

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

BRIEFS OF ACCIDENTS INVOLVING MIDAIR COLLISIONS

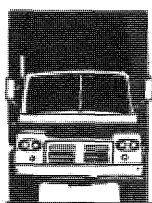
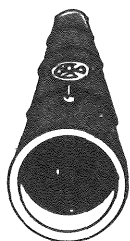
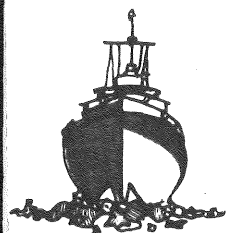
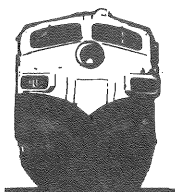
U.S. GENERAL AVIATION
1979



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16. Abstract This publication contains reports of U.S. general aviation accidents involving midair collisions that occurred in 1979. Included are 25 accident files, 14 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, altitude of occurrence, airport proximity, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually.			
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FOREWORD

This publication contains reports of U.S. General Aviation midair collision accidents in Brief format arranged in order by state and date of occurrence. It also lists these accidents in order by file number. In addition, information is presented in several statistical tables which tabulate and summarize selected accident information, such as kind of flying, phase of operation, injuries, altitude of occurrence, airport proximity, causes and related factors, pilot certificates, and a 21 year tabulation of U.S. Civil Aviation accidents involving midair collisions.

The following chart compares the accident rates for total U.S. General Aviation with accidents involving U.S. General Aviation midair collisions:

	Hours Flown 1/	Total Accidents	Total Accident Rate 2/	Fatal Accidents	Fatal Accident Rate 2/
Total - U.S. General Aviation	43,340,081	4,023	9.28	678	1.56
U.S. General Aviation Accidents Involving Midair Collisions	43,340,081	25	0.06	14	0.03

1/ Source: Federal Aviation Administration

2/ The accident rates are per 100,000 hours flown.

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

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

In reading these reports, it should be borne in mind that they are produced directly from coded records on magnetic tape by electronic data processing equipment. Also, in reading the text, it must be borne in mind that computer language is utilized, thus requiring a number of abbreviations due to spacing limitations. Caution should be exercised in reading the Briefs of Accidents, especially those containing abbreviations in phrases and sentences.

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

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

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EXPLANATORY NOTES

U.S. GENERAL AVIATION

U.S. general aviation refers to the operations of U.S. civil aircraft owned and operated by persons, businesses, corporations, etc., excluding the operations of U.S. air carriers.

U.S. AIR CARRIER

U.S. air carrier operations include the following three operational categories:
1) certificated route air carriers 2) supplemental air carriers and 3) commercial operators of large aircraft.

DEFINITIONS

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

Aircraft Accident

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

Fatal Injury

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

Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); 3) involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Substantial Damage

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

EXPLANATORY NOTES

INJURY INDEX

Injury index refers to the highest degree of personal injury sustained as a result of the accident.

TYPE OF ACCIDENT

Type of accident relates to the immediate circumstances of the occurrence. Many accidents involve a series of circumstances and therefore require a second type to more fully describe the sequence of events. Some examples of types of accidents are as follows:

Gear Collapsed

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

Gear Retracted

Retraction of the landing gear due to malfunction or failure of the retracting mechanism or to inadvertent retraction by the crew. Excludes intentional gear retraction and wheels-up landing.

Airframe Failure

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

Engine Failure/Malfunction

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

PHASE OF OPERATION

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

KIND OF FLYING

Refers to the purpose for which the aircraft is being operated at the time of the accident. There are four broad categories of kind of flying.

1. Instructional Flying

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

EXPLANATORY NOTES

KIND OF FLYING

2. Noncommercial Flying

Refers to the use of an aircraft for purposes of pleasure, personal transportation or in connection with a private business, in corporate/executive operations, and in other operations, wherein there is no direct monetary fee charged. It includes the following categories.

Pleasure

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

Business

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

Corporate/Executive Operations

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

3. Commercial Flying

Commercial flying includes all general aviation flying normally conducted for direct financial return, except instructional flying. It includes air taxi operations, aerial application, fire control, aerial mapping or photography, aerial advertising, power/pipeline patrol and fish spotting.

4. Miscellaneous Flying

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

COLLISION BETWEEN AIRCRAFT

Collisions between aircraft are so classified only when both aircraft are occupied. This includes collisions wherein both aircraft are airborne (midair); one is airborne, the other on the ground; and both are on the ground. A collision with a parked, unoccupied aircraft is classified under the broad category of collision with objects (parked, unoccupied aircraft).

EXPLANATORY NOTES

CAUSES AND RELATED FACTORS

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

AIRCRAFT WEIGHT CATEGORIES

The International Civil Aviation Organization's categories of aircraft weight are utilized to classify accident data as follows:

0 -	2,250 kilograms	(0 -	4,960 pounds)
2,251 -	5,700 kilograms	(4,961 -	12,565 pounds)
5,701 -	27,000 kilograms	(12,566 -	59,525 pounds)
27,001 -	272,000 kilograms	(59,526 -	599,650 pounds)
272,001 -	kilograms and greater	(599,651 pounds and greater)	

SMALL FIXED-WING AIRCRAFT

Fixed-wing aircraft which have a maximum gross takeoff weight of 5700 kilograms (12,565 pounds), or less.

LARGE FIXED-WING AIRCRAFT

Fixed-Wing aircraft which have a maximum takeoff weight greater than 5,700 kilograms (12,565 pounds).

ROTORCRAFT

Aircraft which in all usual flight attitudes are supported in the air wholly or in part by a rotor or rotors; i.e., by airfoils rotating or revolving about an axis.

TYPES OF WEATHER CONDITIONS

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

LIST OF ABBREVIATIONS USED IN BRIEFS

ABBREVIATION	MEANING
AERIAL ADVERTISE	AERIAL ADVERTISING
ATR, FLIGHT INSTR.	AIRLINE TRANSPORT INSTRUCTOR
AIR SHOW/RACING	AIR SHOW/AIR RACING
AIR TAXI-CARGO	AIR TAXI-CARGO OPERATIONS
AIR TAXI-PASSG	AIR TAXI-PASSENGER OPERATIONS
APPROACH CTL-DEPARTURE	APPROACH CONTROL-DEPARTURE
APR CTL-TOW ENRT CTL SRV	APPROACH CONTROL-TOWER EN ROUTE CONTROL SERVICE
ASSOC CROP CTL ACTIVITIES	ASSOCIATED CROP CONTROL ACTIVITIES
ASSOC FIRE CTL ACTIVITIES	ASSOCIATED FIRE CONTROL ACTIVITIES
COMMERCIAL, FLIGHT INSTR.	COMMERCIAL FLIGHT INSTRUCTOR
CORP/EXEC	CORPORATION/EXECUTIVE
CR-	CREW
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
LAST ENROUTE STOP	LAST PLANNED EN ROUTE LANDING POINT
MAPPING/PHOTO	AERIAL MAPPING/PHOTOGRAPHY
MIL CONTRACT CARGO INTL	MILITARY CONTRACT-CARGO-INTERNATIONAL
MIL CONTRACT PASSG INTL	MILITARY CONTRACT-PASSENGER-INTERNATIONAL
MILITARY CTR CARGO DOM	MILITARY CONTRACT-CARGO-DOMESTIC
MILITARY CTR PASSG DOM	MILITARY CONTRACT-PASSENGER-DOMESTIC
MIL/CTR CARGO	MILITARY CONTRACT-CARGO
MIL/CTR PASSG	MILITARY CONTRACT-PASSENGER
NR.	NEAR
NS CTR CARGO	NONSCHEDULED/CHARTER REVENUE CARGO-INTRA-STATE
NS CTR PASSG	NONSCHEDULED/CHARTER REVENUE PASSENGER-INTRA-STATE
NS/CTR REVENUE CARGO DOM	NONSCHEDULED/CHARTER REVENUE CARGO-DOMESTIC
NS/CTR REVENUE CARGO INTL	NONSCHEDULED/CHARTER REVENUE CARGO-INTERNATIONAL
NS/CTR REVENUE PASSG DOM	NONSCHEDULED/CHARTER REVENUE PASSENGER-DOMESTIC
NS/CTR REVENUE PASSG INTL	NONSCHEDULED/CHARTER REVENUE PASSENGER-INTERNATL
OT-	OTHER AIRCRAFT AND GROUND
PARAJUMP	PARACHUTE JUMP
PRIVATE, FL. INSTR. R.	PRIVATE FLIGHT INSTRUCTOR
PX-	PASSENGERS
RADAR CTL/SURVEILLANCE	RADAR CONTROL/SURVEILLANCE
SCHED CARGO SRV	SCHEDULED CARGO SERVICE
SCHED DOM CARGO SRV	SCHEDULED DOMESTIC CARGO SERVICE
SCHED DOM PASSG SRV	SCHEDULED DOMESTIC PASSENGER SERVICE
SCHED INTERNATL CARGO SRV	SCHEDULED INTERNATIONAL CARGO SERVICE
SCHED INTERNATL PASSG SRV	SCHEDULED INTERNATIONAL PASSENGER SERVICE
SCHED PASSG SRV	SCHEDULED PASSENGER SERVICE
S-D	SCHEDULED-DOMESTIC
S-I	SCHEDULED-INTERNATIONAL
UNK/NR	UNKNOWN/NOT REPORTED

