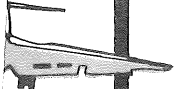


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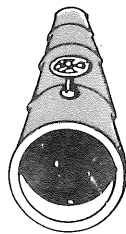
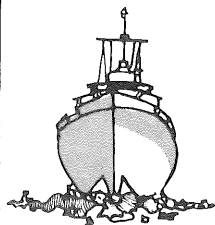
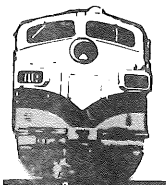


*VF - Aeronautics  
Accidents*



# NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594



## BRIEFS OF ACCIDENTS INVOLVING CORPORATE/EXECUTIVE AIRCRAFT

U. S. GENERAL AVIATION  
1974

REPORT NUMBER: NTSB-AMM-75-19 c.1

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# TECHNICAL REPORT DOCUMENTATION PAGE

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16. Abstract  This publication contains reports of U. S. general aviation corporate/executive aircraft accidents occurring in 1974. Included are 78 accident Briefs, 15 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 type of accident, phase of operation, injuries and causal/factor(s). This publication will be published annually.			
17. Key Words Aviation accidents, corporate/ executive aircraft, U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data <i>Corporate aircraft</i>		18. Distribution Statement This document is avail- able to the public through the National Technical Information Service, Springfield, Virginia 22151	
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## FORWORD

This report contains U.S. General Aviation corporate/executive accident Briefs 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 1974, U.S. General Aviation corporate/executive aircraft flew 3,631,800 hours and were involved in 78 accidents of which 15 were fatal, resulting in total and fatal accident rates per 100,000 hours of 2.15 and 0.4, respectively. In comparison, the entire General Aviation fleet incurred 4,423 total accidents and 729 fatal accidents while flying 32,474,600 hours, giving it total and fatal accident rates per 100,000 hours of 13.6 and 2.24, respectively.

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.

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## 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  
CORPORATE/EXECUTIVE AS A KIND OF FLYING  
U. S. GENERAL AVIATION

1974

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	14	6	1	57		78
COPILOT	5	1		11		17
DUAL STUDENT						
CHECK PILOT						
FLIGHT ENGINEER						
NAVIGATOR						
CABIN ATTENDANT						
EXTRA CREW	1					1
PASSENGERS	21	5	8	98		132
 TOTAL	 41	 12	 9	 166	 ABOARD	 228
 * OTHER AIRCRAFT				134		134
OTHER GROUND	3	1				4
 GRAND TOTAL	 44	 13	 9	 300		 366

INVOLVES 78 TOTAL ACCIDENTS  
INVOLVES 15 FATAL ACCIDENTS

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



# ANALYTIC TABLE

## FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

FIRST TYPE OF ACCIDENT	PILOT CERTIFICATE								RECORDS	ACCIDENTS
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL INSTR.	COMMERCIAL/ FL INSTR.	ATR/ FL INSTR.	OTHER		
GROUND-WATER LOOP-SWERVE	1	3	1		2	1			8	8
DRAGGED WINGTIP POD OR FLOAT										
WHEELS-UP LANDING	1	1			3	2			7	7
WHEELS-DOWN LANDING IN WATER										
GEAR COLLAPSED				1	2	1			4	4
GEAR RETRACTED			1	2	1	1			5	5
HARD LANDING				2	1	3			6	6
NOSE OVER/DOWN										
ROLL OVER			2						2	2
OVERSHOOT			1	2					3	3
UNDERSHOOT			1	1	1	1			4	4
<u>COLLISION BETWEEN AIRCRAFT</u>										
BOTH IN FLIGHT			1						1	1
ONE AIRBORNE										
BOTH ON GROUND				2		1			3	3
<u>COLLISION WITH GROUND/WATER</u>										
CONTROLLED			1	1	1				3	3
UNCONTROLLED			2	1	1				4	4
<u>COLLIDED WITH</u>										
WIRES/POLES										
TREES						1			1	1
RESIDENCE/S										
BUILDING/S										
FENCE, FENCEPOSTS					1	1			2	2
ELECTRONIC TOWERS										
RUNWAY OR APPROACH LIGHTS										
AIRPORT HAZARD						1			1	1
ANIMALS										
CROP										
FLAGMAN LOADER										
DITCHES										
SNOWBANK				1					1	1
PARKED AIRCRAFT (UNATTENDED)					1				1	1
AUTOMOBILE										
DIRT BANK				1					1	1
OTHER										

**ANALYTIC TABLE**  
**FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE**

FIRST TYPE OF ACCIDENT	PILOT CERTIFICATE								RECORDS	ACCIDENTS
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL INSTR.	COMMERCIAL/ FL INSTR.	ATR/ FL INSTR.	OTHER		
BIRD STRIKE										
<u>STALL</u>			1	1					2	2
SPIN					1				1	1
SPIRAL										
MUSH				2					2	2
<u>FIRE OR EXPLOSION</u>										
IN FLIGHT				1	1				2	2
ON GROUND										
<u>AIRFRAME FAILURE</u>										
IN FLIGHT				1					1	1
ON GROUND										
ENGINE TEARAWAY										
ENGINE FAILURE OR MALFUNCTION			4	3		1			8	8
<u>PROPELLER/ROTOR FAILURE</u>										
PROPELLER				1					1	1
TAIL ROTOR										
MAIN ROTOR										
PROP ROTOR ACDNT TO PERSON				3					3	3
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				1					1	1
UNDETERMINED										
RECORDS	2	22	24		16	14			78	
ACCIDENTS	2	22	24		16	14				78

# ANALYTIC TABLE

## FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS
	DESTROYED	SUBSTANTIAL	MINOR	NONE		
GROUND-WATER LOOP-SWERVE	1	7			8	8
DRAGGED WINGTIP POD OR FLOAT						
WHEELS-UP LANDING		7			7	7
WHEELS-DOWN LANDING IN WATER						
GEAR COLLAPSED		4			4	4
GEAR RETRACTED		5			5	5
HARD LANDING		6			6	6
NOSE OVER/DOWN						
ROLL OVER		2			2	2
OVERSHOOT		3			3	3
UNDERSHOOT	1	3			4	4
<u>COLLISION BETWEEN AIRCRAFT</u>						
BOTH IN FLIGHT			1		1	1
ONE AIRBORNE						
BOTH ON GROUND		1	2		3	3
<u>COLLISION WITH GROUND/WATER</u>						
CONTROLLED	3				3	3
UNCONTROLLED	3	1			4	4
<u>COLLIDED WITH</u>						
WIRES/POLES						
TREES	1				1	1
RESIDENCE/S						
BUILDING/S						
FENCE, FENCEPOSTS		2			2	2
ELECTRONIC TOWERS						
RUNWAY OR APPROACH LIGHTS						
AIRPORT HAZARD		1			1	1
ANIMALS						
CROP						
FLAGMAN LOADER						
DITCHES						
SNOWBANK		1			1	1
PARKED AIRCRAFT (UNATTENDED)		1			1	1
AUTOMOBILE						
DIRT BANK	1				1	1
OTHER						

# ANALYTIC TABLE

## FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS
	DESTROYED	SUBSTANTIAL	MINOR	NONE		
BIRD STRIKE						
<u>STALL</u>	2				2	2
SPIN	1				1	1
SPIRAL						
MUSH	1	1			2	2
<u>FIRE OR EXPLOSION</u>						
IN FLIGHT		2			2	2
ON GROUND						
<u>AIRFRAME FAILURE</u>						
IN FLIGHT		1			1	1
ON GROUND						
ENGINE TEARAWAY						
ENGINE FAILURE OR MALFUNCTION	2	6			8	8
<u>PROPELLER/ROTOR FAILURE</u>						
PROPELLER	1				1	1
TAIL ROTOR						
MAIN ROTOR						
PROP ROTOR ACDNT TO PERSON		2	1		3	3
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		1			1	1
UNDETERMINED						
RECORDS	17	55	5	1	78	
ACCIDENTS	17	55	5	1		78

