLED D | ESCENT  |
|       |  | EMBLIES: MAIN ROTOR BLADD<br>DITIONS — MATERIAL FAILU |                        |  |   |
|       |  | DITIONS - SEPARATION IN I<br>RT FAILED THROUGH THE OU |                        | OLT HOLE AT ROTOR HEAD                                 | O ATTACHMENT.   |
| -4545 | 10/15/68 NR.PRUDHOE BAY,<br>TIME - 0815  | ALAS BELL 47J-2<br>N8438E<br>DAMAGE-DESTROYED         | CR- 1 0 0<br>PX- 0 1 2 | COMMERCIAL<br>AIR TAXI-PASSG                           | COMMERCIAL, FL.INSTR.,<br>AGE 34, 5500 TOTAL HOURS<br>4300 IN TYPE, NOT INSTRU<br>MENT RATED. |
|       | TYPE OF ACCIDENT<br>COLLISON WITH GROUND/W   | ATER: CONTROLLED                                      |                        | OF OPERATION<br>IGHT: NORMAL CRUISE                    | HENT RATEDO   |
|       |  |   |                        |  | REA OF BUBBLE FOGGED UP   |
| -4571 | 12/17/68 TEHACHAPI,CAL<br>TIME - 1434  | IF HUGHES 369H<br>N9001F<br>DAMAGE-SUBSTANTIA         | PX- 0 0 0              | MISCELLANEOUS<br>TEST                                  | COMMERCIAL, FL.INSTR.,<br>AGE 47, 4880 TOTAL HOURS<br>1250 IN TYPE, NOT INSTRU<br>MENT RATED. |
|       | NAME OF AIRPORT - TEHACH<br>TYPE OF ACCIDENT<br>HARD LANDING                                     | API   |                        | DF OPERATION<br>ING: POWER-OFF AUTORO                  | TATIVE LANDING  |
|       | PROBABLE CAUSE   |   |                        |  |   |

PROBABLE CAUSE
MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS
PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS

PAGE 90

|        | DATE   | LOCATION                           | AIRCRAFT DATA  | IN <b>J</b>       | URI<br>S      | ES<br>M,                                       | /N         | FLIGHT<br>PURPOSE                         | PILOT DATA   |
|--------|--|------------------------------------|--|-------------------|---------------|--|------------|---|--|
|        | 12/19/68 WATA<br>TIME - 1445   |                                    |  | CR-<br>PX-        | 0             | C 1 INSTRUCTIONAL<br>C C TRAINING              |            | NSTRUCTIONAL<br>RAINING                   | COMMERCIAL, AGE 32, 187<br>TOTAL HOURS, 18 IN TYPE,<br>NOT INSTRUMENT RATED.   |
|        | TYPE OF ACCIDENT HARD LANDING  | т                                  |  |                   |               | PHASE OF OPERATION LANDING: POWER-OFF AUTOROTA |            |   |  |
|        | PILOT IN COMM<br>PILGT IN COMM   | AND - ATTEMPTE<br>AND - IMPROPER   | INS - SIMULATED CONDITOR OF STATEMENT OF PLIGHT ED BY INSTRITO PRACTI                | XPERIEN<br>CONTRO | LS            |  |            |   |  |
| 3-4584 | 12/26/68 EURE<br>TIME - 1630   | KA,CALIF                           | HUGHES 269B<br>N9327F<br>DAMAGE-SUBSTANTIAL  |                   | <b>o</b><br>G | <b>e</b><br>0                                  | 1 C        | OMMERCIAL<br>TR PASSG-D                   | COMMERCIAL, AGE 42, 3700<br>TOTAL HOURS, 130 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | TYPE OF ACCIDEN  | Т                                  | DANIAGE SOUSTANTIAE  |                   |               |  |            | OF ÖRERATION<br>DING: LEVEL OFF/TOUCHDOWN |  |
|        | MISCELLANEOUS  | ACTS, CONDITIO                     | UNSUITABLE TERRAIN<br>NS - DISREGARD OF GOO<br>N SNOW WITHOUT SNOW                   |                   |               |  |            | TICE                                      |  |
| 3-4596 | 6/7/68 BONN<br>TIME - 0755   | ERS FERRY,ID                       |  | CR-<br>PX-        | 1<br>0        | 0  | 0 M<br>0 F | ISCELLANEOUS<br>ERRY                      | COMMERCIAL, AGE 24, 2031<br>TOTAL HOURS, 933 IN TYPE,<br>NOT INSTRUMENT RATED, |
|        | TYPE OF ACCIDENT  COLLIDED WITH: WIRES/POLES  DAMAGE-DESTRUTED  PHASE OF OPERATION  IN FLIGHT: NORMAL CRUISE |                                    |  |                   |               |  |            |   | not instructed hares   |
|        | MISCELLANEOUS<br>FACTOR  | ACTS, CONDITION ACTS, CONDITION CT | O SEE AND AVOID OBJE<br>INS - UNWARRANTED LOW<br>INS - ALCHOLIC IMPAIR<br>58 MG PCT. | FLYING            | •             |  |            |   |  |