MID-AIR COLLISION ACCIDENTS
U.S. CIVIL AVIATION

1959-79

Year	Accidents Total Fatal		Number Fatalities	Number of Accidents by Segments of Aviation Involved				
				<u>Air Carrier</u>	<u>Air Carrier</u>	<u>Air Carrier</u>	<u>Gen. Aviation</u>	<u>Gen. Aviation</u>
				<u>Air Carrier</u>	<u>Gen. Aviation</u>	<u>Military</u>	<u>Military</u>	<u>Gen. Aviation</u>
1959	13	10	20	0	0	0	3	10
1960	26	10	152 <u>a/</u>	1	4	0	2	19
1961	20	10	22	0	0	0	0	20
1962	19	9	27	0	0	0	5	14
1963	13	3	6	0	0	0	2	11
1964	15	7	12	0	0	0	2	13
1965	27	14	30	1	0	0	2	24
1966	27	11	33	0	1	0	1	25
1967	26	20	157	0	2	1	3	20
1968	37	23	69	0	3	0	1	33 <u>b/</u>
1969	28	12	122	0	3	0	2	23 <u>b/</u>
1970	37	21	55	0	0	0	5	32 <u>b/</u>
1971	32	20	96	0	3	1	1	27
1972	25	13	41	0	1	0	0	24 <u>b/</u>
1973	24	12	29	0	0	0	0	24
1974	34	19	48	0	0	0	2	32
1975	29	13	47	0	0	0	1	28
1976	31	24	64	0	0	0	1	30
1977	34	17	41	0	0	0	0	34
1978	35	23	189 <u>c/</u>	0	1	0	1	33
1979	25	14	34	0	0	0	1	24
TOTAL	557	305	1294	2	18	2	35	500

a/ Includes 6 persons on ground

b/ Includes 1 U.S. general aviation vs. foreign aircraft

c/ Includes 7 persons on ground

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594
August 3, 1981

ACCIDENTS, INJURIES
MIDAIR COLLISIONS
U.S. GENERAL AVIATION
1979

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	18	3	2	27		50
COPILOT	1					1
DUAL STUDENT		1		4		5
CHECK PILOT			1	1		2
FLIGHT ENGINEER						
NAVIGATOR						
CABIN ATTENDANT						
EXTRA CREW	2					2
PASSENGERS	13	2		13		28

TOTAL	34	6	3	45	ABOARD	88
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OTHER AIRCRAFT
OTHER GROUND

GRAND TOTAL	34	6	3	45		88
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INVOLVES	25	TOTAL ACCIDENTS
INVOLVES	14	FATAL ACCIDENTS

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

KIND OF FLYING	PILOT CERTIFICATE									RECORDS	ACCIDENTS	PERCENT	
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL INSTR.	COMMERCIAL/ FL INSTR.	ATR/ FL INSTR.	OTHER	NONE				UNKNOWN/ NOT REPORTED
<u>INSTRUCTIONAL</u>													
DUAL					4	1				5	4	10.00	
SOLO	3									3	3	6.00	
CHECK			1	1						2	2	4.00	
TRAINING	2	1								3	2	6.00	
<u>NONCOMMERCIAL</u>													
PLEASURE		10	3	1	1					15	11	30.00	
PRACTICE	2	1								3	3	6.00	
BUSINESS		1	2							3	3	6.00	
CORPORATE/EXECUTIVE					2	1				3	3	6.00	
AERIAL SURVEY													
COMPANY FLIGHT													
OTHER													
<u>COMMERCIAL</u>													
AERIAL APPLICATION													
CROP CONTROL RELATED FLIGHT													
FIRE CONTROL													
FIRE CONTROL RELATED FLIGHT					1					1	1	2.00	
AERIAL MAPPING/PHOTOGRAPHY													
AERIAL ADVERTISING													
POWER AND PIPELINE PATROL													
FISH SPOTTING													
AIR TAXI-PASSENGER OPERATIONS			1		2					3	3	6.00	
AIR TAXI-CARGO OPERATIONS			1	1						2	1	4.00	
CONSTRUCTION WORK													
SCHEDULED PASSENGER SERVICE													
SCHEDULED CARGO SERVICE													
INTRA-STATE CHARTER PASSG.													
INTRA-STATE CHARTER CARGO.													
MILITARY CONTRACT-PASSENGER													
MILITARY CONTRACT-CARGO													
CHARTER CARGO-DOMESTIC													
CHARTER PASSG-DOMESTIC													
CHARTER-CARGO-INTERNATIONAL													
CHARTER-PASSG-INTERNATIONAL													
OTHER													
UNKNOWN/NOT REPORTED													

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

PILOT CERTIFICATE

KIND OF FLYING

MISCELLANEOUS

EXPERIMENTATION

TEST

DEMONSTRATION

FERRY

SEARCH AND RESCUE

AIR SHOW/AIR RACING

PARACHUTE JUMP

PARACHUTE JUMP-AIR SHOW

TOWING GLIDERS

SEEDING CLOUDS

HUNTING

POLICE PATROL

HIGHWAY TRAFFIC ADVISORY

ALL OTHER PUBLIC FLYING

OTHER

UNKNOWN/NOT REPORTED

RECORDS

ACCIDENTS

PERCENTS

	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL INSTR.	COMMERCIAL/ FL INSTR.	ATR/ FL INSTR.	OTHER	NONE	UNKNOWN/ NOT REPORTED	RECORDS	ACCIDENTS	PERCENT
TEST			1	1	1						3	2	6.00
FERRY			1		1						2	1	4.00
PARACHUTE JUMP		1									1	1	2.00
ALL OTHER PUBLIC FLYING				1							1	1	2.00
RECORDS	7	14	10	5	12	2					50		
ACCIDENTS	6	12	10	5	9	2						25	
PERCENTS	14.0	28.0	20.0	10.0	24.0	4.0	.0	.0	.0				

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
<u>STATIC</u>							
STARTING ENGINE/S							
IDLING ENGINE/S							
ENGINE RUNUP							
IDLING ROTORS							
PARKED-ENGINES NOT OPERATING							
OTHER							
<u>TAXI</u>							
TO TAKEOFF							
FROM LANDING							
OTHER							
GROUND TAXI TO TAKEOFF							
GROUND TAXI FROM LANDING							
GROUND TAXI, OTHER							
AERIAL TAXI TO TAKEOFF							
AERIAL TAXI TO/FROM LANDING							
AERIAL TAXI, OTHER							
<u>TAKEOFF</u>							
RUN							
INITIAL CLIMB	1		3		4	3	8.00
VERTICAL							
RUNNING (ROTORCRAFT/VTOL-STOL)							
ABORTED (FIXED-WING)							
ABORTED (ROTORCRAFT/VTOL)							
ABORTED (ROTORCRAFT/STOL)							
OTHER							
<u>INFLIGHT</u>							
CLIMB TO CRUISE	1	2	1		4	3	8.00
NORMAL CRUISE	13	2	5		20	11	40.00
DESCENDING	1		1		2	2	4.00
HOLDING (IFR)							
HOVERING							
POWER-ON DESCENT (ROTORCRAFT)							
AUTOROTATIVE DESCENT							
ACROBATICS							
BUZZING							
UNCONTROLLED DESCENT							

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
EMERGENCY DESCENT							
LOW PASS							
OTHER							
EN ROUTE TO TREAT CROP							
EN ROUTE TO RELOADING AREA							
SURVEY FIELD/AREA							
STARTING SWATH RUN							
SWATH RUN							
FLAREOUT FOR SWATH RUN							
PULLUP FROM SWATH RUN							
PROCEDURE TURNAROUND							
CLEANUP SWATH							
MANEUVER TO AVOID OBSTRUCTION							
RETURN TO STRIP							
<u>LANDING</u>							
TRAFFIC PATTERN-CIRCLING	5		2		7	4	14.00
FINAL APPROACH (VFR)	6		4		10	6	20.00
INITIAL APPROACH							
FINAL APPROACH (IFR)							
LEVEL OFF/TOUCHDOWN			2		2	1	4.00
ROLL (FIXED WING)							
ROLL-ON/RUN-ON (ROTORCRAFT)							
POWER-ON LANDING (ROTORCRAFT)	1				1	1	2.00
POWER-OFF AUTOROTATIVE LDG							
GO-AROUND (VFR)							
MISSED APPROACH (IFR)							
OTHER							
UNKNOWN/NOT REPORTED							
RECORDS	28	4		18	50		
ACCIDENTS	14	2		9		25	
PERCENTS	56.0	8.0		36.0			

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY AIRCRAFT DAMAGE
AIRCRAFT DAMAGE

DESTROYED
SUBSTANTIAL
MINOR
NONE

FIRST PHASE OF OPERATION

RECORDS ACCIDENTS PERCENT

STATIC

STARTING ENGINE/S
IDLING ENGINE/S
ENGINE RUNUP
IDLING ROTORS
PARKED-ENGINES NOT OPERATING
OTHER

TAXI

TO TAKEOFF
FROM LANDING
OTHER
GROUND TAXI TO TAKEOFF
GROUND TAXI FROM LANDING
GROUND TAXI, OTHER
AERIAL TAXI TO TAKEOFF
AERIAL TAXI TO/FROM LANDING
AERIAL TAXI, OTHER

TAKEOFF

RUN
INITIAL CLIMB 1 3
VERTICAL
RUNNING (ROTORCRAFT/VTOL-STOL)
ABORTED (FIXED-WING)
ABORTED (ROTORCRAFT/VTOL)
ABORTED (ROTORCRAFT/STOL)
OTHER

INFLIGHT

CLIMB TO CRUISE	3	1		4	3	8.00	
NORMAL CRUISE	10	7	2	1	20	11	40.00
DESCENDING		2			2	2	4.00
HOLDING (IFR)							
HOVERING							
POWER-ON DESCENT (ROTORCRAFT)							
AUTOROTATIVE DESCENT							
ACROBATICS							
BUZZING							
UNCONTROLLED DESCENT							

ANALYTIC TABLE
FIRST PHASE OF OPERATION BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

FIRST PHASE OF OPERATION

DESTROYED
SUBSTANTIAL
MINOR
NONE

RECORDS ACCIDENTS PERCENT

EMERGENCY DESCENT
LOW, PASS
OTHER
EN ROUTE TO TREAT CROP
EN ROUTE TO RELOADING AREA
SURVEY FIELD/AREA
STARTING SWATH RUN
SWATH RUN
FLAREOUT FOR SWATH RUN
PULLUP FROM SWATH RUN
PROCEDURE TURNAROUND
CLEANUP SWATH
MANEUVER TO AVOID OBSTRUCTION
RETURN TO STRIP