# ANALYTIC TABLE

## FIRST PHASE OF OPERATION BY INJURY INDEX

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

# ANALYTIC TABLE

## FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS
	FATAL	SERIOUS	MINOR	NONE		
UNCONTROLLED DESCENT	2				2	2
EMERGENCY DESCENT						
LOW PASS	1				1	1
OTHER	3				3	3
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						
FINAL APPROACH (VFR)	2	1		4	7	7
INITIAL APPROACH		1			1	1
FINAL APPROACH (IFR)	1				1	1
LEVEL OFF/TOUCHDOWN		1		16	17	17
ROLL (FIXED WING)		1		14	15	15
ROLL-ON/RUN-ON (ROTORCRAFT)						
POWER-ON LANDING (ROTORCRAFT)				1	1	1
POWER-OFF AUTOROTATIVE LDG						
GO-AROUND (VFR)	1				1	1
MISSED APPROACH (IFR)						
OTHER	1			1	2	2
UNKNOWN/NOT REPORTED						
RECORDS	15	8	1	54	78	
ACCIDENTS	15	8	1	54		78

CAUSE/FACTOR TABLE  
U. S. GENERAL AVIATION ACCIDENTS  
CORPORATE/EXECUTIVE AS A KIND OF FLYING

1974  
(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 77 TOTAL ACCIDENTS  
INVOLVES 15 FATAL ACCIDENTS

BROAD CAUSE/FACTOR -----	FATAL ACCIDENTS -----			NONFATAL ACCIDENTS -----			ALL ACCIDENTS -----		
	CAUSE -----	FACTOR -----	TOTAL* -----	CAUSE -----	FACTOR -----	TOTAL* -----	CAUSE -----	FACTOR -----	TOTAL* -----
PILOT	12 80.00	3 20.00	12 80.00	42 67.74	3 4.84	43 69.35	54 70.13	6 7.79	55 71.43
PERSONNEL	3 20.00	.00	3 20.00	12 19.35	4 6.45	15 24.19	15 19.48	4 5.19	18 23.38
AIRFRAME	1 6.67	.00	1 6.67	.00	.00	.00	1 1.30	.00	1 1.30
LANDING GEAR	.00	.00	.00	9 14.52	1 1.61	10 16.13	9 11.69	1 1.30	10 12.99
POWERPLANT	3 20.00	.00	3 20.00	5 8.06	1 1.61	6 9.68	8 10.39	1 1.30	9 11.69
SYSTEMS	1 6.67	.00	1 6.67	2 3.23	.00	2 3.23	3 3.90	.00	3 3.90
INSTRUMENTS/EQUIPMENT AND ACCESSORIES	.00	.00	.00	.00	.00	.00	.00	.00	.00
ROTORCRAFT	.00	.00	.00	1 1.61	.00	1 1.61	1 1.30	.00	1 1.30
AIRPORTS/AIRWAYS/FACILITIES	.00	.00	.00	4 6.45	13 20.97	17 27.42	4 5.19	13 16.88	17 22.08
WEATHER	.00	7 46.67	7 46.67	1 1.61	10 16.13	10 16.13	1 1.30	17 22.08	17 22.08
TERRAIN	.00	3 20.00	3 20.00	3 4.84	3 4.84	6 9.68	3 3.90	6 7.79	9 11.69
MISCELLANEOUS	.00	.00	.00	1 1.61	.00	1 1.61	1 1.30	.00	1 1.30
UNDETERMINED	2 13.33	.00	2 13.33	1 1.61	.00	1 1.61	3 3.90	.00	3 3.90

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  
CORPORATE/EXECUTIVE AS A KIND OF FLYING  
1974  
(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 77 TOTAL ACCIDENTS  
INVOLVES 15 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **									
PILOT IN COMMAND									
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS				1		1	1		1
DELAYED IN INITIATING GO-AROUND				1		1	1		1
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT	1		1	3		3	4		4
EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT	1		1				1		1
FAILED TO EXTEND LANDING GEAR				4		4	4		4
FAILED TO SEE AND AVOID OTHER AIRCRAFT				2		2	2		2
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS	1		1	1		1	2		2
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	7		7	2		2	9		9
FAILED TO MAINTAIN ADEQUATE ROTOR RPM				1		1	1		1
FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT				2		2	2		2
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC	1	1	2	3	1	4	4	2	6
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS	1		1	1		1	2		2
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				2		2	2		2
IMPROPER OPERATION OF FLIGHT CONTROLS	1		1	2		2	3		3
PREMATURE LIFT OFF					1	1		1	1
IMPROPER LEVEL OFF				4		4	4		4
IMPROPER IFR OPERATION	3		3				3		3
IMPROPER IN-FLIGHT DECISIONS OR PLANNING	3		3				3		3
IMPROPER COMPENSATION FOR WIND CONDITIONS				1	1	2	1	1	2
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING		1	1	5		5	5	1	6
INADEQUATE SUPERVISION OF FLIGHT				1		1	1		1
LACK OF FAMILIARITY WITH AIRCRAFT		1	1	1		1	1	1	2
MISMANAGEMENT OF FUEL				2		2	2		2
EXERCISED POOR JUDGMENT	1		1	1		1	2		2
SELECTED UNSUITABLE TERRAIN				1		1	1		1
FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED				1		1	1		1
SPONTANEOUS-IMPROPER ACTION				1		1	1		1
MISJUDGED DISTANCE, SPEED, AND ALTITUDE				1		1	1		1
MISJUDGED DISTANCE AND SPEED				3		3	3		3
MISJUDGED DISTANCE AND ALTITUDE	1		1	2		2	3		3
MISJUDGED SPEED AND ALTITUDE				1		1	1		1
MISJUDGED CLEARANCE				1		1	1		1
IMPROPER RECOVERY FROM BOUNCED LANDING				1		1	1		1
SPATIAL DISORIENTATION	1		1				1		1
MISUSED OR FAILED TO USE FLAPS				1		1	1		1
FAILED TO MAINTAIN DIRECTIONAL CONTROL				6		6	6		6
SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND				3		3	3		3
FAILED TO ABORT TAKEOFF				2		2	2		2
FAILED TO INITIATE GO-AROUND				2		2	2		2
SUBTOTAL	22	3	25	66	3	69	88	6	94
COPILOT									
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS				1		1	1		1
SUBTOTAL				1		1	1		1
** PERSONNEL **									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL)					1	1		1	1
INADEQUATE INSPECTION OF AIRCRAFT(MAINTENANCE PERSONNEL)	1		1				1		1
INADEQUATE INSPECTION OF ACFT(OWNER-PILOT PERSONNEL)	1		1				1		1
INADEQUATE MAINTENANCE AND INSPECTION	1		1	3		3	4		4
OPERATIONAL SUPERVISORY PERSONNEL									
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
FAILURE TO ADVISE OF OTHER TRAFFIC					1	1		1	1