| FILE   | DATE  |  | AIRCRAFT DATA   | INJI<br>F   | URIES<br>S N | I/N    | FLIGHT<br>PURPOSE  |  |  |  |  |
|--------|---|--|---|---|--------------|--------|--|--|--|--|--|
| 3-4613 | 10/3/68<br>TIME - 18                                | CHULA VISTA, CALIF<br>145  | HUGHES 269B<br>N9329F<br>DAMAGE-SUBSTANTIAL                           | CR- E   | 0 0          | 1<br>0 | COMMERCIAL<br>ASSOC CROP CTL ACTIV   | COMMERCIAL, FL.INSTR.,<br>ITIE AGE 39, 4100 TOTAL HOURS,<br>4000 IN TYPE, NOT INSTRU-<br>MENT RATED. |  |  |  |
|        | TYPE OF A<br>ENGINE<br>HARD LA                      | FAILURE OR MALFUNCTIO  | NO  | MENT RATED.  PHASE OF OPERATION IN FLIGHT: EN ROUTE TO TREAT CROP LANDING: POWER-OFF AUTOROTATIVE LANDING |              |        |  |  |  |  |  |
|        | MISCELL<br>PILOT I<br>COMPLETE                      | CAUSE ANT - ENGINE STRUCTUF ANEOUS ACTS, CONDITION N COMMAND - IMPROPER POWER LOSS - COMPLETE CIRCUMSTANCES - FORC | NS - MATERIAL FAILURE<br>OPERATION OF FLIGHT<br>E ENGINE FAILURE/FLAM | CONTRO<br>1EOUT-1   | LS<br>ENG]   | NE     |  |  |  |  |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO | OURS IN CROP CONTROL   | VNOT REPORTED ALLED   |   | TYPE         | OF     | OPERATION - SPAYING OF CHEMICAL USED - LIQU - NOT USED ELMET - AVAILABLE-USED ON - AREA' BEING TREATEDON - AREA' BEING TREATED | ID CHEMICAL-TOXIC  |  |  |  |
| 3-4649 | 7/23/68<br>TIME - 13                                | NR.NORTH FORK,ID   | BELL 47G3B1<br>N8537F<br>DAMAGE-DESTROYED                             | CR-<br>PX-  | 1 0<br>0 0   | 0 2    | COMMERCIAL<br>CTR PASSG-D  | COMMERCIAL, FL.INSTR.,<br>AGE 33, 7000 TOTAL HOURS.<br>300 IN TYPE, NCT INSTRU-<br>MENT RATED.       |  |  |  |
|        | TYPE OF A<br>COLLIDE<br>ROLL OV                     | D WITH: OBJECT   |   |   | I            | I FL   | F OPERATION<br>IGHT: HOVERING<br>NG: LEVEL OFF/TOUCHDO   |  |  |  |  |
|        | FACTOR<br>PILOT I                                   | CAUSE N COMMAND - MISJUDGER N COMMAND - SELECTED N - OTHER   |   |   |              |        |  |  |  |  |  |
|        | FIRE AFTE<br>REMARKS-                               |  | IN HOVER-STOP ON NARR   | ROW MT  | LEDG         | • AC   | FT ROLLED DOWN MT SID  | E•   |  |  |  |
| 3-4651 |   | MINDEN, NEV  | BELL 47G-5<br>N1329X<br>DAMAGE-SUBSTANTIAL                            | CR-<br>PX-  | 0 1<br>0 0   | 0      | INSTRUCTIONAL<br>TRAINING  | COMMERCIAL, AGE 24, 174<br>TOTAL HOURS, 14 IN TYPE,<br>NOT INSTRUMENT RATED.                         |  |  |  |
|        |   |  |   |   | L            | NDI    | F OPERATION<br>NG: POWER-ON LANDING<br>NG: LEVEL OFF/TOUCHDO   |  |  |  |  |
|        | PERSONN   | CAUSE<br>IN COMMAND - IMPROPER<br>IEL - FLIGHT INSTRUCTI<br>PREMATURE SOLOING OF                                   | OR: INADEQUATE TRAIN  | ING OF  | STUDE        |        | RS SOLO.   |  |  |  |  |