LANDING

TRAFFIC PATTERN-CIRCLING	3	3	1		7	4	14.00
FINAL APPROACH (VFR)	4	5	1		10	6	20.00
INITIAL APPROACH							
FINAL APPROACH (IFR)							
LEVEL OFF/TOUCHDOWN		2			2	1	4.00
ROLL (FIXED WING)							
ROLL-ON/RUN-ON (ROTORCRAFT)							
POWER-ON LANDING (ROTORCRAFT)	1				1	1	2.00
POWER-OFF AUTOROTATIVE LDG							
GO-AROUND (VFR)							
MISSED APPROACH (IFR)							
OTHER							
UNKNOWN/NOT REPORTED							

RECORDS	22	22	5	1	50		
ACCIDENTS	18	17	5	1		25	
PERCENTS	44.0	44.0	10.0	2.0			

ANALYTIC TABLE

AIRPORT PROXIMITY BY CONDITIONS OF LIGHT

CONDITION OF LIGHT
 DAYLIGHT
 NIGHT(DARK)

AIRPORT PROXIMITY

RECORDS ACCIDENTS PERCENT

ON AIRPORT	16		16	8	32.00
ON SEAPLANE BASE					
ON HELIPORT					
ON BARGE/SHIP/PLATFORM					
IN TRAFFIC PATTERN	4		4	2	8.00
WITHIN 1/4 MILE					
WITHIN 1/2 MILE	3		3	2	6.00
WITHIN 3/4 MILE	1		1	1	2.00
WITHIN 1 MILE	2		2	1	4.00
WITHIN 2 MILES	3		3	2	6.00
WITHIN 3 MILES	1		1	1	2.00
WITHIN 4 MILES	2		2	1	4.00
WITHIN 5 MILES	4		4	2	8.00
BEYOND 5 MILES	10	2	12	6	24.00
UNKNOWN/NOT REPORTED	2		2	1	4.00
RECORDS	48	2	50		
ACCIDENTS	24	1		25	
PERCENTS	96.0	.0	4.0		

ANALYTIC TABLE

AIRPORT PROXIMITY BY ALTITUDE OF OCCURRENCE

AIRPORT PROXIMITYALTITUDE OF OCCURRENCE

	<u>ALTITUDE OF OCCURRENCE</u>						<u>RECORDS</u>	<u>ACCIDENTS</u>	<u>PERCENT</u>
	UNKNOWN/NOT REPORTED	LOWER THAN 1000 FEET	1000 - 1999 FEET	2000 - 2999 FEET	3000 - 3999 FEET	HIGHER THAN 3999 FEET			
ON AIRPORT	2	14					16	8	32.00
ON SEAPLANE BASE									
ON HELIPORT									
ON BARGE/SHIP/PLATFORM									
IN TRAFFIC PATTERN	2	2					4	2	8.00
WITHIN 1/4 MILE									
WITHIN 1/2 MILE				2	1		3	2	6.00
WITHIN 3/4 MILE					1		1	1	2.00
WITHIN 1 MILE		2					2	1	4.00
WITHIN 2 MILES	3						3	2	6.00
WITHIN 3 MILES	1						1	1	2.00
WITHIN 4 MILES	2						2	1	4.00
WITHIN 5 MILES			4				4	2	8.00
BEYOND 5 MILES	4	4		2	2		12	6	24.00
UNKNOWN/NOT REPORTED					2		2	1	4.00
RECORDS	14	18	4	4	4	6	50		
ACCIDENTS	7	9	2	2	2	3		25	
PERCENTS	28.0	36.0	8.0	8.0	8.0	12.0			

ANALYTIC TABLE

TYPE OF FLIGHT PLAN BY INJURY INDEX

INJURY INDEXTYPE OF FLIGHT PLAN

FATAL
SERIOUS
MINOR
NONE

RECORDS ACCIDENTS PERCENT

NONE	25	3	13	41	24	82.00
VFR	1	1	3	5	4	10.00
IFR	1		1	2	2	4.00
CONTROLLED VFR						
IFR (VFR CONDITIONS ON TOP)	1			1	1	2.00
TOWER EN ROUTE CONTROL SERVICE						
DVFR			1	1	1	2.00
VFR FLIGHT FOLLOWING SERVICE						
SPECIAL VFR						
OTHER						
UNKNOWN/NOT REPORTED						
RECORDS	28	4	18	50		
ACCIDENTS	14	2	9		25	
PERCENTS	56.0	8.0	36.0			

ANALYTIC TABLE

CONTROLLING AGENCY BY CONTROL ZONE/AREA

CONTROL ZONE/AREA

CONTROLLING AGENCY

YES NO UNK/NOT REPORTED

RECORDS ACCIDENTS PERCENT

NO CONTROL	4	23	1	28	16	56.00
GROUND CONTROL						
LOCAL CONTROL	4			4	2	8.00
APPROACH CONTROL-DEPARTURE		1		1	1	2.00
APPROACH CONTROL-LANDING	1			1	1	2.00
APCH CTL-TOWER EN ROUTE CTL						
CENTER EN ROUTE						
FLIGHT SERVICE STATION						
TOWER	4			4	3	8.00
UNICOM	2	4	4	10	5	20.00
GCA				2	1	4.00
UNKNOWN/NOT REPORTED			2			
RECORDS	15	28	7	50		
ACCIDENTS	8	15	4		25	
PERCENTS	30.0	56.0	14.0			

CAUSE/FACTOR TABLE
U.S. GENERAL AVIATION ACCIDENTS
INVOLVING MIDAIR COLLISIONS
1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 25 TOTAL ACCIDENTS

INVOLVES 14 FATAL ACCIDENTS

BROAD CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT	14	2	14	11	3	11	25	5	25
	100.00	14.29	100.00	100.00	27.27	100.00	100.00	20.00	100.00
PERSONNEL	14		14	10		10	24		24
	100.00	.00	100.00	90.91	.00	90.91	96.00	.00	96.00
AIRFRAME	.00	.00	.00	.00	.00	.00	.00	.00	.00
LANDING GEAR	.00	.00	.00	.00	.00	.00	.00	.00	.00
POWERPLANT	.00	.00	.00	.00	.00	.00	.00	.00	.00
SYSTEMS	.00	.00	.00	.00	.00	.00	.00	.00	.00
INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	.00	.00	.00	.00	.00	.00	.00	.00
ROTORCRAFT	.00	.00	.00	.00	.00	.00	.00	.00	.00
AIRPORT/AIRWAYS/FACILITIES	.00	.00	.00	.00	2	2	.00	2	2
	.00	.00	.00	.00	18.18	18.18	.00	8.00	8.00
WEATHER	.00	.00	.00	.00	1	1	.00	1	1
	.00	.00	.00	.00	9.09	9.09	.00	4.00	4.00
TERRAIN	.00	.00	.00	.00	.00	.00	.00	.00	.00
MISCELLANEOUS	.00	.00	.00	.00	.00	.00	.00	.00	.00
UNDETERMINED	.00	.00	.00	.00	.00	.00	.00	.00	.00

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

* 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

CAUSE/FACTOR TABLE

U.S. GENERAL AVIATION ACCIDENTS
INVOLVING MIDAIR COLLISIONS
1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 25 TOTAL ACCIDENTS

INVOLVES 14 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **									
PILOT IN COMMAND									
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT					1	1		1	1
FAILED TO SEE AND AVOID OTHER AIRCRAFT	17		17	14		14	31		31
FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT					3	3		3	3
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC				1		1	1		1
IMPROPER IN-FLIGHT DECISIONS OR PLANNING		1	1					1	1
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING					1	1		1	1
EXERCISED POOR JUDGMENT		1	1					1	1
OPERATED CARELESSLY					1	1		1	1
MISJUDGED DISTANCE				1		1	1		1
MISJUDGED SPEED AND CLEARANCE	1		1				1		1
MISJUDGED CLEARANCE	1		1				1		1
FAILED TO ABORT TAKEOFF				2		2	2		2
DIRECT ENTRIES	1		1	2		2	3		3
SUBTOTAL	20	2	22	20	6	26	40	8	48
DUAL STUDENT									
FAILED TO SEE OTHER AIRCRAFT	2		2				2		2
SUBTOTAL	2		2				2		2
CHECK PILOT									
FAILED TO SEE OTHER AIRCRAFT	1		1				1		1
SUBTOTAL	1		1				1		1
** PERSONNEL **									
RULES, REGULATIONS, STANDARDS PERSONNEL									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
OPERATIONAL SUPERVISORY PERSONNEL									
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS	2		2				2		2
INADEQUATE SPACING OF AIRCRAFT	2		2				2		2
OTHER				2		2	2		2
AIRPORT SUPERVISORY PERSONNEL									
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
MISCELLANEOUS-PERSONNEL									
PILOT OF OTHER AIRCRAFT	21		21	15		15	36		36
THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL	25		25	17		17	42		42
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
OTHER					2	2		2	2
AIRPORT CONDITIONS									
OTHER					2	2		2	2
AIRWAYS FACILITIES									
SUBTOTAL					4	4		4	4
** WEATHER **									

CAUSE/FACTOR TABLE

WEATHER (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
OBSTRUCTIONS TO VISION					2	2		2	2
SUBTOTAL					2	2		2	2
GRAND TOTAL	48	2	50	37	12	49	85	14	99
** MISCELLANEOUS ACTS, CONDITIONS **									
SUNGLARE		2	2					2	2
TOUCH AND GO LANDING		2	2					2	2

DIRECT ENTRY CAUSES

PILOT-FAILED TO MAINTAIN ADEQUATE SEPARATION
 PILOT-FAILED TO MAINTAIN ADEQUATE SEPARATION
 PILOT-FAILED TO MAINTAIN ADEQUATE SEPARATION

