

Doc
NTSB
AMM
75
06

A
L
T
R
A
N
S
P
O
R
T
A
T
I
O
N
S
A
F
E
T
Y

**BRIEFS OF ACCIDENTS
INVOLVING
ALCOHOL AS A CAUSE/FACTOR
U.S. GENERAL AVIATION
1973**

*Her was
John W. L. 20
(R) photo*



E. R. A. U. LIBRARY

Doc
NTSB
AMM
75
06

**NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594
REPORT NUMBER: NTSB-AMM**

NTSB

AMM

75-6

1973

Alcohol as a Cause/Factor

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB-AMM-75-6	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Briefs of Accidents Involving Alcohol As a Cause/Factor, U. S. General Aviation, 1973		5. Report Date 6/18/75	
		6. Performing Organization Code	
7. Author(s)		8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Aviation Safety National Transportation Safety Board Washington, D. C. 20594		10. Work Unit No. 1579	
		11. Contract or Grant No.	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		13. Type of Report and Period Covered Accident Reports in Brief Format - U.S. General Aviation Involving Alcohol As a Cause/Factor, 1973	
		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract This publication contains reports on all U. S. General Aviation accidents, occurring in 1973, involving alcohol impairment as a cause/factor. Included are 34 accident Briefs, 29 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances and probable cause(s)/factor(s) for each accident. Additional statistical information is tabulated by type of accident, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually.			
17. Key Words Aviation accidents, U. S. general aviation, alcohol as a cause/factor, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151	
19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 32	22. Price

FOREWORD

This report contains U. S. General Aviation accidents involving alcohol impairment as a cause/factor, arranged in state and date order. In addition, this publication includes several statistical tables which tabulate and summarize selected accident information, such as type of accident, phase of operation, injuries, cause/factors and pilot certificates.

In 1973, U. S. General Aviation aircraft were involved in 34 total and 29 fatal accidents where alcohol impairment was a cause/factor. In comparison, the entire General Aviation fleet incurred 4,255 total and 723 fatal accidents.

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:

"(e) 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 reproduced 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 photographs will be reproduced.

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.

Orders for this material also involve a user service charge by the Safety Board for special services. This charge is in addition to the cost for commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

Requests for reproduction should be forwarded to the:

NATIONAL TRANSPORTATION SAFETY BOARD
Public Inquiry Section
Washington, D. C. 20594

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 standpoint 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

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.	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

INJURIES, ACCIDENTS
ACCIDENTS INVOLVING ALCOHOL AS A CAUSE/FACTOR
U. S. GENERAL AVIATION

1973

		INJURIES					
		FATAL	SERIOUS	MINOR	NONE	UNKNOWN	TOTAL
PILOT		29	1	2	2		34
COPILOT							
DUAL STUDENT							
CHECK PILOT							
FLIGHT ENGINEER							
NAVIGATOR							
CABIN ATTENDANT							
EXTRA CREW							
PASSENGERS		33	2	1	4		40
	TOTAL	62	3	3	6	ABOARD	74
OTHER AIRCRAFT							
OTHER GROUND							
GRAND TOTAL		62	3	3	6		74
INVOLVES	34	TOTAL ACCIDENTS					
INVOLVES	29	FATAL ACCIDENTS					

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

<u>KIND OF FLYING</u>	<u>PILOT CERTIFICATE</u>								RECORDS	ACCIDENTS
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE / FL. INSTR.	COMMERCIAL / FL. INSTR.	ATR / FL. INSTR.	OTHER		
<u>INSTRUCTIONAL</u>										
DUAL										
SOLO										
CHECK										
TRAINING	1								1	1
<u>NONCOMMERCIAL</u>										
PLEASURE	4	12	5		2			4	27	27
PRACTICE			1						1	1
BUSINESS		2							2	2
CORPORATE/EXECUTIVE										
AERIAL SURVEY										
COMPANY FLIGHT										
OTHER			1						1	1
<u>COMMERCIAL</u>										
AERIAL APPLICATION			1						1	1
CROP CONTROL RELATED FLIGHT			1						1	1
FIRE CONTROL										
FIRE CONTROL RELATED FLIGHT										
AERIAL MAPPING/PHOTOGRAPHY										
AERIAL ADVERTISING										
POWER AND PIPELINE PATROL										
FISH SPOTTING										
AIR TAXI-PASSENGER OPERATIONS										
AIR TAXI-CARGO OPERATIONS										
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										

PILOT CERTIFICATE

STUDENT
PRIVATE
COMMERCIAL
ATR
PRIVATE / FL INSTR.
COMMERCIAL / FL INSTR.
ATR / FL INSTR.
OTHER
NONE
UNKNOWN /
NOT REPORTED

RECORDS ACCIDENTS

RECORDS	5	14	9	2	4	34
ACCIDENTS	5	14	9	2	4	34

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

FIRST
TYPE OF ACCIDENT

DESTROYED
SUBSTANTIAL
MINOR
NONE

RECORDS ACCIDENTS

GROUND-WATER LOOP-SWERVE
DRAGGED WINGTIP POD OR FLOAT
WHEELS-UP LANDING
WHEELS-DOWN LANDING IN WATER
GEAR COLLAPSED
GEAR RETRACTED
HARD LANDING
NOSE OVER/DOWN
ROLL OVER
OVERSHOOT