## CAUSE/FACTOR TABLE

## PERSONNEL (CONTINUED)

	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
AIRPORT SUPERVISORY PERSONNEL									
IMPROPER/INADEQUATE SNOW REMOVAL					1	1		1	1
IMPROPER INSPECTION OF FACILITIES				1		1	1		1
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL					1	1		1	1
POOR/INADEQUATE DESIGN				1		1	1		1
OTHER									
MISCELLANEOUS-PERSONNEL									
PILOT OF OTHER AIRCRAFT				4		4	4		4
PASSENGER				2		2	2		2
DRIVER OF VEHICLE	1		1				1		1
THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
OTHER	1		1				1		1
DISPATCHING									
SUBTOTAL	5		5	12	4	16	17	4	21
** AIRFRAME **									
WINGS									
FUSELAGE									
LANDING GEAR									
MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC				1		1	1		1
NORMAL RETRACTION/EXTENSION ASSEMBLY				5		5	5		5
EMERGENCY/EXTENSION ASSEMBLY				2		2	2		2
NOSEWHEEL ASSEMBLIES				1		1	1		1
WHEELS, TIRES, AXLES				1		1	1		1
BRAKING SYSTEM (NORMAL)				1		1	1		1
LANDING GEAR WARNING AND INDICATING COMPONENTS					1	1		1	1
GEAR LOCKING MECHANISM				1		1	1		1
FLIGHT CONTROL SURFACES									
HORIZONTAL STABILIZER, ATTACHMENTS	1		1				1		1
SUBTOTAL	1		1	12	1	13	13	1	14
** POWERPLANT **									
ENGINE STRUCTURE									
CYLINDER ASSEMBLY				1		1	1		1
IGNITION SYSTEM									
FUEL SYSTEM									
LINES AND FITTINGS				1		1	1		1
LUBRICATING SYSTEM									
LINES, HOSES, FITTINGS	1		1				1		1
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
OTHER	1		1				1		1
EXHAUST SYSTEM									
ENGINE ACCESSORIES									
ENGINE CONTROLS-CHICKPIT									
POWERPLANT-INSTRUMENTS									
MISCELLANEOUS									
POWERPLANT FAILURE FOR UNDETERMINED REASONS	1		1	1		1	2		2
BIRD INGESTION				1		1	1		1
REDUCTION GEAR ASSEMBLY									
COMPRESSOR ASSEMBLY									
COMBUSTION ASSEMBLY									
TURBINE ASSEMBLY									
WHEEL, TURBINE				1		1	1		1
ACCESSORY DRIVE ASSEMBLY									
LUBRICATING SYSTEM									
FUEL SYSTEM									
FUEL CONTROL					1	1		1	1
SAFETY SYSTEM									
IGNITION SYSTEM									
TORQUEMETER									
AIR BLEED									
EXHAUST SYSTEM									
THRUST REVERSER									

## CAUSE/FACTOR TABLE

## POWERPLANT (CONTINUED)

	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
PROPELLER SYSTEM									
CONSTANT SPEED DRIVE									
POWER LEVER									
PROPELLER LEVER									
REVERSE THRUST LEVER									
ENGINE INDICATING EQUIPMENT									
ENGINE INSTALLATION									
SUBTOTAL	3		3	5	1	6	8	1	9
** SYSTEMS **									
ELECTRICAL SYSTEM									
BATTERIES				1		1	1		1
HYDRAULIC SYSTEM									
FLIGHT CONTROL SYSTEMS									
WING FLAP CONTROL SYSTEM (ELECTRICAL)	1		1				1		1
ANTI-ICING, DE-ICING SYSTEMS									
OTHER				1		1	1		1
AIR CONDITION, HEATING AND PRESSURIZATION									
AUTO PILOT									
FIRE WARNING SYSTEM									
FIRE EXTINGUISHER SYSTEM									
OXYGEN SYSTEM									
OTHER SYSTEMS									
SUBTOTAL	1		1	2		2	3		3
** ROTORCRAFT **									
ROTOR ASSEMBLIES									
TRANSMISSION ROTOR DRIVE SYSTEM									
CLUTCH ASSEMBLY				1		1	1		1
FLIGHT CONTROL SYSTEMS									
MISCELLANEOUS UNITS AND ASSEMBLIES									
SUBTOTAL				1		1	1		1
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
RUNWAY LIGHTING					2	2		2	2
AIRPORT CONDITIONS									
WET RUNWAY				2	1	3	2	1	3
ICE/SLUSH ON RUNWAY					1	1		1	1
SNOW ON RUNWAY					2	2		2	2
SNOW WINDROWS					3	3		3	3
HIDDEN HAZARD					1	1		1	1
SOFT RUNWAY				1		1	1		1
SNOW ON RAMP/TAXIWAY					1	1		1	1
OTHER				1	5	6	1	5	6
AIRWAYS FACILITIES									
SUBTOTAL				4	16	20	4	16	20
** WEATHER **									
LOW CEILING	2	2			1	1		3	3
RAIN					2	2		2	2
FOG	2	2			3	3		5	5
ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC	2	2			1	1		3	3
UNFAVORABLE WIND CONDITIONS					2	2		2	2
SUDDEN WINDSHIFT				1	1	2	1	1	2
TURBULENCE IN FLIGHT, CLEAR AIR	1	1						1	1
TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS	2	2						2	2
LOCAL WHIRLWIND					1	1		1	1
HIGH TEMPERATURE					1	1		1	1
THUNDERSTORM ACTIVITY	2	2						2	2
SUBTOTAL		11	11	1	12	13	1	23	24

## CAUSE/FACTOR TABLE

## TERRAIN (CONTINUED)

	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** TERRAIN **									
WET, SOFT GROUND				1		1	1		1
ROUGH/UNEVEN				1		1	1		1
ROUGH WATER					1	1		1	1
HIGH OBSTRUCTIONS		3	3	1	1	2	1	4	5
OTHER					1	1		1	1
SUBTOTAL		3	3	3	3	6	3	6	9
** MISCELLANEOUS **									
FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS				1		1	1		1
UNDETERMINED	2		2	1		1	3		3
SUBTOTAL	2		2	2		2	4		4
GRAND TOTAL	34	17	51	109	40	149	143	57	200
** MISCELLANEOUS ACTS, CONDITIONS **									
ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE	1		1				1		1
CHECKLIST-FAILED TO USE					3	3		3	3
CREW COORDINATION-POOR		1	1					1	1
DISREGARD OF GOOD OPERATING PRACTICE	1		1				1		1
INSTRUMENTS-MISREAD OR FAILED TO READ		1	1					1	1
UNWARRANTED LOW FLYING	1		1				1		1
ELECTRICAL FAILURE				1		1	1		1
FATIGUE FRACTURE				1		1	1		1
RPM-UNCONTROLLABLE-OVERSPEED	1		1				1		1
IMPROPER ALIGNMENT/ADJUSTMENT				1		1	1		1
SEPARATION IN FLIGHT		1	1					1	1
FIRE IN BRAKES/ WHEEL ASSEMBLY/ WHEEL WELL				1		1	1		1
ASYMMETRICAL FLAPS	1		1				1		1
CORRODED/CORROSION				2		2	2		2
INCORRECT TRIM SETTING		1	1					1	1
PILOT FATIGUE		1	1					3	3
FUEL EXHAUSTION				2	2	2	2		2
ICE-ENGINE		1	1					1	1
AIRFRAME ICE	2		2	2		2	4		4
ICE-WINDSHIELD					1	1		1	1
LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM				1		1	1		1
AIRCRAFT CAME TO REST IN WATER		1	1		1	1		2	2
MISSING				1		1	1		1
HYDROPLANING ON WET RUNWAY				2		2	2		2
OVERLOAD FAILURE		1	1		7	7		8	8
MATERIAL FAILURE				4		4	4		4
UNAPPROVED MODIFICATION				1		1	1		1
PREVIOUS DAMAGE					1	1		1	1
DOWNWIND					3	3		3	3
LOOSE, PART/FITTING				1		1	1		1
BENT				1		1	1		1
BINDING				1		1	1		1
DISCONNECTED	1		1	2		2	3		3
JAMMED				1		1	1		1
OVERHEATED				1		1	1		1
FIRE IN WING					1	1		1	1