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

LISTING OF ACCIDENTS
INVOLVING MIDAIR COLLISIONS
U.S. GENERAL AVIATION
1979
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 0014	N12WF	010379	NFT LAUDERDALE,FL	BEECH	58	NONE
3 0014	N76LA	010379	NFT LAUDERDALE,FL	BEECH	E-18S	NONE
3 0272	N732RW	011579	FAIRFIED,NJ	CESSNA	T210	NONE
3 0272	N9035X	011579	FAIRFIELD,NJ	CESSNA	182D	NONE
3 0274	N28175	021179	BRYANS CORNER,OK	BELLANCA	17-30A	FATAL
3 0274	N302CB	021179	BRYANS CORNER,OK	BELLANCA	17-30A	FATAL
3 0284	N141WB	020779	ARLINGTON,KS	CESSNA	414	SERIOUS
3 0284	N1782E	020779	ARLINGTON,KS	CESSNA	310R	SERIOUS
3 0587	N2029E	032279	LIBERAL,KS	CESSNA	172	SERIOUS
3 0587	N5930F	032279	LIBERAL,KS	CESSNA	210	SERIOUS
3 1010	N2055K	022679	NGREENVILLE,MS	BEECH	58	FATAL
3 1010	N500MG	022679	NGREENVILLE,MS	BEECH	95A55	FATAL
3 1174	N1895T	041779	VEEDERSBURG,IN	PIPER	PA-28	FATAL
3 1174	N6347J	041779	VEEDERSBURG,IN	PIPER	PA-28	FATAL
3 1480	N2873B	011779	OPA LOCKA,FL	BELL	47G2	FATAL
3 1480	USCG13760	011779	OPA LOCKA,FL	SIKORSKY	HH52A	FATAL
3 2570	N5111G	080479	W PALM BEACH,FL	CESSNA	150	FATAL
3 2570	N7708Y	080479	W PALM BEACH,FL	PIPER	PA-30	FATAL
3 2573	N1495T	040279	DAVIE,FL	PIPER	PA-34	FATAL
3 2573	N3740Q	040279	DAVIE,FL	BEECH	D95A	FATAL
3 2614	N3893M	021779	NLOGAN,UT	PIPER	PA-28	FATAL

LISTING OF ACCIDENTS
INVOLVING MIDAIR COLLISIONS
U.S. GENERAL AVIATION
1979
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	MAKE	AIRCRAFT MODEL	INJURY INDEX
-----	-----	-----	-----	----	-----	-----
3 2614	N47378	021779	NLOGAN,UT	PIPER	PA-28	FATAL
3 2650	N345B	070379	NASHDOWN,AR	CESSNA	340	FATAL
3 2650	N73532	070379	NASHDOWN,AR	CESSNA	R172	FATAL
3 2667	N40090	071579	CLARKSVILLE,TN	CESSNA	402	NONE
3 2667	N5567V	071579	CLARKSVILLE,TN	BEECH	T-34	NONE
3 2832	N23ER	032879	DAYTONA BEACH,FL	CESSNA	172	NONE
3 2832	N84ER	032879	DAYTONA BEACH,FL	CESSNA	172	NONE
3 2866	N33TN	011179	TEMPLETON,MA	PIPER	PA-31	FATAL
3 2866	N8022J	011179	TEMPLETON,MA	AEROSTAR	600	FATAL
3 3145	N4437J	102979	PLAINWELL,MI	PIPER	PA-28	FATAL
3 3145	N5345Z	102979	PLAINWELL,MI	PIPER	PA-22	FATAL
3 3149	N6051P	090279	BLOOMFIELD TWP,WI	PIPER	PA-24	FATAL
3 3149	N8859Y	090279	BLOOMFIELD TWP,WI	PIPER	PA-39	FATAL
3 3212	N219TC	080579	GRAND HAVEN,MI	BREEZY	FGC100	FATAL
3 3212	N7421H	080579	GRAND HAVEN,MI	PIPER	J3C-65	FATAL
3 3337	N1134Q	060679	NBURLINGTON,WI	PIPER	PA-32R	NONE
3 3337	N3538M	060679	NBURLINGTON,WI	PIPER	PA-28R	NONE
3 3466	N4324Q	073079	SIMSBURY,CT	CESSNA	172L	NONE
3 3466	N63637	073079	SIMSBURY,CT	CESSNA	150M	NONE
3 3621	N405CA	110779	NSTAMFORD,CT	PIPER	PA-31	NONE
3 3621	N54857	110779	NSTAMFORD,CT	PIPER	PA-23	NONE

LISTING OF ACCIDENTS
INVOLVING MIDAIR COLLISIONS
U.S. GENERAL AVIATION
1979
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 3679	N4839P	101079	SAN JOSE,CA	CESSNA	P210N	NONE
3 3679	N6117V	101079	SAN JOSE,CA	BEECH	35-33	NONE
3 3694	N24906	111879	BAKERSFIELD,CA	CESSNA	152	NONE
3 3694	N3188U	111879	BAKERSFIELD,CA	CESSNA	182F	NONE
3 3900	N2440D	091079	RAMONA,CA	PIPER	PA-38	FATAL
3 3900	N405DF	091079	RAMONA,CA	GRUMMAN	TS-2A	FATAL
3 3914	N1800D	101779	ALBANY,OH	CESSNA	150	FATAL
3 3914	N900U	101779	ALBANY,OH	CESSNA	150	FATAL

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING MIDAIR COLLISIONS

U.S. GENERAL AVIATION

(IN STATE AND DATE SEQUENCE)

1979

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2650	7/3/79	NR.ASHDOWN,AR	CESSNA R172	CR- 1 0 0	NONCOMMERCIAL	PRIVATE, AGE 55, 134
	TIME - 1815		N73532	PX- 2 0 0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, ALL IN TYPE,
			DAMAGE-DESTROYED	OT- 4 0 0		NOT INSTRUMENT RATED.
	DEPARTURE POINT	INTENDED DESTINATION				
	TEXARKANA,AR	LOCAL				
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	COLLISION WITH AIRCRAFT BOTH IN FLIGHT				IN FLIGHT NORMAL CRUISE	
	PROBABLE CAUSE(S)					
	PERSONNEL - MISCELLANEOUS-PERSONNEL	PILOT OF OTHER AIRCRAFT				
	SPECIAL DATA					
	SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.					
	CONTROLLING AGENCY - NO CONTROL				RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT	
	TRAFFIC ADVISORY ISSUED - NONE				CONTROL ZONE/AREA - NO	
	EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED				ANTI-COLLISION LIGHTS - INSTALLED,OPERATION UNKNOWN	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2650	7/3/79 TIME - 1815	NR.ASHDOWN,AR	CESSNA 340 N345B DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0 OT- 3 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 36, 5375 TOTAL HOURS, 36 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT LITTLE ROCK, AR	INTENDED DESTINATION DALLAS, TX			
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED						
RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROL ZONE/AREA - NO ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN						
3-3900	9/10/79 TIME - 1758	RAMONA, CA	GRUMMAN TS-2A N405DF DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0 OT- 1 0 0	COMMERCIAL ASSOC FIRE CTL ACTIVITY	COMMERCIAL, FL. INSTR., AGE 52, 9000 TOTAL HOURS, 775 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - RAMONA DEPARTURE POINT RAMONA, CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT		PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-LARGE US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 90 EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED						
RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONVERGENCE ANGLE-DEGREES - 45 VERTICAL COLLISION ANGLE-DEGREES - 0						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3900	9/10/79	RAMONA, CA	PIPER PA-38 N2440D DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0 OT- 0 0 1	INSTRUCTIONAL TRAINING	STUDENT, AGE 21, 50 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - RAMONA DEPARTURE POINT INTENDED DESTINATION SAN DIEGO, CA RETURN TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT LAST ENROUTE STOP RAMONA, CA PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-LARGE US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 90 EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONVERGENCE ANGLE-DEGREES - 45 VERTICAL COLLISION ANGLE-DEGREES - 0						
3-3679	10/10/79	SAN JOSE, CA	CESSNA P210N N4839P DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0 OT- 0 0 1	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 32, 2250 TOTAL HOURS, 65 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SAN JOSE MUNI. DEPARTURE POINT INTENDED DESTINATION SAN JOSE, CA LOCAL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT PHASE OF OPERATION LANDING FINAL APPROACH PROBABLE CAUSE(S) PERSONNEL - TRAFFIC CONTROL PERSONNEL OTHER PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OTHER SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - TOWER TRAFFIC ADVISORY ISSUED - BY LOCAL CONTROL CONTROL ZONE/AREA - YES HORIZONTAL COLLISION ANGLE-DEGREES - 0 ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN REMARKS- TWR DID NOT ASCERTAIN PLT RCVD INSTR TO CHG RWY. COLLIDED W BEECH 35-33 ON TKOF FM RWY W DSPLCD THR RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT CONVERGENCE ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3679	10/10/79	SAN JOSE, CA	BEECH 35-33	CR- 0 0 1	NONCOMMERCIAL	COMMERCIAL, AGE 52, 5000
	TIME - 1628		N6117V	PX- 0 0 0	BUSINESS	TOTAL HOURS, 2 IN TYPE,
			DAMAGE-SUBSTANTIAL	OT- 0 0 2		INSTRUMENT RATED.
	NAME OF AIRPORT - SAN JOSE MUNI.					
	DEPARTURE POINT	INTENDED DESTINATION				
	SAN JOSE, CA	LAKE PORT, CA				
	TYPE OF ACCIDENT		PHASE OF OPERATION			
	COLLISION WITH AIRCRAFT BOTH IN FLIGHT		TAKEOFF INITIAL CLIMB			
	PROBABLE CAUSE(S)					
	PERSONNEL - TRAFFIC CONTROL PERSONNEL OTHER					
	PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT					
	FACTOR(S)					
	AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OTHER					
	SPECIAL DATA					
	SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.					
	CONTROLLING AGENCY - TOWER		RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT			
	TRAFFIC ADVISORY ISSUED - BY LOCAL CONTROL		CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT			
	CONTROL ZONE/AREA - YES		CONVERGENCE ANGLE-DEGREES - 0			
	HORIZONTAL COLLISION ANGLE-DEGREES - 0		EVASIVE ACTION TAKEN - NO			
	ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN					
	REMARKS- COLLIDED W CESSNA P210 LNDG ON RWY W DSPLCD THR.TWR DIDN'T INSURE OTR PLT RCVD INSTR TO CHG RWY.					
3-3694	11/18/79	BAKERSFIELD, CA	CESSNA 182F	CR- 0 0 1	NONCOMMERCIAL	PRIVATE, AGE 44, 527
	TIME - 1148		N3188U	PX- 0 0 0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 185 IN TYPE,
			DAMAGE-NONE	OT- 0 0 1		NOT INSTRUMENT RATED.
	DEPARTURE POINT	INTENDED DESTINATION				
	DELANO, CA	LANCASTER, CA				
	TYPE OF ACCIDENT		PHASE OF OPERATION			
	COLLISION WITH AIRCRAFT BOTH IN FLIGHT		IN FLIGHT NORMAL CRUISE			
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT					
	PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT					
	SPECIAL DATA					
	SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.					
	CONTROLLING AGENCY - NO CONTROL		RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT			
	TRAFFIC ADVISORY ISSUED - NONE		CONTROL ZONE/AREA - NO			
	HORIZONTAL COLLISION ANGLE-DEGREES - 131		VERTICAL COLLISION ANGLE-DEGREES - 0			
	EVASIVE ACTION TAKEN - YES		ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN			