UNDERSHOOT

1

1

1

COLLISION BETWEEN AIRCRAFT

BOTH IN FLIGHT

ONE AIRBORNE

BOTH ON GROUND

COLLISION WITH GROUND/WATER

CONTROLLED

2

2

2

UNCONTROLLED

9

9

9

COLLIDED WITH

WIRES/POLES

2

2

2

TREES

5

5

5

RESIDENCE/S

BUILDING/S

FENCE, FENCEPOSTS

1

1

1

ELECTRONIC TOWERS

RUNWAY OR APPROACH LIGHTS

AIRPORT HAZARD

ANIMALS

CROP

FLAGMAN LOADER

DITCHES

SNOWBANK

PARKED AIRCRAFT

AUTOMOBILE

DIRT BANK

OBJECT

1

1

1

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE			RECORDS	ACCIDENTS
	DESTROYED	SUBSTANTIAL	MINOR NONE		
BIRD STRIKE					
STALL	5			5	5
SPIN	2			2	2
SPIRAL					
PUSH					
<u>FIRE OR EXPLOSION</u>					
IN FLIGHT					
ON GROUND					
<u>AIRFRAME FAILURE</u>					
IN FLIGHT	1			1	1
ON GROUND					
ENGINE TEARAWAY					
ENGINE FAILURE OR MALFUNCTION	4	1		5	5
<u>PROPELLER/ROTOR FAILURE</u>					
PROPELLER					
TAIL ROTOR					
MAIN ROTOR					
PROP ROTOR ACDNT TO PERSON					
JET INTAKE/EXH ACDNT TO PERS					
PROPELLER/JET/ROTOR BLAST					
TURBULENCE					
HAIL DAMAGE TO AIRCRAFT					
LIGHTNING STRIKE					
EVASIVE MANEUVER					
UNCONTROLLED ALT DEVIATION					
DITCHING					
MISSING ACFT NOT RECOVERED					
MISCELLANEOUS/OTHER					
UNDETERMINED					
RECORDS	31	3		34	
ACCIDENTS	31	3			34

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS
	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	3				3	3
VERTICAL						
RUNNING						
ABORTED						
ABORTED						
ABORTED						
OTHER						
INFLIGHT						
CLIMB TO CRUISE						
NORMAL CRUISE	2	1			3	3
DESCENDING						
HOLDING						
HOVERING						
POWER-ON DESCENT						
AUTOROTATIVE DESCENT						
ACROBATICS	1				1	1
BUZZING	4				4	4

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS
	FATAL	SERIOUS	MINOR	NONE		
UNCONTROLLED DESCENT	3				3	3
EMERGENCY DESCENT						
LOW PASS	4				4	4
OTHER	7				7	7
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	1				1	1
CLEANUP SWATH						
MANEUVER TO AVOID OBSTRUCTION						
RETURN TO STRIP	1				1	1
<u>LANDING</u>						
TRAFFIC PATTERN-CIRCLING	1				1	1
FINAL APPROACH	1	2	1		4	4
INITIAL APPROACH						
FINAL APPROACH						
LEVEL OFF/TOUCHDOWN						
ROLL				1	1	1
ROLL-ON/RUN-ON						
POWER-ON LANDING						
POWER-OFF AUTOROTATIVE LDG						
GO-AROUND	1				1	1
MISSED APPROACH						
OTHER						
UNKNOWN/NOT REPORTED						
RECORDS	29	1	2	2	34	
ACCIDENTS	29	1	2	2		34

CAUSE/FACTOR TABLE
ACCIDENTS INVOLVING ALCOHOL AS A CAUSE/FACTOR
U.S. GENERAL AVIATION

1973

INVOLVES 34 TOTAL ACCIDENTS
INVOLVES 29 FATAL ACCIDENTS

BROAD CAUSE/FACTOR -----	FATAL ACCIDENTS -----			NONFATAL ACCIDENTS -----			ALL ACCIDENTS -----		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT	29 100.00	17 58.62	29 100.00	5 100.00	3 60.00	5 100.00	34 100.00	20 58.82	34 100.00
PERSONNEL	1 3.45	.00	1 3.45	.00	.00	.00	1 2.94	.00	1 2.94
AIRFRAME	.00	.00	.00	.00	.00	.00	.00	.00	.00
LANDING GEAR	.00	.00	.00	.00	.00	.00	.00	.00	.00
POWERPLANT	1 3.45	.00	1 3.45	.00	.00	.00	1 2.94	.00	1 2.94
SYSTEMS	.00	.00	.00	.00	.00	.00	.00	.00	.00
INSTRUMENTS/EQUIPMENT AND ACCESSORIES	.00	.00	.00	.00	.00	.00	.00	.00	.00
ROTORCRAFT	.00	.00	.00	.00	.00	.00	.00	.00	.00
AIRPORTS/AIRWAYS/FACILITIES	.00	.00	.00	.00	2 40.00	2 40.00	.00	2 5.88	2 5.88
WEATHER	.00	6 20.69	6 20.69	.00	.00	.00	.00	6 17.65	6 17.65
TERRAIN	2 6.90	13 44.83	15 51.72	1 20.00	1 20.00	2 40.00	3 8.82	14 41.18	17 50.00
MISCELLANEOUS	.00	2 6.90	2 6.90	.00	.00	.00	.00	2 5.88	2 5.88
UNDETERMINED	.00	.00	.00	.00	.00	.00	.00	.00	.00