| FILE   | DATE   | LOCATION  | AIRCRAFT DATA                                  | INJU<br>F  | JRIES<br>S M/                                    | 'N                    | FLIGHT<br>PURPOSE   |      | PILOT DATA   |
|--------|--|---|--|--|--|-----------------------|---|------|--|
| 3-4673 | 8/13/68 N<br>TIME - 092  | ME - 0922 N8491E PX- 0 0 2 INSTRUCTIONAL DAMAGE-SUBSTANTIAL  DAMAGE OF OPERATION  | INSTRUCTIONAL CHECK                            |  | COMMERCIAL, AGE 24, 238 TOTAL HOURS, 54 IN TYPE, |                       |   |      |  |
|        | TIFE OF AC   | FAILURE OR MALFUNCTI  |  |  | IN   | FLI                   | - OPERATION<br>IGHT: AUTOROTATIVE DES<br>NG: POWER-OFF AUTOROTA   | CENT |  |
|        | MISCELLA CHECK PI CHECK PI CHECK PI FACTOR PILOT IN COMPLETE F EMERGENCY | ANEOUS ACTS, CONDITION ANEOUS ACTS, CONDITION (LOT - IMPROPER OPER (LOT - FAILED TO FOL (LOT - IMPROPER OPER A COMMAND - CONTROL POWER LOSS - COMPLET CIRCUMSTANCES - FOR | E ENGINE FAILURE/FLAC<br>CED LANDING OFF AIRPO | P<br>& POWERF<br>RES,DIRE<br>ROLS<br>MEOUT-1<br>ORT ON L | ENGIN  | S , E                 |   | 2000 | RPM.   |
| 3-4699 | 12/21/68<br>TIME - 085   | BRIGHTWOOD,oREG<br>53   | HILLER UH-12E<br>N3820<br>DAMAGE-SUBSTANTIAL   | PX- C  | 0 0  | 1<br>1                | COMMERCIAL<br>ASSOC CROP CTL ACTIVI   | TIE  | COMMERCIAL, AGE 37, 3972<br>TOTAL HOURS, 1200 IN<br>TYPE, NOT INSTRUMENT<br>RATEO. |
|        | TYPE OF AC   | CIDENT<br>O WITH: DIRT BANK   |  |  |  |                       | OPERATION<br>IG: POWER-ON LANDING   |      |  |
|        | PROBABLE O<br>PILOT IN<br>FACTOR<br>WEATHER                              | COMMAND - MISJUDGE  | D CLEARANCE                                    |  |  |                       |   |      |  |
|        | VISIBILITY<br>3 MILES  | NOT REPORTED AT ACCIDENT SITE OR LESS   |  |  | 150<br>PRECI<br>RAI                              | 0<br>PIT<br>N         | AT ACCIDENT SITE  | E    |  |
|        | NONE   | ONS TO VISION AT ACC  | IDENT SITE                                     |  | 25   | OF                    | TURE-F<br>FLIGHT PLAN   |      |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOP<br>ELEVATIO         | DURS IN CROP CONTROL CROP - FOREST-TREES SEAT BELT - FASTENE - NÛT USED CRASHPAD - NOT INST PPER-LOCATION - SIDE NN-AREA BEING TREATE                                     | D-PROPERLY<br>ALLED<br>S                       |  | TYPE<br>GLOVE<br>CRASH<br>CRASH<br>TERRA         | OF<br>S -<br>HE<br>BA | OPERATION - SEEDING FOO CHEMICAL USED - DRY CONTROL OF THE CONTROL OF T | немі |  |