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3694	11/18/79	BAKERSFIELD, CA	CESSNA 152	CR- 0 0 1	NONCOMMERCIAL	STUDENT, AGE 32, 40 TOTAL
	TIME - 1148		N24906	PX- 0 0 0	PRACTICE	HOURS, ALL IN TYPE, NOT
			DAMAGE-SUBSTANTIAL	OT- 0 0 1		INSTRUMENT RATED.
	DEPARTURE POINT	INTENDED DESTINATION				
	SANTA MONICA, CA	POTERVILLE, CA				
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	COLLISION WITH AIRCRAFT	BOTH IN FLIGHT			IN FLIGHT DESCENDING	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT					
	PERSONNEL - MISCELLANEOUS-PERSONNEL	PILOT OF OTHER AIRCRAFT				
	SPECIAL DATA					
	SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.					
	CONTROLLING AGENCY - NO CONTROL				RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT	
	TRAFFIC ADVISORY ISSUED - NONE				CONTROL ZONE/AREA - NO	
	HORIZONTAL COLLISION ANGLE-DEGREES - 131				VERTICAL COLLISION ANGLE-DEGREES - 0	
	EVASIVE ACTION TAKEN - NO				ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN	
3-3466	7/30/79	SIMSBURY, CT	CESSNA 150M	CR- 0 0 2	INSTRUCTIONAL	ATP, FLIGHT INSTR., AGE
	TIME - 1900		N63637	PX- 0 0 0	DUAL	35, 5946 TOTAL HOURS,
			DAMAGE-SUBSTANTIAL	OT- 0 0 1		4218 IN TYPE, INSTRUMENT
	NAME OF AIRPORT - SIMSBURY TRI-TOWN					RATED.
	DEPARTURE POINT	INTENDED DESTINATION				
	SIMSBURY, CT	LOCAL				
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	COLLISION WITH AIRCRAFT	BOTH IN FLIGHT			LANDING LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT					
	SPECIAL DATA					
	SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.					
	CONTROLLING AGENCY - NO CONTROL				RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT	
	TRAFFIC ADVISORY ISSUED - NONE				CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT	
	CONTROL ZONE/AREA - NO				CONVERGENCE ANGLE-DEGREES - 0	
	HORIZONTAL COLLISION ANGLE-DEGREES - 0				VERTICAL COLLISION ANGLE-DEGREES - 45	
	EVASIVE ACTION TAKEN - YES				ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3466	7/30/79	SIMSBURY,CT	CESSNA 172L N43240 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0 OT- 0 0 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 47, 123 TOTAL HOURS, 91 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - SIMSBURY TRI-TOWN DEPARTURE POINT INTENDED DESTINATION WAREHOUSE POINT,CT RETURN TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT LAST ENROUTE STOP SIMSBURY,CT PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.--SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONVERGENCE ANGLE-DEGREES - 180 VERTICAL COLLISION ANGLE-DEGREES - 45 ANTI-COLLISION LIGHTS - OPERATING						
3-3621	11/7/79	NR.STAMFORD,CT	PIPER PA-23 N54857 DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 0 OT- 0 0 1	COMMERCIAL AIR TAXI-CARGO	AIRLINE TRANSPORT, AGE 28, 5000 TOTAL HOURS, 250 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION HARTFORD,CT QUEENS,NY TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT PHASE OF OPERATION IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.--SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONVERGENCE ANGLE-DEGREES - 0 VERTICAL COLLISION ANGLE-DEGREES - 0 ANTI-COLLISION LIGHTS - OPERATING REMARKS- PLT WAS UNAWARE THAT PLT OF OTHER ACFT,PA-31,WAS CLOSING IN FORMATION FM REAR.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3621	11/7/79	NR. STAMFORD, CT	PIPER PA-31	CR- 0 0 1	COMMERCIAL	COMMERCIAL, AGE 27, 2606
	TIME - 2245		N405CA	PX- 0 0 0	AIR TAXI-CARGO	TOTAL HOURS, 923 IN TYPE,
			DAMAGE-SUBSTANTIAL	OT- 0 0 1		INSTRUMENT RATED.
	DEPARTURE POINT	INTENDED DESTINATION				
	HARTFORD, CT	NEWARK, NJ				
	TYPE OF ACCIDENT			PHASE OF OPERATION		
	COLLISION WITH AIRCRAFT BOTH IN FLIGHT			IN FLIGHT NORMAL CRUISE		
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.					
	PILOT IN COMMAND - MISJUDGED DISTANCE					
	SPECIAL DATA					
	SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV. - SMALL US GEN. AV.					
	CONTROLLING AGENCY - NO CONTROL				RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT	
	TRAFFIC ADVISORY ISSUED - NONE				CONTROL ZONE/AREA - YES	
	CONVERGENCE ANGLE-DEGREES - 0				HORIZONTAL COLLISION ANGLE-DEGREES - 0	
	VERTICAL COLLISION ANGLE-DEGREES - 0				EVASIVE ACTION TAKEN - NO	
	ANTI-COLLISION LIGHTS - OPERATING					
	REMARKS- PLT BLINDED BY STROBE LITE, DRG FORMATION CLOSURE W ANOTHER CO ACFT, PA-23, WO COM OR PRE-BRIEFING.					
3-0014	1/3/79	NR. FT LAUDERDALE, FL	BEECH E-18S	CR- 0 0 1	NONCOMMERCIAL	PRIVATE, AGE 26, 325
	TIME - 1039		N76LA	PX- 0 0 0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 30 IN TYPE,
			DAMAGE-SUBSTANTIAL	OT- 0 0 1		NOT INSTRUMENT RATED.
	DEPARTURE POINT	INTENDED DESTINATION				
	MIAMI, FL	LOCAL				
	TYPE OF ACCIDENT			PHASE OF OPERATION		
	COLLISION WITH AIRCRAFT BOTH IN FLIGHT			IN FLIGHT NORMAL CRUISE		
	PROBABLE CAUSE(S)					
	PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT					
	SPECIAL DATA					
	SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV. - SMALL US GEN. AV.					
	CONTROLLING AGENCY - APPROACH CTL-DEPARTURE				RADAR CTL/SURVEILLANCE - UNDER RADAR CONTACT	
	TRAFFIC ADVISORY ISSUED - BY DEPARTURE				CONTROL ZONE/AREA - NO	
	CONVERGENCE ANGLE-DEGREES - 30				HORIZONTAL COLLISION ANGLE-DEGREES - 30	
	VERTICAL COLLISION ANGLE-DEGREES - 0				EVASIVE ACTION TAKEN - NO	
	ANTI-COLLISION LIGHTS - OPERATING					
	REMARKS- N76LA WAS STRUCK FROM RIGHT REAR BY N12WF.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0014	1/3/79 TIME - 1039	NR.FT LAUDERDALE,FL	BEECH 58 N12WF DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0 OT- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	AIRLINE TRANSPORT, AGE 50, 11065 TOTAL HOURS, 526 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT FT LAUDERDALE,FL	INTENDED DESTINATION TNOMASVILLE,GA			
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT						
FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - OPERATED CARELESSLY						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONVERGENCE ANGLE-DEGREES - 30 VERTICAL COLLISION ANGLE-DEGREES - 0 ANTI-COLLISION LIGHTS - OPERATING						
3-1480	1/17/79 TIME - 1015	OPA LOCKA,FL	SIKORSKY HH52A USCG1376 DAMAGE-DESTROYED	CR- 4 0 0 PX- 0 0 0 OT- 1 0 0	MISCELLANEOUS OTHER PUBLIC	AIRLINE TRANSPORT, AGE 32, 4049 TOTAL HOURS, 1583 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - OPA LOCKA AIRPORT	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT		PHASE OF OPERATION LANDING POWER-ON LANDING		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT PERSONNEL - TRAFFIC CONTROL PERSONNEL ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS PERSONNEL - TRAFFIC CONTROL PERSONNEL INADEQUATE SPACING OF AIRCRAFT						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-US MILITARY FIRE AFTER IMPACT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1480	1/17/79 TIME - 1015	OPA LOCKA, FL	BELL 47G2 N2873B DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0 QT- 4 0 0	INSTRUCTIONAL SOLO	STUDENT, AGE 31, 36 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - OPA LOCKA AIRPORT DEPARTURE POINT INTENDED DESTINATION OPA LOCKA, FL LOCAL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT PERSONNEL - TRAFFIC CONTROL PERSONNEL ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS PERSONNEL - TRAFFIC CONTROL PERSONNEL INADEQUATE SPACING OF AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-US MILITARY						
3-2832	3/28/79 TIME - 1031	DAYTONA BEACH, FL	CESSNA 172 N84ER DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0 QT- 0 0 1	INSTRUCTIONAL TRAINING	PRIVATE, AGE 18, 234 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - DAYTONA BEACH DEPARTURE POINT INTENDED DESTINATION DAYTONA BEACH, FL LOCAL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - LOCAL CONTROL TRAFFIC ADVISORY ISSUED - BY LOCAL CONTROL CONTROL ZONE/AREA - YES EVASIVE ACTION TAKEN - NO REMARKS- LANDED SAFELY FOLLOWING MID-AIR COLLISION WITH N23ER RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT HORIZONTAL COLLISION ANGLE-DEGREES - 45 ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2832	3/28/79	DAYTONA BEACH, FL	CESSNA 172	CR- 0 0 1	INSTRUCTIONAL	STUDENT, AGE 18, 42 TOTAL
	TIME - 1031		N23ER	PX- 0 0 0	TRAINING	HOURS, ALL IN TYPE, NOT
			DAMAGE-SUBSTANTIAL	OT- 0 0 1		INSTRUMENT RATED.
		NAME OF AIRPORT - DAYTONA BEACH				
		DEPARTURE POINT	INTENDED DESTINATION			
		DAYTONA BEACH, FL	LOCAL			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		COLLISION WITH AIRCRAFT BOTH IN FLIGHT			LANDING TRAFFIC PATTERN-CIRCLING	
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT				
		PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT				
		SPECIAL DATA				
		SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.				
		CONTROLLING AGENCY - LOCAL CONTROL			RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT	
		TRAFFIC ADVISORY ISSUED - BY LOCAL CONTROL			CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT	
		CONTROL ZONE/AREA - YES			HORIZONTAL COLLISION ANGLE-DEGREES - 45	
		EVASIVE ACTION TAKEN - NO			ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN	
		REMARKS- LANDED SAFELY FOLLOWING MID-AIR COLLISION WITH N84ER				
3-2573	4/2/79	DAVIE, FL	PIPER PA-34	CR- 0 0 2	INSTRUCTIONAL	AIRLINE TRANSPORT, AGE
	TIME - 1408		N149ST	PX- 0 0 0	CHECK	29, 1267 TOTAL HOURS, 17
			DAMAGE-SUBSTANTIAL	OT- 1 0 0		IN TYPE, INSTRUMENT
		DEPARTURE POINT	INTENDED DESTINATION			RATED.
		OPA LOCKA, FL	FT. LAUDERDALE, FL			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		COLLISION WITH AIRCRAFT BOTH IN FLIGHT			IN FLIGHT DESCENDING	
		PROBABLE CAUSE(S)				
		CHECK PILOT - FAILED TO SEE AND AVOID OTHER AIRCRAFT				
		PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT				
		SPECIAL DATA				
		SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.				
		CONTROLLING AGENCY - TOWER			RADAR CTL/SURVEILLANCE - UNDER RADAR CONTACT	
		TRAFFIC ADVISORY ISSUED - NONE			CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT	
		CONTROL ZONE/AREA - YES			EVASIVE ACTION TAKEN - NO	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2573	4/2/79	DAVIE, FL	BEECH D95A N3740Q DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0 OT- 0 0 2	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 39, 1311 TOTAL HOURS, 137 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT OPA LOCKA, FL	INTENDED DESTINATION POMPANO BEACH, FL			
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL CONTROL ZONE/AREA - YES REMARKS- TRANSPONDER REPLY NOT RCVD FM N3740Q AT FT LAUDERDALE APP CTL OR MIAMI ARTCC.						
3-2570	8/4/79	W PALM BEACH, FL	PIPER PA-30 N7708Y DAMAGE-MINOR	CR- 0 0 2 PX- 0 0 0 OT- 2 0 0	INSTRUCTIONAL CHECK	COMMERCIAL, AGE 36, 562 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - W PALM BEACH INTL DEPARTURE POINT W PALM BEACH, FL	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT	PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - LOCAL CONTROL CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT EVASIVE ACTION TAKEN - NO						
		TRAFFIC ADVISORY ISSUED - BY LOCAL CONTROL CONTROL ZONE/AREA - YES ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN				
3-2570	8/4/79	W PALM BEACH, FL	CESSNA 150 N5111G DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0 OT- 0 0 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 51, 426 TOTAL HOURS, 275 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - W PALM BEACH INTL DEPARTURE POINT W PALM BEACH, FL	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT	PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING			
PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - LOCAL CONTROL CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT EVASIVE ACTION TAKEN - NO						
		TRAFFIC ADVISORY ISSUED - BY LOCAL CONTROL CONTROL ZONE/AREA - YES ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1174	4/17/79	VEEDERSBURG, IN	PIPER PA-28 N6347J	CR- 0 0 1 PX- 0 0 1 OT- 2 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 27, 309 TOTAL HOURS, 296 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT PERRYSVILLE IN			INTENDED DESTINATION LOCAL			
TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE			
PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - NO						
REMARKS- FORMATION FLIGHT.LANDED OK.			RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROL ZONE/AREA - NO ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN			
3-1174	4/17/79	VEEDERSBURG, IN	PIPER PA-28 N1895T	CR- 1 0 0 PX- 1 0 0 OT- 0 0 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 18, 166 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT SPERRYSVILLE, IN			INTENDED DESTINATION LOCAL			
TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE			
PROBABLE CAUSE(S) PILOT-FAILED TO MAINTAIN ADEQUATE SEPARATION						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - NO FIRE AFTER IMPACT						
			RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROL ZONE/AREA - NO			