PAGE XI

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
ACCIDENTS INVOLVING ALCOHOL AS A CAUSE/FACTOR
U.S. GENERAL AVIATION

1973

INVOLVES 34 TOTAL ACCIDENTS
INVOLVES 29 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **									
PILOT IN COMMAND									
ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL	4	1	5	1		1	5	1	6
BECAME LOST/DISORIENTED		1	1					1	1
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS	3		3				3		3
EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT	1		1				1		1
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS	2		2				2		2
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	8		8				8		8
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC	1		1				1		1
IMPROPER OPERATION OF FLIGHT CONTROLS	3		3				3		3
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	1	4	5				1	4	5
LACK OF FAMILIARITY WITH AIRCRAFT				1		1	1		1
MISMANAGEMENT OF FUEL	2		2	1		1	3		3
EXERCISED POOR JUDGMENT	2	1	3	1		1	3	1	4
INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS	1		1				1		1
CONTROL INTERFERENCE					1	1		1	1
MISJUDGED DISTANCE AND ALTITUDE				2		2	2		2
MISJUDGED ALTITUDE AND CLEARANCE	1		1				1		1
MISJUDGED ALTITUDE	3	1	4				3	1	4
PHYSICAL IMPAIRMENT	16	13	29	3	2	5	19	15	34
SPATIAL DISORIENTATION	6		6				6		6
SUBTOTAL	54	21	75	9	3	12	63	24	87
** PERSONNEL **									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
INADEQUATE MAINTENANCE AND INSPECTION	1		1				1		1
OPERATIONAL SUPERVISORY PERSONNEL									
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
AIRPORT SUPERVISORY PERSONNEL									
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
MISCELLANEOUS-PERSONNEL									
THIRD PILOT									
FLIGHT ENGINEER									
DISPATCHING									
SUBTOTAL	1		1				1		1
** POWERPLANT **									
ENGINE STRUCTURE									
IGNITION SYSTEM									
SPARK PLUG	1		1				1		1
FUEL SYSTEM									
LUBRICATING SYSTEM									
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
EXHAUST SYSTEM									
ENGINE ACCESSORIES									
ENGINE CONTROLS-COCKPIT									
POWERPLANT-INSTRUMENTS									
MISCELLANEOUS									
REDUCTION GEAR ASSEMBLY									
COMPRESSOR ASSEMBLY									
COMBUSTION ASSEMBLY									
TURBINE ASSEMBLY									
ACCESSORY DRIVE ASSEMBLY									
LUBRICATING SYSTEM									
FUEL SYSTEM									

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
SAFETY SYSTEM									
IGNITION SYSTEM									
TORQUEMETER									
AIR BLEED									
EXHAUST SYSTEM									
THRUST REVERSER									
PROPELLER SYSTEM									
CONSTANT SPEED DRIVE									
POWER LEVER									
PROPELLER LEVER									
REVERSE THRUST LEVER									
ENGINE INDICATING EQUIPMENT									
ENGINE INSTALLATION									
SUBTOTAL	1		1				1		1
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
AIRPORT CONDITIONS									
UNMARKED OBSTRUCTIONS					1	1		1	1
OTHER					1	1		1	1
AIRWAYS FACILITIES									
SUBTOTAL					2	2		2	2
** WEATHER **									
LOW CEILING		4	4					4	4
RAIN		2	2					2	2
FOG		4	4					4	4
ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC		1	1					1	1
TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS		1	1					1	1
SUBTOTAL		12	12					12	12
** TERRAIN **									
HIGH OBSTRUCTIONS	1	9	10	1	1	2	2	10	12
OTHER	1	4	5				1	4	5
SUBTOTAL	2	13	15	1	1	2	3	14	17
** MISCELLANEOUS **									
EVASIVE MANEUVER TO AVOID COLLISION		1	1					1	1
UNQUALIFIED PERSON OPERATED AIRCRAFT		1	1					1	1
SUBTOTAL		2	2					2	2
GRAND TOTAL	58	48	106	10	6	16	68	54	122
** MISCELLANEOUS ACTS, CONDITIONS **									
INSTRUMENTS-MISREAD OR FAILED TO READ		1	1					1	1
SEAT BELT NOT FASTENED		1	1					1	1
NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA					1	1		1	1
UNWARRANTED LOW FLYING	8	1	9				8	1	9
POORLY PLANNED APPROACH					1	1		1	1
STOLEN OR UNAUTHORIZED USE OF AIRCRAFT		2	2		1	1		3	3
FAILURE OF TWO OR MORE ENGINES		1	1					1	1
SEPARATION IN FLIGHT		1	1					1	1
FUEL EXHAUSTION				1		1	1		1
ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT	16	13	29	3	2	5	19	15	34
IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG		1	1					1	1
WATER IN FUEL	1		1				1		1
OVERLOAD FAILURE		1	1					1	1
FUEL STARVATION	2		2				2		2
FUEL SELECTOR POSITIONED BETWEEN TANKS	1		1				1		1