| FILE   | DATE  | LOCATION   | AIRCRAFT DATA   | I                           | NJU!<br>F         |               |             |                   | IGHT<br>IRPOSE         | PILOT DATA  |
|--------|---|--|---|-----------------------------|-------------------|---------------|-------------|-------------------|------------------------|---|
| 3-4716 | FIRE AFTE   | 852<br>ACCIDENT<br>LER/ROTOR FAILURE: MA   | HILLER ACFT FH1100<br>N512FH<br>DAMAGE-DESTROYED<br>IN ROTOR                            |                             | 1                 | O<br>PHA      | O<br>S E    | OTHER             | l .                    | COMMERCIAL, AGE 41, 2388<br>TOTAL HOURS, 59 IN TYPE,<br>NOT INSTRUMENT RATED.                             |
| 3-4734 | PROBABLE  | CCIDENT D WITH: TREES CAUSE ANEOUS - UNDETERMINE   | HILLER UH-12E<br>N5357V<br>DAMAGE-DESTROYED   |                             | 1                 | 1<br>PHA      | 0<br>S E    | OF OPER           |                        | COMMERCIAL, FL.INSTR.,<br>AGE 26, 2344 TOTAL HOURS,<br>500 IN TYPE, NOT INSTRU-<br>MENT RATED.            |
| 3-4750 | NAME OF A TYPE OF A COLLISC  PROBABLE MISCELL PILOT I PILOT I PILOT I | IRPORT - RENO-STEAD CCIDENT IN WITH GROUND/WATER: CAUSE ANEOUS ACTS, CONDITION N COMMAND - MISJUDGEN N COMMAND - IMPROPER N COMMAND - IMPROPER | NS - SIMULATED CONDIT<br>O ALTITUDE<br>OPERATION OF POWERPL<br>OPERATION OF FLIGHT      | PX-<br>TIONS<br>ANT<br>CONT | 0<br>8 PI<br>ROL: | O<br>PHA<br>I | SE<br>N F   | OF OPER<br>LIGHT: | ATION<br>UNCONTROLLED  | COMMERCIAL, AGE 42, 227 TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED.  DESCENT  T/R GRND STRIKE AT FLARE |
|        | TYPE OF A<br>HARD LA<br>PROBABLE<br>MISCELL<br>PILOT I<br>CHECK F     | CCIDENT<br>NOING   | N4465 DAMAGE-SUBSTANTIAL  NS - SIMULATED CONDIT OPERATION OF FLIGHT PERVISION OF FLIGHT | PX-                         | O<br>ROL:         | PHA<br>L      | S E<br>A ND | OF OPER           | ATION<br>WER-OFF AUTOR | COMMERCIAL, FL.INSTR., AGE 28, 3001 TOTAL HOURS, 28 IN TYPE, INSTRUMENT RATED.  ROTATIVE LANDING          |

| FILE   | DATE  | LOCATION  | AIRCRAFT DATA                                    |                  |      |        |    | FLIGHT<br>PURPOSE   | PILOT DATA  |
|--------|---|---|--|------------------|------|--------|----|---|---|
| 3-4844 | 11/14/68<br>TIME - 1205   | •   | BELL 206A<br>N3523T<br>DAMAGE-DESTROYED          | CR-<br>PX-       | 0    | 1<br>0 | 0  | COMMERCIAL<br>POWER/PIPELINE                                  | COMMERCIAL, FL.INSTR.,<br>AGE 47, 15930 TOTAL<br>HOURS, 310 IN TYPE, NOT<br>INSTRUMENT RATED.   |
|        | TYPE OF ACC   |   | TON  |                  |      |        |    | F OPERATION   | THE WELL WATER  |
|        | COLLIDED  | ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: TREES  |  |                  |      |        |    | NG: POWER-OFF AUTOROTA  | TIVE LANDING  |
|        | MISCELLAN<br>TERRAIN -<br>COMPLETE PO<br>EMERGENCY (                              | NT - COMPRESSOR AS<br>NEOUS ACTS, CONDITI<br>- HIGH OBSTRUCTION<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO | TE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO | IEOUT-<br>ORT OF | -1 E | ND     |    | ESSOR BEARING TO FAIL.  |   |
| 3-4867 | 7/28/68<br>TIME - 0655  |   |  |                  |      |        |    | COMMERCIAL<br>CONSTRUCTION                                    | COMMERCIAL, FL.INSTR.,<br>AGE 46, 6775 TOTAL HOURS,<br>1010 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | TYPE OF ACC<br>ENGINE FA<br>ROLL OVER   | ALLURE OR MALFUNCT  | ION  |                  |      | IN     | FL | OF OPERATION<br>IGHT: NORMAL CRUISE<br>NG: LEVEL OFF/TOUCHDOW |   |
|        | PROBABLE CA<br>POWERPLAN<br>MISCELLAN<br>TERRAIN -<br>EMERGENCY C<br>REMARKS - RE | ORT OI  |  |                  |      |        |    |   |   |