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0284	2/7/79 TIME - 1330	ARLINGTON,KS	CESSNA 310R N1782E DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0 OT- 0 1 0	MISCELLANEOUS TEST	AIRLINE TRANSPORT, AGE 36, 6188 TOTAL HOURS, 830 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT WICHITA,KS	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE			
PROBABLE CAUSE(S) PILOT-FAILED TO MAINTAIN ADEQUATE SEPARATION PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE REMARKS- ACFT VISUALLY CHECKING EACH OTHERS UNDERSIDE.						
3-0284	2/7/79 TIME - 1330	ARLINGTON,KS	CESSNA 414 N141WB DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0 OT- 0 0 1	MISCELLANEOUS TEST	COMMERCIAL, FL.INSTR., AGE 37, 9201 TOTAL HOURS, 31 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT WICHITA,KS	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE			
PROBABLE CAUSE(S) PILOT-FAILED TO MAINTAIN ADEQUATE SEPARATION PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE FIRE AFTER IMPACT REMARKS- ACFT VISUALLY CHECKING EACH OTHERS UNDERSIDE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-0587	3/22/79	LIBERAL,KS	CESSNA 172 N2029E DAMAGE-DESTROYED	CR- 0	1	0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 24, 1428 TOTAL HOURS, 341 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LIBERAL MUNI DEPARTURE POINT INTENDED DESTINATION LIBERAL,KS GARDEN CITY,KS TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 90 EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - OPERATING								
3-0587	3/22/79	LIBERAL,KS	CESSNA 210 N5930F DAMAGE-MINOR	CR- 0	0	1	MISCELLANEOUS TEST	COMMERCIAL, AGE 46, 7402 TOTAL HOURS, 500 IN TYPE, INSTRUMENT, RATED.
NAME OF AIRPORT - LIBERAL MUNI DEPARTURE POINT INTENDED DESTINATION LIBERAL,KS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 90 EVASIVE ACTION TAKEN - YES ANTI-COLLISION LIGHTS - OPERATING REMARKS- ACFT RETURNED TO ARPT AND LANDED.								