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

98
42
53

LISTING OF ACCIDENTS
ALCOHOLIC IMPAIRMENT AS A CAUSE/FACTOR
U.S. GENERAL AVIATION
1973
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 0108	N3802J	010173	MANILA ARK	CESSNA	150G	FATAL
3 0111	N7606G	011273	SAN LUIS OB CALIF	CESSNA	172	FATAL
3 0133	N6166X	020873	ALCOA,TENN	AERO COMDR	500B	FATAL
3 0247	N6998U	013173	BUENA PARK,CALIF	MOONEY	M20C	NONE
3 0422	N3911	022273	REPUBLIC,MO	BEECH	C50	FATAL
3 0451	N4746Y	031573	MESQUITE,N MEX	PIPER	PA-25	MINOR
3 0610	N2268Y	041573	KEY LARGO,FLA	CESSNA	177	FATAL
3 0654	N456WM	041673	BRICKTOWN,NJ	BEECH	65-A80	FATAL
3 0702	N5518E	011373	DENTON,TEX	CESSNA	150	SERIOUS
3 0717	N6317Q	032173	TEMECULA,CALIF	MOONEY	M20F	FATAL
3 0864	N9341X	050673	N.LITTLE ROCK,ARK	CESSNA	182E	FATAL
3 0963	N1905X	050373	CULEBRA ISLAND,PR	CESSNA	182H	FATAL
3 1033	N4971Y	051073	PECAN GAP,TEX	PIPER	PA-25	FATAL
3 1089	N13879	060773	WENTZVILLE,MO	PIPER	PA-18	FATAL
3 1862	N9357C	072973	MONTICELLO,ARK	CESSNA	180	FATAL
3 1872	N19249	070373	INDIO,CALIF	CESSNA	150L	FATAL
3 1885	N6911W	062273	MABLETON,GA	PIPER	PA-28	FATAL
3 1919	N29472	072873	PROSPECT,OREG	CESSNA	177	FATAL
3 2474	N2549J	071973	ANDREWS,SC	CESSNA	150E	FATAL
3 2745	N2129H	080173	NJORDAN VLY,OREG	ERCO	415-C	NONE
3 2767	N5547P	092873	NCOUNCIL BLUF,IOWA	PIPER	PA-24	FATAL
3 2836	N5163V	081973	NDEMOTTE,IND	STINSON	L-5E	FATAL
3 2864	N69307	092973	UTICA,MONT	CESSNA	402B	FATAL
3 2879	N6139P	091973	QUANAH,TEX	PIPER	PA-24	MINOR
3 2947	N67579	092973	MADERA,CALIF	VULTEE	BT-13A	FATAL
3 2989	N7636X	091073	SILVERADO,CALIF	CESSNA	172	FATAL

LISTING OF ACCIDENTS
ALCOHOLIC IMPAIRMENT AS A CAUSE/FACTOR
U.S. GENERAL AVIATION
1973
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 2991	N3987T	083173	NPENCONNING,MICH	PIPER	PA-28R	FATAL
3 3103	N6853A	080173	LORETTO,KY	CESSNA	172	FATAL
3 3226	N5728M	010173	MEMPHIS,TENN	CESSNA	310P	FATAL
3 3279	N9001P	110973	NROSWELL,N MEX	PIPER	PA-24	FATAL
3 3302	N2102T	080173	FOUNTAIN TOWN,IND	PIPER	PA-28R	FATAL
3 3526	N2227J	122273	DE SOTO,TEX	CESSNA	150G	FATAL
3 3963	N1122	120873	SOUTH HAVEN,MICH	CHAMPION	7GCAA	FATAL
3 4132	N1515M	082573	CORDELE,GA	BOEING	A75	FATAL