| FILE   |  | LOCATION   |  |   | <b>-</b> S   | M/N   | PURPOSE   | PILOT DATA  |  |  |  |
|--------|--|--|--|---|--|---|---|---|--|--|--|
| 3-4878 | 12/16/68 U<br>TIME - 074<br>NAME OF AI<br>TYPE OF AC<br>UNDERSHO       | NKNOWN/NOT REPORTED<br>5<br>RPORT - YAKAI HELIPO<br>CCIDENT  | BELL 47G3B1<br>N1321X<br>DAMAGE-SUBSTANTIAL  | .CŘ−<br>PX−                             | 0 C<br>6 U   | 1<br>0<br>SE 0<br>AND I   | NONCOMMERCIAL<br>CORP/EXEC<br>F OPERATION<br>NG: FINAL APPROACH<br>NG: FINAL APPROACH | COMMERCIAL, AGE 28, 2950<br>TOTAL HOURS, 750 IN TYPE,<br>NOT INSTRUMENT RATED.    |  |  |  |
|        | FACTOR WEATHER WEATHER BR  | AUSE COMMAND - MISJUDGED - UNFAVORABLE WIND ( IEFING - NO BRIEFING RECAST - UNKNOWN/NO   | CONDITIONS<br>G RECEIVED   | TUDE Ø                                  | R CLE  | ARAN  | CE  |   |  |  |  |
|        | NONE WIND DIRECT 90 TYPE OF WE VFR                                     | IDENT SITE<br>SETTLE INTO TREES SH   |  | PRE<br>N<br>TEM<br>4<br>WIN<br>3<br>TYP | 500<br>CIPI<br>ONE<br>PERA<br>D VE<br>5<br>E OF<br>ONE | AT ACCIDENT SITE TATION AT ACCIDENT TURE-F LOCITY-KNOTS FLIGHT PLAN D LOG AREA. WIND GU |   |   |  |  |  |
| 3-4890 | 12/17/68 MISSOULA,MONT BELL 206A TIME - 1023 N4735R DAMAGE-SUBSTANTIAL |  |  |   | 0 0<br>0 C   | 1 2   | CUMMERCIAL<br>POWER/PIPELINE  | COMMERCIAL, AGE 49,<br>1300C TOTAL HOURS, 64 IN<br>TYPE, NOT INSTRUMENT<br>RATEO. |  |  |  |
|        | TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>HARD LANDING      |  |  |   |  |   | PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: POWER-OFF AUTOROTATIVE LANDING   |   |  |  |  |
|        | POWERPLA<br>MISCELLA<br>PERSONNE<br>PARTIAL PO<br>EMERGENCY            | CAUSE  ANT - FUEL SYSTEM: FI ANT - FUEL SYSTEM: FI ANEOUS ACTS, CONDITIO EL - MAINTENANCE, SER' UMER LOSS - PARTIAL I CIRCUMSTANCES - FOR FUEL CONTROL COMPRES | INES AND FITTINGS<br>NS - DISCONNECTED<br>VICING,INSPECTION: I<br>LOSS OF POWER - 1 EN<br>CED LANDING OFF AIRP | GINE<br>ORT ON                          | LAND   |   |   |   |  |  |  |