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

LISTING OF ACCIDENTS  
INVOLVING  
CORPORATE/EXECUTIVE AIRCRAFT  
U.S. GENERAL AVIATION  
1974  
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
1 0011	N4076Q	010174	SAN ANTONIO, TEX	CESSNA	401	NONE
3 0065	N3126K	012774	FARMINGDALE, NY	CESSNA	421	NONE
3 0121	N9300	010774	MICHIGAN CITY, IND	GRUMMAN	G-1159	NONE
3 0136	N5565	011574	OKLAHOMA CTY, OKLA	N.AMERICAN	NA-265	FATAL
3 0141	N7824M	011874	FT. WORTH, TEX	DASSAULT	FALCON	SERIOUS
3 0145	N86W	011074	BIG SPRING, TEX	HOWARD AERO	500	NONE
3 0165	N4615A	011674	NIAGARA FALLS, NY	CESSNA	180	SERIOUS
3 0185	N86362	021174	WEST UNION, OHIO	CESSNA	182P	NONE
3 0226	N275ZD	022174	TRION, GA	HELIO ACFT	H-295	NONE
3 0251	N4833	030874	GLORIA, LA	BELL	206B	NONE
3 0274	N4159Q	010674	TERRE HAUTE, IND	CESSNA	310N	NONE
3 0277	N261WR	021374	ELGIN, ILL	MITSUBISHI	MU2B	NONE
3 0349	N855DS	021374	ROMEO, MICH	BEECH	V35	NONE
3 0394	N1628T	022074	LEBANON, MO	CESSNA	414	FATAL
3 0437	N9098N	030774	TETERBORO, NJ	AERO COMDR	500S	SERIOUS
3 0463	N200CA	012374	OPA LOCKA, FLA	AERO COMDR	500	NONE
3 0513	N222HH	011474	COVINGTON, GA	MITSUBISHI	MU-2K	NONE
3 0516	N77WC	012974	MILWAUKEE, WIS	AERO COMDR	680F	NONE
3 0550	N3335G	040574	JACKSON, MISS	SWEARINGEN	SA226T	NONE
3 0558	N1531	022874	CONCORD, NC	CESSNA	402B	NONE
3 0560	N441FH	012374	KNOXVILLE, TENN	HILLER ACFT	FH1100	SERIOUS
3 0592	N5998M	021274	FLINT, MICH	CESSNA	421B	NONE
3 0750	N350FH	031574	NPOINT LAY, ALAS	PILATUS	PC6BH2	SERIOUS
3 0757	N6163Q	040974	REDDING, CALIF	CESSNA	320F	NONE
3 1071	N146F	042774	SPRINGFIELD, ILL	BEECH	65	NONE
3 1140	N5962M	042674	JEFFREY CITY, WYO	CESSNA	421B	NONE

LISTING OF ACCIDENTS  
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FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 1155	N4FL	042074	HEWITT,NJ	BELL	206B	NONE
3 1171	N6270V	042374	ROANOKE,VA	BEECH	D55	FATAL
3 1185	N2219T	050874	LAFITTE,LA	CESSNA	185	NONE
3 1232	N772W	041374	BAKERSFIELD,CALIF	BEECH	D18S	NONE
3 1350	N11A	040374	MENOMINEE,MICH	CESSNA	500	NONE
3 1372	N999TE	041674	CLEVELAND,OHIO	PIPER	PA-31	NONE
3 1406	N3139K	032974	NBUNKER,MO	CESSNA	421	FATAL
3 1416	N8172Y	042974	LOUISVILLE,KY	PIPER	PA-30	NONE
3 1422	N355N	053174	TORRANCE,CALIF	BEECH	95-C55	NONE
3 1576	N4572L	061474	SPRINGFIELD,MO	CESSNA	421	NONE
3 1702	N6363F	052474	CLINTON,MD	CESSNA	337	FATAL
3 1857	N113TC	071674	KNOXVILLE,TENN	BEECH	65-90	FATAL
3 2260	N1171L	071874	CORDOVA,ALAS	CESSNA	414	FATAL
3 2307	N1725G	080374	WINDSR LOCKS,CONN	BEECH	65-80	NONE
3 2313	N9865	080274	ATLANTA,GA	BEECH	65	NONE
3 2335	N4090L	082074	BOONTON,NJ	CESSNA	402B	NONE
3 2443	N777AV	060874	CRESSON,TEX	PIPER	PA-23E	FATAL
3 2449	N611W	081474	LUBBOCK,TEX	BEECH	D55	NONE
3 2497	N7910Y	072974	ASHEVILLE,NC	PIPER	PA-30	NONE
3 2535	N9091N	072374	CANYON,TEX	AERO COMDR	681	NONE
3 2605	N55196	083074	VANDALIA,OHIO	PIPER	PA-34	NONE
3 2611	N242Q	080174	CHARLESTON,W VA	BEECH	65-80	NONE
3 2652	N59563	091074	MOONACHIE,NJ	BELL	206B	NONE
3 2733	N34W	010474	NMIDLAND,TEX	NA ROCKWELL	265-40	FATAL
3 2783	N312RF	091374	READING,PA	BEECH	A90	NONE
3 2984	N85AT	101674	NEW HAVEN,CONN	CESSNA	500	NONE

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U.S. GENERAL AVIATION  
1974  
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE ----	LOCATION -----	AIRCRAFT MAKE ----	MODEL -----	INJURY INDEX -----
3 3007	N111LJ	092374	DETROIT,MICH	GATES LEAR	24	NONE
3 3246	N414HC	102074	JACKSON,MICH	CESSNA	414	NONE
3 3343	N9099F	040274	NPETERSBURG,ALAS	HUGHES	369HS	NONE
3 3455	N8814M	051474	CLEVELAND,OHIO	BEECH	B55	FATAL
3 3542	N93995	111974	JACKSBORO,TEX	CESSNA	210	NONE
3 3548	N7413L	091774	BIRMINGHAM,ALA	PIPER	PA-31	NONE
3 3572	N14MB	110974	AUGUSTA,GA	BEECH	55	NONE
3 3584	N4879	100374	MARSHFIELD,MASS	ENSTROM	F-28A	NONE
3 3603	N23D	051774	WILLOUGHBY,OHIO	GRUMMAN	G-159	NONE
3 3691	N750A	120274	GULF OF MEXICO	SIKORSKY	S-55	NONE
3 3734	N4118T	092874	AMBLER,PA	CESSNA	320D	NONE
3 3814	N104RE	120674	NORTH BEND,OREG	PIPER	PA-31P	SERIOUS
3 3875	N5603K	121174	PHILLIPSBURG,KANS	BEECH	95-B55	NONE
3 3924	N7672L	012574	WILLOUGHBY H,OHIO	PIPER	PA-31P	FATAL
3 3934	N2280U	102674	SHARON,PA	BRANTLY	B-2B	MINOR
3 3952	N956AL	082974	SHAWAND,WIS	STINSON	SR-8C	SERIOUS
3 3972	N222HH	101474	SAVANNAH,GA	MITSUBISHI	MU-2B	FATAL
3 4005	N9278	122474	WILLOW IS,W VA	ENSTROM	F-28A	NONE
3 4087	N8921M	120974	CAPE HATTERAS,NC	BEECH	95-B55	NONE
3 4129	N52C	112174	WHEELING,W VA	BEECH	A90	NONE
3 4181	N3368Q	120174	MT VERNON,OHIO	CESSNA	421B	SERIOUS
3 4192	N500MM	123174	ST AUGUSTINE,FLA	BEECH	H18	FATAL
3 4260	N690WC	080874	ROCKFORD,ILL	AERO COMDR	690A	NONE
3 4282	N50PC	120174	BIRMINGHAM,ALA	BEECH	100	FATAL
3 4318	N920G	122774	NLANCASTER,OHIO	NA ROCKWELL	265-60	FATAL
6 0032	N3774Q	053174	TSUNIAH LK,BC,CAN	BEECH	55	NONE

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING

CORPORATE/EXECUTIVE AIRCRAFT

U.S. GENERAL AVIATION

1974

(IN STATE AND DATE ORDER)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3548	9/17/74 TIME - 1050	BIRMINGHAM, ALA	PIPER PA-31 N7413L DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 29, 4000 TOTAL HOURS, 1600 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - BIRMINGHAM MUNI DEPARTURE POINT ATLANTA, GA	INTENDED DESTINATION BIRMINGHAM, ALA		PHASE OF OPERATION LANDING ROLL	
		TYPE OF ACCIDENT GEAR RETRACTED				
		PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED				

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4282	12/1/74 TIME - 2032	BIRMINGHAM, ALA	BEECH 100 N50PC DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 2 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 30, 4393 TOTAL HOURS, 1991 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BIRMINGHAM MUNI DEPARTURE POINT INTENDED DESTINATION CHANTILLY, VA BIRMINGHAM, ALA TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH LANDING GO-AROUND  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. MISCELLANEOUS ACTS, CONDITIONS - ICE-ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT  SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 2200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT CROSS WIND 068-112 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 37 320 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 23 IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- PLT COMMENCED GO-ARND, RPTD TRIM TROUBLE. LOST CTL IN STEEP NOSE UP ATTITUDE.						
3-0750	3/15/74 TIME - 2055	NR. POINT LAY, ALAS	PILATUS PC68H2 N350FH DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 31, 5000 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION POINT LAY, ALAS RETURN TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH HARD LANDING LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION REMARKS- MISUSED BETA PROP CTL, INADVERTENTLY FEATHERED.						



## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3343	4/2/74	NR.PETERSBURG,ALAS	HUGHES 369HS	CR- 0 0 1	NONCOMMERCIAL	COMMERCIAL, AGE 33, 2486
	TIME - 1245		N9099F	PX- 0 0 0	CORP/EXEC	TOTAL HOURS, 394 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT		DAMAGE-SUBSTANTIAL			
	PETERSBURG,ALAS		INTENDED DESTINATION			
	TYPE OF ACCIDENT		PETERSBURG,ALAS			
	ENGINE FAILURE OR MALFUNCTION			PHASE OF OPERATION		
	HARD LANDING			LANDING POWER-ON LANDING		
				LANDING POWER-OFF AUTOROTATIVE LANDING		
	PROBABLE CAUSE(S)					
	POWERPLANT - TURBINE ASSEMBLY WHEEL TURBINE					
	MISCELLANEOUS ACTS,CONDITIONS - OVERHEATED					
	MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE					
	PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE					
	COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE					
	EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND					
	REMARKS- THERMAL FATIGUE,1ST STAGE.					
3-2260	7/18/74	CORDOVA,ALAS	CESSNA 414	CR- 1 0 0	NONCOMMERCIAL	AIRLINE TRANSPORT, AGE
	TIME - 2020		N1171L	PX- 3 0 0	CORP/EXEC	30, 3792 TOTAL HOURS, 90
			DAMAGE-DESTROYED			IN TYPE, INSTRUMENT
	DEPARTURE POINT					RATED.
	KENAI,ALAS		INTENDED DESTINATION			
	TYPE OF ACCIDENT		CORDOVA,ALAS			
	COLLISION WITH GROUND/WATER		CONTROLLED	PHASE OF OPERATION		
				IN FLIGHT DESCENDING		
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC.					
	PILOT IN COMMAND - IMPROPER IFR OPERATION					
	FACTOR(S)					
	WEATHER - LOW CEILING					
	TERRAIN - HIGH OBSTRUCTIONS					
	WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE					
	WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT					
	SKY CONDITION			CEILING AT ACCIDENT SITE		
	OBSCURATION			700		
	VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE		
	3 MILES OR LESS			RAIN		
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TEMPERATURE-F		
	UNKNOWN/NOT REPORTED			53		
	WIND VELOCITY-KNOTS			TYPE OF WEATHER CONDITIONS		
	CALM			IFR		
	TYPE OF FLIGHT PLAN					
	IFR					
	FIRE AFTER IMPACT					
	REMARKS- FAILED TO EXECUTE PUBLISHED INST APCH.DESCENDED INTO MTN.					