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D. C. 20591
BRIEFS OF ACCIDENTS
ALCOHOLIC IMPAIRMENT AS A CAUSE/FACTOR
U.S. GENERAL AVIATION
1973
(IN STATE AND DATE ORDER)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0108	1/1/73 TIME - 1736	MANILA ARK	CESSNA 150G N3902J DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 20, 200 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT MANILA ARK TYPE OF ACCIDENT COLLIDED WITH: TREES			PHASE OF OPERATION IN FLIGHT: BUZZING	
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- 56MG% ALCOHOL.						
3-0864	5/6/73 TIME - 0057	N.LITTLE ROCK, ARK	CESSNA 182E N9341X DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 54, 2050 TOTAL HOURS, 700 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - NO. LITTLE ROCK DEPARTURE POINT WEST MEMPHIS, ARK TYPE OF ACCIDENT COLLIDED WITH: TREES	INTENDED DESTINATION N.LITTLE ROCK, ARK	PHASE OF OPERATION LANDING: TRAFFIC PATTERN-CIRCLING		
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- HIT TREES CIRCLING TO LND. PLT BLOOD ALCOHOL LEVEL 0.249 PCT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1862	7/29/73 TIME - 2215	MONTICELLO,ARK	CESSNA 180 N9357C DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 32, 550 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - MONTICELLO DEPARTURE POINT INTENDED DESTINATION MONTICELLO,ARK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. TERRAIN - OTHER FIRE AFTER IMPACT REMARKS- DEP LTD ARPT & LOST CTL OVER SPARSELY LTD TERRAIN,PLT BLOOD ALC LEVEL 0.209 PCT.OVR MAX WT 94 LBS.						
3-0111	1/12/73 TIME - 0210	SAN LUIS OB CALIF	CESSNA 172 N7606G DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 27, 114 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - SAN LUIS OBISPO DEPARTURE POINT INTENDED DESTINATION SAN LUIS OB CALIF LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED TAKEOFF: INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 100 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN NONE REMARKS- PLT BLOOD ALCOHCL 0.12%						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0247	1/31/73 TIME - 2330	BUENA PARK,CALIF	MOONEY M20C N6998U DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 40, 832 TOTAL HOURS, 147 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - FULLERTON DEPARTURE POINT FULLERTON,CALIF	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH: TREES	PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: FINAL APPROACH			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
REMARKS- BLOOD ALCOHOL LEVEL 0.17PC.						
3-0717	3/21/73 TIME - 2025	TEMECULA,CALIF	MOONEY M20F N6317Q DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 31, 350 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT PHOENIX,ARIZ	INTENDED DESTINATION OCEANSIDE,CALIF			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED	PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE			
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - RAIN WEATHER - FOG WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS TERRAIN - OTHER						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION UNKNOWN/NOT REPORTED	CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED			
		VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED	PRECIPITATION AT ACCIDENT SITE RAIN			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG	TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED			
		TYPE OF FLIGHT PLAN VFR				
FIRE AFTER IMPACT REMARKS- AIRMET-MTNS FQTLY OBSCD BY CLDS,SHWRS,OCNL MDT ICGICIP.PLTS TOX-ETHYL ALCOHOL 0.10% W/V.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1872	7/3/73 TIME - 1245	INDIO,CALIF	CESSNA 150L N19249 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PRACTICE	COMMERCIAL, AGE 51, 1484 TOTAL HOURS, 8 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT BERMUDA DUNES,CALIF	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT: OTHER		
TYPE OF ACCIDENT STALL						
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONCITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
FACTOR(S) PILOT IN COMMAND - MISJUDGED ALTITUDE						
REMARKS- OBS SAW PLT PERFORMING ACROBATIC & STALL MANEUVERS. PLT BLOOD ALCOHOL LEVEL 0.27 PCT.						
3-2989	9/10/73 TIME - 1500	SILVERADO,CALIF	CESSNA 172 N7636X DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	NO CERTIFICATE, AGE 32, 300 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT ELYTHE,CALIF	INTENDED DESTINATION SANTA ANA,CALIF	PHASE OF OPERATION IN FLIGHT: OTHER		
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED						
PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS						
FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONCITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FCG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OBSCURATION	CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED			
		VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS	PRECIPITATION AT ACCIDENT SITE RAIN			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FCG	TYPE OF WEATHER CONDITIONS IFR			
TYPE OF FLIGHT PLAN NONE						
REMARKS- OBS SAW ACFT DSCND FROM LOW CLDS IN POOR VIS. PLT BLOOD ALCOHOL LEVEL 0.11 PCT. FSS ADVSD 24HR DELAY						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2947	9/29/73 TIME - 1505	MADERA,CALIF	VULTEE BT-13A N67579 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 50, 20000 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT MADERA,CALIF			INTENDED DESTINATION LOCAL		PHASE OF OPERATION IN FLIGHT: PROCEDURE TURNAROUND	