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2866	1/11/79 TIME - 1110	TEMPLETON, MA	AEROSTAR 600 N8022J DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0 OT- 3 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 23, 1600 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
NAME OF AIRPORT - GARDNER MUNI DEPARTURE POINT INTENDED DESTINATION BOSTON, MA SYRACUSE, NY TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL US GEN. AV. CONTROLLING AGENCY - NO CONTROL EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN FIRE AFTER IMPACT						
3-2866	1/11/79 TIME - 1110	TEMPLETON, MA	PIPER PA-31 N33TN DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0 OT- 2 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL. INSTR., AGE 55, 12225 TOTAL HOURS, 870 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GARDNER MUNI DEPARTURE POINT INTENDED DESTINATION CONCORD, MA WHITE PLAINS, NY TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL US GEN. AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3212	8/5/79 TIME - 1850	GRAND HAVEN, MI	PIPER J3C-65 N7421H DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0 OT- 0 0 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 45, 209 TOTAL HOURS, 38 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - MEMORIAL				
		DEPARTURE POINT	INTENDED DESTINATION			
		GRAND HAVEN, MI	LOCAL			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		COLLISION WITH AIRCRAFT BOTH IN FLIGHT			IN FLIGHT NORMAL CRUISE	
PROBABLE CAUSE(S)						
PILOT IN COMMAND - MISJUDGED SPEED AND CLEARANCE						
FACTOR(S)						
PILOT IN COMMAND - EXERCISED POOR JUDGMENT						
SPECIAL DATA						
SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.						
CONTROLLING AGENCY - UNICOM			RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT			
TRAFFIC ADVISORY ISSUED - NONE			CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT			
CONTROL ZONE/AREA - NO			EVASIVE ACTION TAKEN - NO			
REMARKS- PHOTOGRAPHING JUMP.ABOVE,TO THE LEFT,& SLIGHTLY AHEAD OF THE BREEZY.OBSERVED ROLLING RIGHT.						
3-3212	8/5/79 TIME - 1850	GRAND HAVEN, MI	BREEZY FGC100 N219TC DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 1 OT- 2 0 0	MISCELLANEOUS PARAJUMP-SPORT	PRIVATE, AGE 39, 453 TOTAL HOURS, 27 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - MEMORIAL				
		DEPARTURE POINT	INTENDED DESTINATION			
		GRAND HAVEN, MI	LOCAL			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		COLLISION WITH AIRCRAFT BOTH IN FLIGHT			IN FLIGHT NORMAL CRUISE	
PROBABLE CAUSE(S)						
PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT						
SPECIAL DATA						
SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.						
CONTROLLING AGENCY - UNICOM			RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT			
TRAFFIC ADVISORY ISSUED - NONE			CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT			
CONTROL ZONE/AREA - NO			HORIZONTAL COLLISION ANGLE-DEGREES - 0			
EVASIVE ACTION TAKEN - NO						
REMARKS- LNDD OK.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3145	10/29/79	PLAINWELL, MI	PIPER PA-22 N5345Z DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0 OT- 1 0 0	NONCOMMERCIAL PRACTICE	STUDENT, AGE 16, 24 TOTAL HOURS, 19 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - OTSEGO-PLAINWELL DEPARTURE POINT INTENDED DESTINATION PLAINWELL, MI RETURN TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT LAST ENROUTE STOP KALAMAZOO, MI PHASE OF OPERATION LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL US GEN. AV. CONTROLLING AGENCY - UNICOM TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO REMARKS- HI WING ACFT.						
3-3145	10/29/79	PLAINWELL, MI	PIPER PA-28 N4437J DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0 OT- 0 1 0	INSTRUCTIONAL SOLO	STUDENT, AGE 43, 27 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - OTSEGO-PLAINWELL DEPARTURE POINT INTENDED DESTINATION PLAINWELL, MI LOCAL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT PHASE OF OPERATION LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL US GEN. AV. CONTROLLING AGENCY - UNICOM TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO REMARKS- LOW WING ACFT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1010	2/26/79	NR.GREENVILLE,MS	BEECH 95A55	CR- 1 0 0	NONCOMMERCIAL	PRIVATE, AGE 28, 2699
	TIME - 1425		N500MG	PX- 0 0 0	BUSINESS	TOTAL HOURS, 125 IN TYPE,
			DAMAGE-DESTROYED	OT- 2 0 0		NOT INSTRUMENT RATED.
		NAME OF AIRPORT - GREENVILLE MUNI				
		DEPARTURE POINT	INTENDED DESTINATION			
		DOTHAN,AL	GREENVILLE,MS			
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		COLLISION WITH AIRCRAFT BOTH IN FLIGHT		LANDING TRAFFIC PATTERN-CIRCLING		
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT				
		PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT				
		SPECIAL DATA				
		SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.				
		CONTROLLING AGENCY - NO CONTROL			RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT	
		TRAFFIC ADVISORY ISSUED - NONE			CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT	
		CONTROL ZONE/AREA - YES			EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED	
3-1010	2/26/79	NR.GREENVILLE,MS	BEECH 58	CR- 1 0 0	COMMERCIAL	COMMERCIAL, AGE 37, 7166
	TIME - 1425		N2055K	PX- 1 0 0	AIR TAXI-PASSG	TOTAL HOURS, 3066 IN
			DAMAGE-DESTROYED	OT- 1 0 0		TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - GREENVILLE MUNI				
		DEPARTURE POINT	INTENDED DESTINATION			
		GREENVILLE,MS	CHARLOTTE,NC			
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		COLLISION WITH AIRCRAFT BOTH IN FLIGHT		IN FLIGHT CLIMB TO CRUISE		
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT				
		PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT				
		SPECIAL DATA				
		SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.				
		CONTROLLING AGENCY - TOWER			RADAR CTL/SURVEILLANCE - UNKNOWN/NOT REPORTED	
		TRAFFIC ADVISORY ISSUED - NONE			CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT	
		CONTROL ZONE/AREA - YES			EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0272	1/15/79	FAIRFIELD,NJ	CESSNA 182D	CR- 0 0 1	NONCOMMERCIAL	COMMERCIAL, AGE 48, 2294
	TIME - 1610		N9035X	PX- 0 0 0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 622 IN TYPE,
			DAMAGE-DESTROYED	OT- 0 0 2		INSTRUMENT RATED.
	NAME OF AIRPORT - MORRISTOWN					
	DEPARTURE POINT		INTENDED DESTINATION			
	FAIRFIELD,NJ		SUSSEX,NJ			
	TYPE OF ACCIDENT		PHASE OF OPERATION			
	COLLISION WITH AIRCRAFT BOTH IN FLIGHT		IN FLIGHT CLIMB TO CRUISE			
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT					
	SPECIAL DATA					
	SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.--SMALL US GEN.AV.					
	CONTROLLING AGENCY - APPROACH CONTROL LANDING			RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT		
	TRAFFIC ADVISORY ISSUED - NONE			CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT		
	CONTROL ZONE/AREA - YES			HORIZONTAL COLLISION ANGLE-DEGREES - 20		
	VERTICAL COLLISION ANGLE-DEGREES - 0			EVASIVE ACTION TAKEN - NO		
	ANTI-COLLISION LIGHTS - INSTALLED,OPERATION UNKNOWN					
3-0272	1/15/79	FAIRFIELD,NJ	CESSNA T210	CR- 0 0 1	NONCOMMERCIAL	PRIVATE, AGE 44, 1000
	TIME - 1610		N732RW	PX- 0 0 1	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 165 IN TYPE,
			DAMAGE-SUBSTANTIAL	OT- 0 0 1		NOT INSTRUMENT RATED.
	NAME OF AIRPORT - MORRISTOWN					
	DEPARTURE POINT		INTENDED DESTINATION			
	LINCOLN PARK,NJ		LOCAL			
	TYPE OF ACCIDENT		PHASE OF OPERATION			
	COLLISION WITH AIRCRAFT BOTH IN FLIGHT		LANDING FINAL APPROACH			
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT					
	SPECIAL DATA					
	SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.--SMALL US GEN.AV.					
	CONTROLLING AGENCY - NO CONTROL			RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT		
	TRAFFIC ADVISORY ISSUED - NONE			CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT		
	CONTROL ZONE/AREA - NO			HORIZONTAL COLLISION ANGLE-DEGREES - 20		
	VERTICAL COLLISION ANGLE-DEGREES - 0			EVASIVE ACTION TAKEN - NO		
	ANTI-COLLISION LIGHTS - INSTALLED,OPERATION UNKNOWN					
	REMARKS- PIC WAS MAKING PRATICE ILS APPROACH WITH OBSERVER ABOARD.PIC REPORTED NO HOOD WAS USED.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3914	10/17/79	ALBANY,OH	CESSNA 150 N1800D DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0 OT- 0 0 2	INSTRUCTIONAL SOLO	STUDENT, AGE 38, 45 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - OHIO UNIVERSITY DEPARTURE POINT INTENDED DESTINATION ALBANY,OH LOCAL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - UNICOM TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - YES HORIZONTAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO FIRE AFTER IMPACT RADAR CTL/SURVEILLANCE - RADAR SERVICE NOT AVAILABLE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONVERGENCE ANGLE-DEGREES - 0 VERTICAL COLLISION ANGLE-DEGREES - 5 ANTI-COLLISION LIGHTS - INSTALLED,OPERATION UNKNOWN PHASE OF OPERATION LANDING FINAL APPROACH						
3-3914	10/17/79	ALBANY,OH	CESSNA 150 N900U DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1 OT- 1 0 0	NONCOMMERCIAL PRACTICE	PRIVATE, AGE 18, 64 TOTAL HOURS, 61 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - OHIO UNIVERSITY DEPARTURE POINT INTENDED DESTINATION ALBANY,OH LOCAL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - UNICOM TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - YES HORIZONTAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO RADAR CTL/SURVEILLANCE - RADAR SERVICE NOT AVAILABLE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONVERGENCE ANGLE-DEGREES - 180 VERTICAL COLLISION ANGLE-DEGREES - 5 ANTI-COLLISION LIGHTS - INSTALLED,OPERATION UNKNOWN PHASE OF OPERATION LANDING FINAL APPROACH						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0274	2/11/79	BRYANS CORNER,OK	BELLANCA 17-30A	CR- 1 0 0	MISCELLANEOUS	COMMERCIAL, AGE 31, 534
	TIME - 1430		N28175	PX- 0 0 0	FERRY	TOTAL HOURS, 234 IN TYPE,
			DAMAGE-DESTROYED	OT- 0 0 1		NOT INSTRUMENT RATED.
	DEPARTURE POINT		INTENDED DESTINATION		LAST ENROUTE STOP	
	ALEXANDRIA,MN		PLAINVIEW,TX		DODGE CITY,KS	
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	COLLISION WITH AIRCRAFT BOTH IN FLIGHT				IN FLIGHT NORMAL CRUISE	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - MISJUDGED CLEARANCE					
	FACTOR(S)					
	PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING					
	SPECIAL DATA					
	SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.					
	CONTROLLING AGENCY - NO CONTROL				RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT	
	TRAFFIC ADVISORY ISSUED - NONE				CONTROL ZONE/AREA - NO	
	CONVERGENCE ANGLE-DEGREES - 10				HORIZONTAL COLLISION ANGLE-DEGREES - 10	
	VERTICAL COLLISION ANGLE-DEGREES - 10				EVASIVE ACTION TAKEN - YES	
	ANTI-COLLISION LIGHTS - INSTALLED,OPERATION UNKNOWN					
	REMARKS- FORMING 4 PLANE RT ECHELON FORMATION.4TH PLANE,N28175,DOVE APRX 200FT THEN PULLED UP INTO N302CB.					
3-0274	2/11/79	BRYANS CORNER,OK	BELLANCA 17-30A	CR- 0 0 1	MISCELLANEOUS	COMMERCIAL, FL.INSTR.,
	TIME - 1430		N302CB	PX- 0 0 0	FERRY	AGE 32, 1700 TOTAL HOURS,
			DAMAGE-SUBSTANTIAL	OT- 1 0 0		1160 IN TYPE, INSTRUMENT
	DEPARTURE POINT		INTENDED DESTINATION		LAST ENROUTE STOP	RATED.
	ALEXANDRIA,MN		PLAINVIEW,TX		DODGE CITY,KS	
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	COLLISION WITH AIRCRAFT BOTH IN FLIGHT				IN FLIGHT NORMAL CRUISE	
	PROBABLE CAUSE(S)					
	PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT					
	SPECIAL DATA					
	SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.					
	CONTROLLING AGENCY - NO CONTROL				RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT	
	TRAFFIC ADVISORY ISSUED - NONE				CONTROL ZONE/AREA - NO	
	CONVERGENCE ANGLE-DEGREES - 10				HORIZONTAL COLLISION ANGLE-DEGREES - 10	
	VERTICAL COLLISION ANGLE-DEGREES - 10				EVASIVE ACTION TAKEN - YES	
	ANTI-COLLISION LIGHTS - INSTALLED,OPERATION UNKNOWN					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N			FLIGHT PURPOSE	PILOT DATA	
3-2667	7/15/79	CLARKSVILLE, TN	BEECH T-34 N5567V DAMAGE-SUBSTANTIAL	CR-	0	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL. INSTR., AGE 27, 1360 TOTAL HOURS, 20 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - OUTLAW FIELD DEPARTURE POINT INTENDED DESTINATION CLARKSVILLE, TN SPRINGFIELD, TN TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL US GEN. AV. CONTROLLING AGENCY - UNICOM TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT HORIZONTAL COLLISION ANGLE-DEGREES - 110 VERTICAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - YES REMARKS- TREES OBSCURED APPROACH ENDS OF INTERSECTING R/W. NO CALLS HEARD ON UNICOM FROM N55674.									
3-2667	7/15/79	CLARKSVILLE, TN	CESSNA 402 N4009Q DAMAGE-SUBSTANTIAL	CR-	0	0	1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 29, 3719 TOTAL HOURS, 16 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - OUTLAW FIELD DEPARTURE POINT INTENDED DESTINATION CLARKSVILLE, TN ALTON, IL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL US GEN. AV. CONTROLLING AGENCY - UNICOM TRAFFIC ADVISORY ISSUED - OTHER CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT HORIZONTAL COLLISION ANGLE-DEGREES - 110 VERTICAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO REMARKS- TREES OBSCURED APPROACH ENDS OF INTERSECTING R/W									