| FILE            | DATE  | LOCATION   | AIRCRAFT DATA  | IN                   | JUF<br>F | RIES<br>S M | ;<br>1/N | FLIGHT<br>PURPOSE  | PILOT DATA   |
|-----------------|---|--|--|----------------------|----------|-------------|----------|--|--|
| 3 <b>-</b> 4899 | 8/31/68<br>TIME - 14                        | MEDFRA,ALAS<br>15  | BELL 206A<br>N6293N<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-           | 0        | 0           | 1 0      | COMMERCIAL<br>CTR CARGO-D  | COMMERCIAL, FL.INSTR.,<br>AGE 30, 3649 TCTAL HOURS,<br>520 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|                 | TVDE OF A                                   | CCIDENT  |  |                      |          | эшлс        |          | OF OPERATION<br>.IGHT: NORMAL CRUISE<br>NG: POWER-OFF AUTOROTATIV        |  |
|                 | MISCELL<br>TERRAIN<br>COMPLETE<br>EMERGENCY | ANT - TURBINE ASSEM<br>ANEOUS ACTS, CONDITI<br>- HIGH OBSTRUCTION<br>POWER LOSS - COMPLE<br>CIRCUMSTANCES - FO | ONS - FATIGUE FRACTU<br>S<br>TE ENGINE FAILURE/FLA<br>RCED LANDING OFF AIRP  | MEOUT-<br>ORT ON     | L        | AND         |          | RRAIN DENSE WITH TREES.  |  |
| 3-4905          | 5/27/68<br>TIME - 11                        | PORT MOLLER, ALAS  | BELL 206A<br>N7817S<br>DAMAGE-SUBSTANTIAL  | CŔ-<br>PX-           | 0        | 0           | 1        | COMMERCIAL<br>AIR TAXI-PASSG   | COMMERCIAL, FL.INSTR.,<br>AGE 26, 4310 TOTAL HOURS,<br>145 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|                 | TYPE OF A<br>ENGINE<br>HARD LA              | FAILURE OR MALFUNCT  | ION  |                      |          | I١          | i FI     | DF OPERATION<br>.IGHT: NORMAL CRUISE<br>NG: POWER-OFF AUTOROTATIV        | E LANDING  |
|                 | MISCELL<br>PILOT I<br>COMPLETE<br>EMERGENCY | ANT - COMPRESSOR AS<br>ANEOUS ACTS,CONDITI<br>N COMMAND - IMPROPE<br>PQWER LOSS - COMPLE                       | SEMBLY: BLADE,COMPRES<br>ONS - MATERIAL FAILUR<br>R OPERATION OF FLIGHT<br>TE ENGINE FAILURE/FLA<br>RCED LANDING OFF AIRP<br>FAILED. | E<br>CONTR<br>MEGUT- | OL 9     | S<br>ENG I  |          |  |  |
| 6-0004          | 6/2/68<br>TIME - 13                         | . VIENTIANE, LAOS<br>25  | HILLER FH1100<br>N526FH<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX-           | 0        | 0           | 2        | INSTRUCTIONAL<br>Dual  | COMMERCIAL, FL.INSTR.,<br>AGE 33, 5100 TOTAL HOURS,<br>400 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|                 | TYPE OF A<br>HARD LA                        | NDING  | DY.INVESTIGATION UNDE  | R THE                |          | L           | ND:      | OF OPERATION<br>ING: POWER-OFF AUTOROTATIV<br>ION OF GOVNT OF LAOS.      | E LANDING  |
| 6-0023          | 6/18/68<br>TIME - 10                        | NR.SAIGON,S.VIETNAM<br>45  | BELL 204B<br>N8511F<br>Damage-substantial  |                      | 1        | 3           | 0        | INSTRUCTIONAL<br>DUAL  | COMMERCIAL, AGE 34, 3274<br>TOTAL HOURS, 1113 IN<br>TYPE, NOT INSTRUMENT<br>RATED.             |
|                 | TYPE OF A<br>HARD LA<br>ROLL OV             | ND ING<br>ER   | OF GOVT OF SOUTH VIET  | NAM.                 |          | L           | ND:      | OF OPERATION<br>ING: POWER-OFF AUTOROTATIV<br>ING: POWER-OFF AUTOROTATIV | E LANDING  |

|  |                                       |   | · ·                    | _   |  |
|--|---------------------------------------|---|------------------------|---|--|
| FILE                                     | DATE LOCATION                         | AIRCRAFT DATA                           | INJURIES<br>F S M/N    | FL IGHT<br>PURPOSE                                    | PILOT DATA   |
| 6-0057                                   | 5/24/68 ALBERTA,CANADA<br>TIME - 1515 | BELL 47G-2<br>N6141<br>DAMAGE-DESTROYED | CR- 0 0 1<br>PX- 0 0 1 | COMMERCIAL<br>CTR PASSG-D                             | COMMERCIAL, AGE 37, 5000<br>TOTAL HOURS, 1000 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
| TYPE OF ACCIDENT MISCELLANEOUS POIL OVER |                                       |   | TAKED                  | F OPERATION FF: INITIAL CLIMB NG: LEVEL OFF/TOUCHDOWN |  |

PROBABLE CAUSE
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING
PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING
REMARKS- SETTLED WITH POWER. INVESTIGATED AND REPORTED BY THE GOVT OF CANADA.

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Rotorcraft