TYPE OF ACCIDENT STALL						
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF CROP - COTTON PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 230 PROCEDURE TURNAROUND - SECOND 1/3 OF TURN FIRE AFTER IMPACT						
KIND OF OPERATION - DEFOLIATION (LIQUID) TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - WIND CALM						
3-0610	4/15/73 TIME - 1546	KEY LARGO,FLA	CESSNA 177 N2268Y DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	NO CERTIFICATE, AGE 43, 1136 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT PORT LARGO,FLA			INTENDED DESTINATION WEST PALM BEACH,FLA		PHASE OF OPERATION IN FLIGHT: BUZZING	
TYPE OF ACCIDENT COLLIDED WITH: WIRES/POLES						
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
REMARKS- HIT WIRES BUZZING MARINA. PLT BLOOD ALCOHOL LEVEL .16 PCT. LAST KNOWN FLT RECORD 6/23/64.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1885	6/22/73 TIME - 1718	MABLETON,GA	PIPER PA-28 N6911W DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 2 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 51, 325 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - FULTON COUNTY DEPARTURE POINT INTENDED DESTINATION MABLETON,GA MEMPHIS, TENN TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF: INITIAL CLIMB COLLIDED WITH: TREES LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- WATER FOUND IN CAB. PLT BLOOD ALCOHOL LEVEL 0.16 PCT.						
3-4132	8/25/73 TIME - 1130	CORDELE,GA	BOEING A75 N151SM DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 29, UNK/NR TOTAL HOURS, 35 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CORDELE DEPARTURE POINT INTENDED DESTINATION CORDELE,GA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: RETURN TO STRIP STALL IN FLIGHT: OTHER PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION: INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM: SPARK PLUG PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 35 KIND OF CROP - COTTON PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LCCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED- FEET - 300 REMARKS- SPARK PLUGS CHAMPION REM 40E WORN OUT. BLOOD ALCOHOL LVL 60MG PCT. TURNED, ROLLED, CSCNOD NEAR VERT.						
KIND OF OPERATION - SPRAYING 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 - CROSSWIND						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3302	8/1/73	FOUNTAIN TOWN, IND	PIPER PA-28R N2102T DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 58, 161 TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT LINCOLN, ILL	INTENDED DESTINATION HUNTINGTON, W VA			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED	PHASE OF OPERATION IN FLIGHT: UNCONTROLLED DESCENT			
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OVERCAST	CEILING AT ACCIDENT SITE 400			
		VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FCG	TYPE OF WEATHER CONDITIONS IFR			
		TYPE OF FLIGHT PLAN NONE				
REMARKS- PLT BLOOD ALCOHOL LEVEL 0.359 PCT.						
3-2836	8/19/73	NR, DEMOTTE, IND	STINSON L-5E N5163V DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	NO CERTIFICATE, AGE 51, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED.
		DEPARTURE POINT DEMOTTE, IND	INTENDED DESTINATION UNKNOWN/NOT REPORTED			
		TYPE OF ACCIDENT STALL	PHASE OF OPERATION IN FLIGHT: LOW PASS			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
FACTOR(S) MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FIRE AFTER IMPACT						
REMARKS- STEEP PULL UP TO AVOID TREES. PLT BLOOD ALCOHOL LEVEL 0.235 PCT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2767	9/28/73	NR.COUNCIL BLUF,IOWA	PIPER PA-24 N5547P	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 26, 54 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED.
	TIME - 0140		DAMAGE-DESTROYED INTENDED DESTINATION DENISON,IOWA			
	DEPARTURE POINT COUNCIL BLUF,IOWA					
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED				PHASE OF OPERATION IN FLIGHT: UNCONTROLLED DESCENT	
	PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT PILOT IN COMMAND - SPATIAL DISORIENTATION MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT					
	FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER - LOW CEILING WEATHER BRIEFING - NO BRIEFING RECEIVED					
	SKY CONDITION OVERCAST				CEILING AT ACCIDENT SITE 600	
	VISIBILITY AT ACCIDENT SITE 5 OR OVER				PRECIPITATION AT ACCIDENT SITE RAIN	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE FCG				TEMPERATURE-F 62	
	WIND DIRECTION-DEGREES 70				WIND VELOCITY-KNOTS 5	
	TYPE OF WEATHER CONDITIONS IFR				TYPE OF FLIGHT PLAN NONE	
	FIRE AFTER IMPACT REMARKS- BLOOD ALCOHOL 0.147.NO SOLO NITE OR INST.					
3-3103	8/1/73	LORETTO,KY	CESSNA 172 N6853A	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 40, 167 TOTAL HOURS, 63 IN TYPE, NOT INSTRUMENT RATED.
	TIME - 1515		DAMAGE-DESTROYED INTENDED DESTINATION CLARKSVILLE,TENN			
	DEPARTURE POINT LERANON,KY					
	TYPE OF ACCIDENT COLLIDED WITH: TREES				PHASE OF OPERATION IN FLIGHT: OTHER	
	PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT					
	FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- PLT BLOOD ALCOHOL LEVEL 0.279 PCT.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2991	8/31/73 TIME - 0115	NR.PENCONNING,MICH	PIPER PA-28R N3987T DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR., AGE 47, 3937 TOTAL HOURS, 882 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT LAKE CITY,MICH	INTENDED DESTINATION DETROIT,MICH			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL: SPIRAL	PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE IN FLIGHT: OTHER			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - MISMANAGEMENT OF FUEL						
MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION						
MISCELLANEOUS ACTS,CONDITIONS - FUEL SELECTOR POSITIONED BETWEEN TANKS						
PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S)						
PILOT IN COMMAND - BECAME LOST/DISORIENTED						
MISCELLANEOUS ACTS,CONDITIONS - INSTRUMENTS-MISREAD OR FAILED TO READ						
TERRAIN - OTHER						
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- VOR STA NON-OPL DUE TSTM.BACK UP PWR NOT AVAIL.CRASHED 16 MI OFF CRSE.PLT BLOOD ALCOHOL 0.196 PCT.						
3-3963	12/8/73 TIME - 1723	SOUTH HAVEN,MICH	CHAMPION 7GCAA N1122 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 37, 8010 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - SOUTH HAVEN				
		DEPARTURE POINT SOUTH HAVEN,MICH	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT STALL: SPIN	PHASE OF OPERATION IN FLIGHT: AEROBATICS			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC.						
PILOT IN COMMAND - MISJUDGED ALTITUDE						
PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS,CONCITIONS - UNWARRANTED LOW FLYING						
MISCELLANEOUS ACTS,CONCITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
REMARKS- BLOOD ALCOHOL LVL 0.23 PCT.ACFT ALT EST FM 750FT TO 1400FT.OWNERS MANUAL-1000FT ACT LOST 3 TURNS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0422	2/22/73 TIME - 1610	REPUBLIC,MO	BEECH C50 N3911 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 42, 9000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - WESTPORT DEPARTURE POINT INTENDED DESTINATION EA.KANSAS CITY,MO HOLLISTER,MO TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED IN FLIGHT: LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- ACFT OBS CIRCLING OVER TOWN AT LOW ALT. PLT BLOOD ALCOHOL LEVEL 120 MG PCT.HIT 2 SMALL BLDGS.						
3-1089	6/7/73 TIME - 2200	WENTZVILLE,MO	PIPER PA-18 N13879 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 41, 500. TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WENTZVILLE DEPARTURE POINT INTENDED DESTINATION WENTZVILLE,MO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED IN FLIGHT: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT REMARKS- UNAUTH FLT.HIT PRKD ACFT DURNG TAXI.LOST CTL IN STEEP LOW ALT PULL UP.BLOOD ALC LVL.0452 GM/100 ML						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2864	9/29/73 TIME - 1910	UTICA, MONT	CESSNA 402B N69307 DAMAGE-DESTROYED	CR- 1 0 0 PX- 7 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL. INSTR., AGE 22, 1112 TOTAL HOURS, 81 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT STANFORD, MONT	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT STALL	PHASE OF OPERATION IN FLIGHT: BUZZING			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
FIRE AFTER IMPACT REMARKS- BUZZED TAVERN TWICE, LDG LTS ON, THEN LOST CTL. PLT BLOOD ALCOHOL LEVEL 0.09 GMS PCT.						
3-0654	4/16/73 TIME - 0424	BRICKTOWN, NJ	BEECH 65-A80 N456WM DAMAGE-DESTROYED	CR- 1 0 0 PX- 5 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 30, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		DEPARTURE POINT MONMOUTH CO. ARPT	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT AIRFRAME FAILURE: IN FLIGHT COLLISION WITH GROUND/WATER: UNCONTROLLED	PHASE OF OPERATION IN FLIGHT: OTHER IN FLIGHT: UNCONTROLLED DESCENT			
PROBABLE CAUSE(S) PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE						
REMARKS- PLT ALCOHOL LVL. 105%-TISSUE FLUID. IN FLT SEPN WNGS, TAIL SEC AFT SERIES OF STEEP DIVES AND PULLUPS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0451	3/15/73 TIME - 2140	MESQUITE,N MEX	PIPER PA-25 N4746Y DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 18, 72 TOTAL HOURS, 0 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - MESQUITE DEPARTURE POINT MESQUITE,N MEX TYPE OF ACCIDENT COLLIDED WITH: OBJECT INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONCITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: OTHER MISCELLANEOUS ACTS,CONCITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT MISCELLANEOUS ACTS,CONCITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA REMARKS- PLT REPTD DRINKING,UNAUTHORIZED FLT.MISTOOK TRAILER LTS FOR CAR LTS AT RWY END.HIT COTTON PICKER.						
3-3279	11/9/73 TIME - 2022	NR.ROSWELL,N MEX	PIPER PA-24 N9001P DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	NO CERTIFICATE, AGE 27, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT ROSWELL,N MEX TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: UNCONTROLLED INTENDED DESTINATION EL PASO,TEX PHASE OF OPERATION IN FLIGHT: UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONCITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT TERRAIN - OTHER FIRE AFTER IMPACT REMARKS- PLT UNCERTIFICATED,DARK NITE,UNLTD TERRAIN.PLT BLOOD ALCOHOL LEVEL 0.118 PCT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1919	7/28/73 TIME - 2013	PROSPECT, OREG	CESSNA 177 N29472 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 47, 94 TOTAL HOURS, 61 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - PROSPECT STATE DEPARTURE POINT INTENDED DESTINATION PROSPECT, OREG LOCAL TYPE OF ACCIDENT COLLIDED WITH: TREES PHASE OF OPERATION IN FLIGHT: BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- R WG STRUCK TREE 40 FT AGL. PLT BLOOD ALCOHOL LEVEL 0.166 PCT.						