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2614	2/17/79	NR.LOGAN,UT	PIPER PA-28	CR- 1 1 0	INSTRUCTIONAL	COMMERCIAL, FL.INSTR.,
	TIME - 1330		N47378	PX- 0 0 0	DUAL	AGE 23, 501 TOTAL HOURS,
			DAMAGE-DESTROYED	OT- 0 0 3		35 IN TYPE, INSTRUMENT
						RATED.
		NAME OF AIRPORT - CACHE-LOGAN				
		DEPARTURE POINT	INTENDED DESTINATION			
		LOGAN,UT	LOCAL			
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		COLLISION WITH AIRCRAFT BOTH IN FLIGHT		LANDING FINAL APPROACH		
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT				
		DUAL STUDENT - FAILED TO SEE AND AVOID OTHER AIRCRAFT				
		PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT				
		SPECIAL DATA				
		SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.				
		CONTROLLING AGENCY - NO CONTROL			RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT	
		TRAFFIC ADVISORY ISSUED - NONE			CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT	
		CONTROL ZONE/AREA - NO			CONVERGENCE ANGLE-DEGREES - 0	
		HORIZONTAL COLLISION ANGLE-DEGREES - 0			VERTICAL COLLISION ANGLE-DEGREES - 2	
		EVASIVE ACTION TAKEN - NO			ANTI-COLLISION LIGHTS - OPERATING	
3-2614	2/17/79	NR.LOGAN,UT	PIPER PA-28	CR- 0 0 2	INSTRUCTIONAL	COMMERCIAL, FL.INSTR.,
	TIME - 1330		N3893M	PX- 0 0 1	DUAL	AGE 45, 4856 TOTAL HOURS,
			DAMAGE-MINOR	OT- 1 1 0		105 IN TYPE, INSTRUMENT
						RATED.
		NAME OF AIRPORT - CACHE-LOGAN				
		DEPARTURE POINT	INTENDED DESTINATION			
		LOGAN,UT	LOCAL			
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		COLLISION WITH AIRCRAFT BOTH IN FLIGHT		LANDING FINAL APPROACH		
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT				
		DUAL STUDENT - FAILED TO SEE AND AVOID OTHER AIRCRAFT				
		PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT				
		SPECIAL DATA				
		SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.				
		CONTROLLING AGENCY - NO CONTROL			RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT	
		TRAFFIC ADVISORY ISSUED - NONE			CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT	
		CONTROL ZONE/AREA - NO			CONVERGENCE ANGLE-DEGREES - 0	
		HORIZONTAL COLLISION ANGLE-DEGREES - 0			VERTICAL COLLISION ANGLE-DEGREES - 2	
		EVASIVE ACTION TAKEN - NO			ANTI-COLLISION LIGHTS - OPERATING	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3337	6/6/79	NR.BURLINGTON,WI	PIPER PA-32R	CR- 0 0 1	NONCOMMERCIAL	COMMERCIAL, AGE 44, 1574
	TIME - 1920		N11340	PX- 0 0 5	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 2 IN TYPE,
			DAMAGE-SUBSTANTIAL	OT- 0 0 2		INSTRUMENT RATED.
NAME OF AIRPORT - BURLINGTON MUNI						
DEPARTURE POINT INTENDED DESTINATION						
BURLINGTON,WI LOCAL						
TYPE OF ACCIDENT PHASE OF OPERATION						
COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING FINAL APPROACH						
PROBABLE CAUSE(S)						
PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT						
FACTOR(S)						
WEATHER - OBSTRUCTIONS TO VISION						
PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT						
WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED						
WEATHER FORECAST - UNKNOWN/NOT REPORTED						
SKY CONDITION CEILING AT ACCIDENT SITE						
SCATTERED 25000						
VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE						
3 MILES OR LESS NONE						
OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND						
HAZE RIGHT QUARTERING HEAD WIND 023-067 DEGREES						
TEMPERATURE-F WIND DIRECTION-DEGREES						
67 150						
WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS						
10 VFR						
TYPE OF FLIGHT PLAN						
NONE						
SPECIAL DATA						
SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.						
CONTROLLING AGENCY - UNICOM RADAR CTL/SURVEILLANCE - UNKNOWN/NOT REPORTED						
TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT						
CONTROL ZONE/AREA - UNKNOWN/NOT REPORTED CONVERGENCE ANGLE-DEGREES - 0						
HORIZONTAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO						
REMARKS- SMOKE & HAZE. GND UNICOM NOT MONITORED BY OPERATOR. PLT DID NOT HEAR OTHER ACFT RDO TRANS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT -PURPOSE	PILOT DATA
3-3337	6/6/79	NR.BURLINGTON,WI	PIPER PA-28R N3538M DAMAGE-DESTROYED	CR- 0 0 2 PX- 0 0 0 OT- 0 0 6	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 23, 904 TOTAL HOURS, 46 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BURLINGTON MUNI DEPARTURE POINT INTENDED DESTINATION WAUKESHA,WI BURLINGTON,WI TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING FINAL APPROACH PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) WEATHER - OBSTRUCTIONS-TO VISION PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED 25000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF-WIND HAZE RIGHT QUARTERING HEAD WIND 023-067 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 67 150 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 10 VFR TYPE OF FLIGHT PLAN NONE SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - UNICOM RADAR CTL/SURVEILLANCE - UNKNOWN/NOT REPORTED TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - UNKNOWN/NOT REPORTED CONVERGENCE ANGLE-DEGREES - 180 HORIZONTAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO FIRE AFTER IMPACT REMARKS- ACFT IN CLOSED PATTERN.DID NOT HEAR OTHER ACFT RDO TRANS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3149	9/2/79	BLOOMFIELD TWP,WI	PIPER PA-24	CR- 0 0 1	NONCOMMERCIAL	PRIVATE, AGE 50, 529
	TIME - 1604		N6051P	PX- 0 0 1	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 230 IN TYPE,
			DAMAGE-SUBSTANTIAL	OT- 2 0 0		NOT INSTRUMENT RATED.
	NAME OF AIRPORT - PLAYBOY					
	DEPARTURE POINT		INTENDED DESTINATION			
	GARY, IN		LAKE GENEVA, WI			
	TYPE OF ACCIDENT		PHASE OF OPERATION			
	COLLISION WITH AIRCRAFT BOTH IN FLIGHT		IN FLIGHT NORMAL CRUISE			
	PROBABLE CAUSE(S)					
	PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT					
	FACTOR(S)					
	MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE					
	SPECIAL DATA					
	SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.					
	CONTROLLING AGENCY - NO CONTROL		RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT			
	TRAFFIC ADVISORY ISSUED - NONE		CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT			
	CONTROL ZONE/AREA - NO		CONVERGENCE ANGLE-DEGREES - 90			
	HORIZONTAL COLLISION ANGLE-DEGREES - 60		VERTICAL COLLISION ANGLE-DEGREES - 0			
	EVASIVE ACTION TAKEN - NO		ANTI-COLLISION LIGHTS - NOT OPERATING			
3-3149	9/2/79	BLOOMFIELD TWP,WI	PIPER PA-39	CR- 1 0 0	NONCOMMERCIAL	PRIVATE, AGE 54, 1333
	TIME - 1604		N8859Y	PX- 1 0 0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 291 IN TYPE,
			DAMAGE-DESTROYED	OT- 0 0 2		INSTRUMENT RATED.
	NAME OF AIRPORT - PLAYBOY					
	DEPARTURE POINT		INTENDED DESTINATION			
	GARY, IN		LAKE GENEVA, WI			
	TYPE OF ACCIDENT		PHASE OF OPERATION			
	COLLISION WITH AIRCRAFT BOTH IN FLIGHT		IN FLIGHT NORMAL CRUISE			
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT					
	SPECIAL DATA					
	SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV.					
	CONTROLLING AGENCY - NO CONTROL		RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT			
	TRAFFIC ADVISORY ISSUED - NONE		CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT			
	CONTROL ZONE/AREA - NO		CONVERGENCE ANGLE-DEGREES - 30			
	HORIZONTAL COLLISION ANGLE-DEGREES - 60		VERTICAL COLLISION ANGLE-DEGREES - 0			
	EVASIVE ACTION TAKEN - NO		ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN			

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 81-2
 c.1
 1979

NTSB Brief of accidents in-
 AMM volving midair collisions
 81-2
 c.1
 1979

DATE	SS	ISSUED TO	bx
		<i>Scott Pears</i>	<i>481-80-5616</i> <i>5627</i>
MAR 18 '87		<i>M. EVANS</i>	<i>3537</i> <i>443 628595</i>
MAR 21 '87		<i>Reese</i>	<i>Kk</i>



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