3-2745	8/1/73 TIME - 1600	NR. JORDAN VLY, OREG	ERCO 415-C N2129H DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 62, 1200 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION BOISE, ID UNKNOWN/NOT REPORTED TYPE OF ACCIDENT COLLIDED WITH: FENCE, FENCEPOSTS PHASE OF OPERATION LANDING: ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) PILOT IN COMMAND - CONTROL INTERFERENCE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT REMARKS- PLT & PSGR FOUGHT OVR CONTROLS. PSGR LNDD ACFT INFIELD. PLT, ALSO ON CONTROLS ATMTD TKOF.						
3-2474	7/19/73 TIME - 2040	ANDREWS, SC	CESSNA 150E N2549J DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 35, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - OVERTON DEPARTURE POINT INTENDED DESTINATION ANDREWS, SC LOCAL TYPE OF ACCIDENT COLLIDED WITH: TREES PHASE OF OPERATION IN FLIGHT: LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- HIT TREES 40 FT AGL AT NITE. PLT BLOOD ALCOHOL LEVEL 188 MG/DL. POS FOR DRUG GLUTETHIMIDE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3226	1/1/73 TIME - 1624	MEMPHIS, TENN	CESSNA 310P N5728M DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 40, 880 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - MEMPHIS INTL DEPARTURE POINT INTENDED DESTINATION STUTTGART, ARK MEMPHIS, TENN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: WIRES/PCLES LAST ENROUTE STOP MCGEE, ARK PHASE OF OPERATION LANDING: FINAL APPROACH LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. . FIRE AFTER IMPACT REMARKS- PLT REPTD BOTH ENGS LOST PWR. HIT PWR LINES. PLT BLOOD ALC LEVEL 0.08 PCT. NOT MULTI-ENG CERTIFICATED						
3-0133	2/8/73 TIME - 1255	ALCOA, TENN	AERO COMDR 500B N6166X DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL OTHER	COMMERCIAL, AGE 56, 2871 TOTAL HOURS, 82 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MCGEE TYSON MUNI DEPARTURE POINT INTENDED DESTINATION KNOXVILLE, TENN UNKNOWN/NOT REPORTED TYPE OF ACCIDENT STALL: SPIN COLLISION WITH GROUND/WATER: UNCONTROLLED PHASE OF OPERATION IN FLIGHT: OTHER IN FLIGHT: UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT SKY CONDITION OVERCAST/LOWER SCATTERED VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FCG TYPE OF WEATHER CONDITIONS VFR REMARKS- MISSED VISUAL APCH TO ARPT UNDER RAVEC. BLOOD ALCOHOL 252MG%. UNAUTH USE OF ACFT.						
CEILING AT ACCIDENT SITE 2200 PRECIPITATION AT ACCIDENT SITE RAIN, SNOW TEMPERATURE-F 38 TYPE OF FLIGHT PLAN NONE						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0702	1/13/73 TIME - 1943	DENTON, TEX	CESSNA 150 N5518E DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 33, 76 TOTAL HOURS, 0 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - DENTON MUNI DEPARTURE POINT INTENDED DESTINATION KELLER, TEX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT: NORMAL CRUISE COLLIDED WITH: WIRES/POLES LANDING: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - HIGH OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- NO PREV C-150 OR NITE TIME, POLICE, ATTENDING DOCTOR RPRTD PLT & PAX UNDER INFLUENCE OF ALCOHOL.						
3-1033	5/10/73 TIME - 1905	PECAN GAP, TEX	PIPER PA-25 N4971Y DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 29, 3500 TOTAL HOURS, 153 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - BRISCOE STRIP DEPARTURE POINT INTENDED DESTINATION PECAN GAP, TEX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL IN FLIGHT: LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- ACFT NOT USED FOR AG OP, PAX SITTING BEHND PLT, BLOOD ALCOHOL LVL 102 MG PCT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2879	9/19/73 TIME - 2045	QUANAH, TEX	PIPER PA-24 N6139P DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	INSTRUCTIONAL TRAINING	STUDENT, AGE 42, 32 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - QUANAH MUNI DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP FREDERICK, OKLA RETURN QUANAH, TEX TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH: WIRES/POLES LANDING: FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS: UNMARKED OBSTRUCTIONS REMARKS- PLT BLOOD ALCOHOL LVL .10PCT.						
3-3526	12/22/73 TIME - 1430	DE SOTO, TEX	CESSNA 150G N2227J DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 41, 100 TOTAL HOURS, 5 IN TYPE. NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION TERRELL, TEX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED IN FLIGHT: OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED REMARKS- ACFT T/D IN PASTURE IN NOSE-LOW ATTITUDE. PWR FULL-IN. FLT PHASE UNK. PLT BLOOD-ALCOHOL LVL .348PCT.						
3-0563	5/3/73 TIME - 2151	CULEBRA ISLAND, PR	CESSNA 182H N1905X DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 47, 650 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - CULEBRA DEPARTURE POINT INTENDED DESTINATION SAN JUAN, PR UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER: UNCONTROLLED LANDING: GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION TERRAIN - OTHER FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING REMARKS- GO ARND AT NITE OVER UNLTD AREA. HAD MISIDENTIFIED FIELD. BLOOD ALCOHOL LEVEL 0.06 PCT.						

24 1979

JUL 17 '81

JUL 23 '81

JUL 23 '81

JUL 23 '81

JUL 25 '81

JUL 25 '81

JUL 25 '81

465-688-1821

EMBRY-RIDDLE AERO U. DAYTONA BEACH



3 1745 00070 8001