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0757	4/9/74 TIME - 1535	REDDING,CALIF	CESSNA 320F N6163Q DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 47, 5660 TOTAL HOURS, 1659 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - REDDING MUNI DEPARTURE POINT INTENDED DESTINATION REDDING,CALIF SCOTT VALLEY,CALIF TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY AIRFRAME - LANDING GEAR EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT MISCELLANEOUS ACTS,CONDITIONS - JAMMED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- PREV OXY BOTTLE OF LARGER DIAMETER INSTALL.NOSE GR TRAVEL RESTRICTED,LINK FAILED,WOULDNT EXTEND.						
3-1232	4/13/74 TIME - 1424	BAKERSFIELD,CALIF	BEECH D18S N772W DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 1 OT- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 32, 7584 TOTAL HOURS, 800 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MEADOWS FIELD DEPARTURE POINT INTENDED DESTINATION BOISE, ID BAKERSFIELD,CALIF TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH ON GROUND TAXI FROM LANDING  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) PERSONNEL - TRAFFIC CONTROL PERSONNEL FAILURE TO ADVISE OF OTHER TRAFFIC REMARKS- R SEAT OF BEECH UNOCCUPIED.BEECH HIT C-150 IN REAR.GRND CTL DIDNT ISSUE TRAFFIC ADVISORY.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1422	5/31/74 TIME - 1518	TORRANCE,CALIF	BEECH 95-C55 N355N DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 49, 12000 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TORRANCE DEPARTURE POINT INTENDED DESTINATION CULVER CITY,CALIF TORRANCE,CALIF TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL  PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR GEAR LOCKING MECHANISM MISCELLANEOUS ACTS,CONDITIONS - BENT MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - PREVIOUS DAMAGE REMARKS- LH TORQUE TUBE ROD BENT.BEECH PN 35-815125-6029 LDG GR IND SHOWED DWN POS.						
3-2307	8/3/74 TIME - 1126	WINDSR LOCKS,CONN	BEECH 65-80 N1725G DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 6	NONCOMMERCIAL CORP/EXEC	ATR,FLIGHT INSTR., AGE 37, 15000 TOTAL HOURS, 250 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BRADLEY INTL DEPARTURE POINT INTENDED DESTINATION WHITE PLAINS,NY WINDSR LOCKS,CONN TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - CORRODED/CORROSION MISCELLANEOUS ACTS,CONDITIONS - BINDING MISCELLANEOUS ACTS,CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART,NOT SYSTEM REMARKS- L MAIN ACTUATOR SCREW HVR RUST BUILD UP.RUST BUILD UP ON INSIDE SHIELD CAUSED STIFF JACKSCREW OPN.						
3-2984	10/16/74 TIME - 0658	NEW HAVEN,CONN	CESSNA 500 N85AT DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 32, 3659 TOTAL HOURS, 869 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TWEED-NEW HAVEN DEPARTURE POINT INTENDED DESTINATION NEW HAVEN,CONN PHILADELPHIA,PA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF RUN COLLIDED WITH DITCHES TAKEOFF ABORTED  PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS INGESTION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY MISCELLANEOUS ACTS,CONDITIONS - HYDROPLANING ON WET RUNWAY COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- DRG TKOF L ENG ENG INGESTED UNDTMND NR OF SEA GULLS.UN STOP ON RMNG RWY,ACFT STRUCK DRAINAGE DITCH						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0463	1/23/74 TIME - 0942	OPA LOCKA,FLA	AERO COMDR 500 N200CA DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 3 OT- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 32, 8000 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - OPA LOCKA DEPARTURE POINT INTENDED DESTINATION OPA LOCKA,FLA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH ON GROUND STATIC IDLING ENGINE(S)  PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT REMARKS- COMPLETED RUNUP, WAITING TO TAXI TO RWY, STRUCK BY TAXIING APACHE N3097P.						
3-4192	12/31/74 TIME - 1025	ST AUGUSTINE,FLA	BEECH H18 N500MM DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 57, 9293 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SAINT AUGUSTINE DEPARTURE POINT INTENDED DESTINATION ST PETERSBURG,FLA ST AUGUSTINE,FLA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT LOW PASS  PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALY CORRECT  SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 100 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F GROUND FOG 64 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM IFR TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT REMARKS- PAX RPTD PLT HAD NO CTL OVR ACFT, CTLS FROZEN. EXTENSIVE FIRE DMG PRECLUDED DETERMINATION OF CAUSE.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0513	1/14/74 TIME - 1800	COVINGTON,GA	MITSUBISHI MU-2K N222HH DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 29, 5360 TOTAL HOURS, 870 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - COVINGTON DEPARTURE POINT NASHVILLE,TENN TYPE OF ACCIDENT WHEELS-UP INTENDED DESTINATION COVINGTON,GA LAST ENROUTE STOP COOKVILLE,TENN PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FACTOR(S) POWERPLANT - FUEL SYSTEM FUEL CONTROL PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) REMARKS- FUEL CTL OUT OF ADJUSTMENT.MOISTURE BLEED ORIFICE OBSTRUCTED.L ENG RESISTS DEC IN TORQUE.						
3-0226	2/21/74 TIME - 1545	TRION,GA	HELIO ACFT H-295 N275ZD DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 46, 5300 TOTAL HOURS, 2300 IN TYPE, NOT INSTRU- MENT RATED.
NAME OF AIRPORT - RIEGEL STRIP DEPARTURE POINT GREENVILLE,SC TYPE OF ACCIDENT HARD LANDING INTENDED DESTINATION TRION,GA PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) WEATHER - SUDDEN WINDSHIFT WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 45 TYPE OF WEATHER CONDITIONS VFR CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES WIND DIRECTION-DEGREES 110 TYPE OF FLIGHT PLAN NONE REMARKS- ACFT ENCOUNTERED SUDDEN GUST EST 30K NEAR GND.FUSELAGE CREASED AND WRINKLED.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2313	8/2/74 TIME - 1008	ATLANTA,GA	BEECH 65 N9865 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 33, 2802 TOTAL HOURS, 103 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DEKALB-PEACHTREE DEPARTURE POINT INTENDED DESTINATION CHARLOTTESVILLE,VA ATLANTA,GA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DITCHES  PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- R WHEEL,KEY GOODYEAR P/N 9523031 SEPARATED FM WHEEL HALF AND WEDGED BTWN BRAKE HOUSING AND DISC.						
3-3972	10/14/74 TIME - 1340	SAVANNAH,GA	MITSUBISHI MU-2B N222HH DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 0 QT- 1 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 30, 6000 TOTAL HOURS, 1300 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION SAVANNAH,GA LOCAL TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON  PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL DRIVER OF VEHICLE REMARKS- DRIVER OF COMPANY PICKUP TRUCK RAN INTO L PROPELLER.HAD BEEN PREVIOUSLY BRIEFED ON PROCEDURES.						
3-3572	11/9/74 TIME - 1845	AUGUSTA,GA	BEECH 55 N14MB DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	PRIVATE, AGE 57, 1259 TOTAL HOURS, 980 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BUSH FIELD DEPARTURE POINT INTENDED DESTINATION SAVANNAH,GA AUGUSTA,GA TYPE OF ACCIDENT WHEELS-UP  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FIRE AFTER IMPACT REMARKS- NO EVIDENCE OF GR MALFUNCTION FOUND.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0277	2/13/74 TIME - 0540	ELGIN, ILL	MITSUBISHI MU2B N261WR DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 27, 2075 TOTAL HOURS, 360 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ELGIN DEPARTURE POINT ELGIN, ILL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH SNOWBANK  NAME OF AIRPORT - ELGIN DEPARTURE POINT ELGIN, ILL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH SNOWBANK  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) WEATHER - FOG AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT  SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN IFR REMARKS- INSTRUMENT TKOF ACFT STRUCK SNOWBANK L SIDE OF RWY. VIS RPTD AT TIME 1/16 MI.						
3-1071	4/27/74 TIME - 1103	SPRINGFIELD, ILL	BEECH 65 N14GF DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 6	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 26, 2440 TOTAL HOURS, 333 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CAPITAL DEPARTURE POINT FOND DU LAC, WIS TYPE OF ACCIDENT GEAR COLLAPSED  NAME OF AIRPORT - CAPITAL DEPARTURE POINT FOND DU LAC, WIS TYPE OF ACCIDENT GEAR COLLAPSED  PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NOSEWHEEL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MISSING MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED REMARKS- BOLT AN25-27 MISSING FROM NOSE GEAR ACTUATOR 50-820144-3 AND NOSEGEAR BRACE 50-820009-2. NOT FOUND.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4260	8/8/74 TIME - 0130	ROCKFORD, ILL	AERO COMDR 690A N690WC DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 42, 5204 TOTAL HOURS, 224 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ROCKFORD, ILL	INTENDED DESTINATION WAUKESHA, WIS			
		TYPE OF ACCIDENT FIRE OR EXPLOSION	IN FLIGHT		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE	
PROBABLE CAUSE(S)						
PERSONNEL - PRODUCTION-DESIGN-PERSONNEL OTHER						
SYSTEMS - ANTI-ICING, DE-ICING SYSTEMS OTHER						
FACTOR(S)						
MISCELLANEOUS ACTS, CONDITIONS - FIRE IN WING						
EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.						
SMOKE IN COCKPIT						
REMARKS- INADEQUATE SHIELD PROTECTION WIRE BUNDLE RESULTED IN FIRE. SB-AD ISSUED BLEED AIR SYSTEM.						
3-0274	1/6/74 TIME - 1230	TERRE HAUTE, IND	CESSNA 310N N4159Q DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 37, 6770 TOTAL HOURS, 1028 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - HULMAN FIELD				
		DEPARTURE POINT INDIANAPOLIS, IND	INTENDED DESTINATION TERRE HAUTE, IND			
		TYPE OF ACCIDENT GEAR RETRACTED	PHASE OF OPERATION LANDING ROLL			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC.						
AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY						
MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS						
FACTOR(S)						
AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RAMP/TAXIWAY						
REMARKS- TAXIED THRU SNOW TO RAMP, PARKED APT 2 HR OAT 21 DEG. GR DOWN LOCK LOCATED DIRECTLY ABV WHEEL.						



## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0121	1/7/74 TIME - 2010	MICHIGAN CITY, IND	GRUMMAN G-1159 N9300 DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 54, 18000 TOTAL HOURS, 585 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PHILLIPS DEPARTURE POINT INTENDED DESTINATION PITTSBURG, PA MICHIGAN CITY, IND TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY PERSONNEL - AIRPORT SUPERVISORY PERSONNEL IMPROPER/INADEQUATE SNOW REMOVAL AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RUNWAY LIGHTING MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- CRUSTED SNOW ON RWY. NON-STD RWY LIGHTING. LTS 200FT APART, RWY ONLY 50FT WIDE.						
3-3875	12/11/74 TIME - 1700	PHILLIPSBURG, KANS	BEECH 95-B55 N5603K DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 49, 16010 TOTAL HOURS, 6500 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PHILLISBURG MUNI DEPARTURE POINT INTENDED DESTINATION NORTON, KANS SALINA, KANS TYPE OF ACCIDENT PHASE OF OPERATION FIRE OR EXPLOSION IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM LINES AND FITTINGS MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION MISCELLANEOUS ACTS, CONDITIONS - FIRE IN BRAKES, WHEEL ASSEMBLY, WHEEL WELL EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT REMARKS- FUEL PRESSURE LINE P/N 96-324128-33 FM L ENG HAD A CORROSION PIT AND PIN HOLE LOCATED OVR PUMP.						
3-1416	4/29/74 TIME - 1921	LOUISVILLE, KY	PIPER PA-30 N8172Y DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 51, 19800 TOTAL HOURS, 1441 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BOWMAN FIELD DEPARTURE POINT INTENDED DESTINATION MERIDIAN, MISS LOUISVILLE, KY TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE REMARKS- ON DUTY 0700 ACDT 1921 CST.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0251	3/8/74 TIME - 0730	GLORIA,LA	BELL 206B N4833 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 26, 5467 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - GLORIA HELIPORT DEPARTURE POINT INTENDED DESTINATION TOCA,LA GLORIA,LA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING FINAL APPROACH  PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED  SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F SMOKE 21 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE REMARKS- FLEW INTO RIVER DRG APCH TO HELI PAD.						
3-1185	5/8/74 TIME - 1245	LAFITTE,LA	CESSNA 185 N2219T DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 1 OT- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 49, 10631 TOTAL HOURS, 5800 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION BARATARIA,LA SATURDAY ISLAND 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 HORIZONTAL COLLISION ANGLE-DEGREES - 90 EVASIVE ACTION TAKEN - YES ANTI-COLLISION LIGHTS - OPERATING REMARKS- FLOAT EQPD.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1702	5/24/74 TIME - 0837	CLINTON, MD	CESSNA 337 N6363F DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC	ATR, FLIGHT INSTR., AGE 28, 3230 TOTAL HOURS, 110 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - HYDE FIELD DEPARTURE POINT INTENDED DESTINATION TETERBORO, NJ CLINTON, MD TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH  PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- STRUCK TRANS LINE EST AT 117-149 FT AGL. NOSE LDG GR UPPER DRAG LINK EXHIBITED WIRE DMG.						
3-3584	10/3/74 TIME - 1100	MARSHFIELD, MASS	ENSTROM F-28A N4879 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 36, 3270 TOTAL HOURS, 870 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - MARSHFIELD DEPARTURE POINT INTENDED DESTINATION BEVERLY, MASS MARSHFIELD, MASS TYPE OF ACCIDENT PHASE OF OPERATION MISCELLANEOUS LANDING OTHER ROLL OVER LANDING POWER-OFF AUTOROTATIVE LANDING  PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM CLUTCH ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - LOOSE, PART/FITTING MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED TERRAIN - ROUGH/UNEVEN FACTOR(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. SUSPECTED MECHANICAL DISCREPANCY REMARKS- JAM NUT, AN316-5, LOOSE. ROD DISCONNECTED FM BELT TENSIONING ASSY RLSNG TENSION ON ROTOR DRIVE BELT.						
3-0592	2/12/74 TIME - 1830	FLINT, MICH	CESSNA 421B N5998M DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 41, 10100 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BISHOP DEPARTURE POINT INTENDED DESTINATION CHICAGO, ILL FLINT, MICH TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH SNOWBANK LANDING ROLL  PROBABLE CAUSE(S) PERSONNEL - TRAFFIC CONTROL PERSONNEL CLEARED AIRCRAFT TO WRONG RUNWAY FOR EXISTING CONDITION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- FLD COND RPT NOT OBTND BY TWR CTLR. PLOWED SNO INTX RWY5-36. ACFT CLRD LND RWY 5.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0349	2/13/74 TIME - 0655	ROMEO, MICH	BEECH V35 N855DS DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 32, 6929 TOTAL HOURS, 704 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ROMEO DEPARTURE POINT LOGANSPO, IND INTENDED DESTINATION ROMEO, MICH TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PHASE OF OPERATION LANDING ROLL COLLIDED WITH SNOWBANK LANDING ROLL						
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) WEATHER - FOG AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALY CORRECT						
SKY CONDITION CLEAR CEILING AT ACCIDENT SITE UNLIMITED VISIBILITY AT ACCIDENT SITE 5 OR OVER PRECIPITATION AT ACCIDENT SITE NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE GROUND FOG TEMPERATURE-F 28 WIND VELOCITY-KNOTS CALM TYPE OF WEATHER CONDITIONS VFR TYPE OF FLIGHT PLAN NONE						
REMARKS- DMGD NSE GR SUPPORT TUNNEL, PROP AND GR DOORS. GRND FOG PATCHY, 10-20FT HIGH.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1350	4/3/74 TIME - 1715	MENOMINEE,MICH	CESSNA 500 N11A DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 46, 10000 TOTAL HOURS, 366 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MENOMINEE COUNTY DEPARTURE POINT CHICAGO,ILL INTENDED DESTINATION MENOMINEE,MICH TYPE OF ACCIDENT OVERSHOOT GEAR COLLAPSED  PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE  SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 33 WIND VELOCITY-KNOTS 27 TYPE OF FLIGHT PLAN IFR REMARKS- TWO PREVIOUS LDG ATTEMPTS RWY 14.ACFT LEFT RWY IN SKID.GND SOFT.						
CEILING AT ACCIDENT SITE 1200 PRECIPITATION AT ACCIDENT SITE RAIN RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES WIND DIRECTION-DEGREES 50 TYPE OF WEATHER CONDITIONS VFR						
3-3007	9/23/74 TIME - 1300	DETROIT,MICH	GATES LEAR 24 N111J DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 48, 12150 TOTAL HOURS, 1860 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DETROIT CITY DEPARTURE POINT LIMA,OHIO INTENDED DESTINATION DETROIT,MICH TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH AIRPORT HAZARD  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIDDEN HAZARD REMARKS- RAN OFF EDGE OF RWY.HIT MANHOLE PROTRUDING 4-6IN ABOVE GND.						
PHASE OF OPERATION LANDING ROLL LANDING ROLL						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3246	10/20/74 TIME - 0653	JACKSON,MICH	CESSNA 414 N414HC DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 48, 10235 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - REYNOLDS FIELD DEPARTURE POINT INTENDED DESTINATION JACKSON,MICH PLYMOUTH,MICH TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF INITIAL CLIMB  PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO ABORT TAKEOFF MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - ICE-WINDSHIELD REMARKS- ALL UPPER SFCS OF ACFT CVRD WITH APRX 1/4 IN-3/8 IN FZN SNO.HIT GND NOSE HI,L WING LO.						
3-0550	4/5/74 TIME - 0915	JACKSON,MISS	SWEARINGEN SA226T N3335G DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 53, 22024 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - THOMPSON FIELD DEPARTURE POINT INTENDED DESTINATION KOSCIUSKO,MISS JACKSON,MISS TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF REMARKS- HARD LDG HIT GND ON R MAIN AND NOSE GR.R OUTBOARD TIRE CAME OFF,PROP HIT GND,SKIN DMGD.						
3-0394	2/20/74 TIME - 0754	LEBANON,MO	CESSNA 414 N1628T DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 31, 6380 TOTAL HOURS, 3200 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LEBANON MUNICIPAL DEPARTURE POINT INTENDED DESTINATION MEXICO,MO LEBANON,MO TYPE OF ACCIDENT PHASE OF OPERATION STALL IN FLIGHT ACROBATICS  PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. FIRE AFTER IMPACT REMARKS- LOW LVL ACROBATICS OVER AIRPORT.STALL FOLLOWING RECOVERY FM ROLL.RETURN FM CORP/EXEC PSGR FLT.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1406	3/29/74	NR.BUNKER,MO	CESSNA 421 N3139K DAMAGE-DESTROYED	CR- 2 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 38, 2000 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ' HAGERSTOWN,MD	INTENDED DESTINATION LAS VEGAS,NEV	LAST ENROUTE STOP PUEBLO,COLO		
		TYPE OF ACCIDENT STALL SPIN		PHASE OF OPERATION IN FLIGHT OTHER		
		AIRFRAME FAILURE IN FLIGHT		IN FLIGHT UNCONTROLLED DESCENT		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
MISCELLANEOUS ACTS,CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE						
MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT						
AIRFRAME - FLIGHT CONTROL SURFACES HORIZONTAL STABILIZER, ATTACHMENTS						
FACTOR(S)						
MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT						
WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC.						
WEATHER - THUNDERSTORM ACTIVITY						
WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OVERCAST	CEILING AT ACCIDENT SITE 2800			
		VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS	PRECIPITATION AT ACCIDENT SITE THUNDERSTORM, RAIN			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED	TEMPERATURE-F 72			
		WIND DIRECTION-DEGREES 290	WIND VELOCITY-KNOTS 28			
		TYPE OF WEATHER CONDITIONS VFR	TYPE OF FLIGHT PLAN IFR			
		FIRE AFTER IMPACT				
REMARKS- NO WX UPDATE AT ST LOUIS.LINE OF TSTMS WEST.HEAVY ICING,LOST CTL.HOR STAB & ELEV SEPRTD.						
3-1576	6/14/74	SPRINGFIELD,MO	CESSNA 421 N4572L DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 28, 5758 TOTAL HOURS, 316 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - SPRINGFIELD MUNI				
		TYPE OF ACCIDENT UNDERSHOOT	PHASE OF OPERATION LANDING FINAL APPROACH			
		COLLIDED WITH AIRPORT HAZARD	LANDING ROLL			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE						
FACTOR(S)						
AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER						
REMARKS- T/D OCRD BFR RWY LDG GR STRUCK RWY LIP.GR COLLAPSED ABT 800FT AFTR T/D.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0437	3/7/74 TIME - 0640	TETERBORD,NJ	AERO COMDR 500S N9098N DAMAGE-NONE	CR- 0 0 1 PX- 0 0 0 OT- 0 1 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 26, 5000 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TETERBORD DEPARTURE POINT INTENDED DESTINATION TETERBORD,NJ WHITE PLAINS,NY TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR ACCIDENT TO PERSON STATIC IDLING ENGINE(S)  PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER REMARKS- PAX WALKED PAST CABIN DOOR,STRUCK BY LEFT PROP.PILOT NOT AWARE OF PAX PRESENCE UNTIL MISHAP.						
3-1155	4/20/74 TIME - 1700	HEWITT,NJ	BELL 206B N4FL DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 55, 4920 TOTAL HOURS, 28 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - NAIROBI DEPARTURE POINT INTENDED DESTINATION HEWITT,NJ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ROLL OVER TAXI AERIAL TAXI, OTHER  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- HELIPAD 3-5DEG SLOPE. PURPOSE TO MOVE ACFT FM HELIPAD TO HANGAR.						
3-2335	8/20/74 TIME - 1520	BOONTON,NJ	CESSNA 402B N4090L DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 28, 1833 TOTAL HOURS, 73 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - AIRCRAFT RADIO CO DEPARTURE POINT INTENDED DESTINATION MORRISTOWN,NJ BOONTON,NJ TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH HARD LANDING LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE REMARKS- PWR DECREASED OVR TREES,NOSE LWRD TO MAINTAIN A/S.ACFT DSCNDD TO GND ABT 65FT BFR RWY.						



## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2652	9/10/74 TIME - 0930	MOONACHIE,NJ	BELL 206B N59563 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 26, 4705 TOTAL HOURS, 1600 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MOONACHIE TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH BUILDING(S)			PHASE OF OPERATION LANDING FINAL APPROACH LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- HIT STEEL A FRAME.						
3-0165	1/16/74 TIME - 2045	NIAGARA FALLS,NY	CESSNA 180 N4615A DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 33, 3000 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT ONEONTA,NY TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES			INTENDED DESTINATION NIAGARA FALLS,NY PHASE OF OPERATION LANDING INITIAL APPROACH LANDING LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL CONSUMPTION EST AS 14GPH.FUEL USED DRG FLT CALCULATED TO BE 55 GAL WHICH IS ACFT USEABLE FUEL						
3-0065	1/27/74 TIME - 1650	FARMINGDALE,NY	CESSNA 421 N3126K DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	PRIVATE, AGE 58, 6900 TOTAL HOURS, 365 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - REPUBLIC DEPARTURE POINT ALLENTOWN,PA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH OBJECT			INTENDED DESTINATION FARMINGDALE,NY PHASE OF OPERATION LANDING ROLL LANDING ROLL			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL REMARKS- L MN GR HIT BRAVO TAXIWAY. GR COLLAPSED.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0558	2/28/74 TIME - 1700	CONCORD,NC	CESSNA 402B N1531 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	ATR, FLIGHT INSTR., AGE 33, 4850 TOTAL HOURS, 510 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PROPST DEPARTURE POINT INTENDED DESTINATION RALEIGH DURHAM,NC CONCORD,NC TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF						
3-2497	7/29/74 TIME - 1120	ASHEVILLE,NC	PIPER PA-30 N7910Y DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 39, 4300 TOTAL HOURS, 800 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ASHEVILLE MUNI DEPARTURE POINT INTENDED DESTINATION CHARLOTTE,NC ASHEVILLE,NC TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FACTOR(S) AIRFRAME - LANDING GEAR LANDING GEAR WARNING AND INDICATING COMPONENTS MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE REMARKS- 2ND LDG APCH, PLT ENGAGED IN CONVERSATION WITH PAX AFTR CLNC TO LND. GR WARN HORN INOP.						
3-4087	12/9/74 TIME - 1900	CAPE HATTERAS,NC	BEECH 95-B55 N8921M DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 51, 22225 TOTAL HOURS, 80 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BILLY MITCHELL DEPARTURE POINT INTENDED DESTINATION WASHINGTON,NC CAPE HATTERAS,NC TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING ROLL  PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- HARD BRAKING L TIRE BLEW OUT.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3924	1/25/74 TIME - 1850	WILLOUGHBY H, OHIO	PIPER PA-31P N7672L DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0 OT- 2 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 30, 4951 TOTAL HOURS, 29 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CUYAHOGA COUNTY DEPARTURE POINT INTENDED DESTINATION CANTON, OHIO WILLOUGHBY H, OHIO TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE PROPELLER STALL SPIN LAST ENROUTE STOP DETROIT, MICH PHASE OF OPERATION IN FLIGHT OTHER LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (OWNER-PILOT) POWERPLANT - PROPELLER AND ACCESSORIES OTHER MISCELLANEOUS ACTS, CONDITIONS - RPM-UNCONTROLLABLE-OVERSPEED PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY FIRE AFTER IMPACT REMARKS- SCHRADER VALVE CAP AND STEM MISSING. NO AIRCHARGE IN CYLINDER.						
3-0185	2/11/74 TIME - 1655	WEST UNION, OHIO	CESSNA 182P N86362 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 25, 282 TOTAL HOURS, 15 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ALEXANDER-SALAMON DEPARTURE POINT INTENDED DESTINATION KENT, OHIO WEST UNION, OHIO TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH RUNWAY OR APPROACH LIGHTS PHASE OF OPERATION LANDING ROLL LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RUNWAY LIGHTING REMARKS- PATCHES ICE ON RWY. STRUCK RWY ON L SIDE OF RWY THEN ROLLED DOWN A BANK.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1372	4/16/74 TIME - 1645	CLEVELAND, OHIO	PIPER PA-31 N999TE DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 50, 11313 TOTAL HOURS, 675 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CLEVELAND HOPKINS DEPARTURE POINT INTENDED DESTINATION CLEVELAND, OHIO TIFFIN, OHIO TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH PARKED AIRCRAFT TAXI OTHER  PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT REMARKS- ADJUSTING RADIOS. HIT PARKED ACFT, N1100X, SUBSTL DMG. FAILED TO SET PARKING BRAKE.						
3-3455	5/14/74 TIME - 1529	CLEVELAND, OHIO	BEECH B55 N8814M DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC	ATR, FLIGHT INSTR., AGE 47, 4184 TOTAL HOURS, 6 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BURKE LAKEFRONT DEPARTURE POINT INTENDED DESTINATION CLEVELAND, OHIO GRAND RAPIDS, MICH TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLISION WITH GROUND/WATER UNCONTROLLED TAKEOFF INITIAL CLIMB  PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER - TURBULENCE IN FLIGHT, CLEAR AIR MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.						
SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE 220 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 20 VFR TYPE OF FLIGHT PLAN NONE REMARKS- R PROP FEA. ENG CKD, R OK, L MIXT FULL RICH MAX RPM 1800-1850. LDG GR INTRANSIT PSN. WIND GUSTING 40K.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3603	5/17/74 TIME - 0915	WILLOUGHBY, OHIO	GRUMMAN G-159 N23D DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 53, 14343 TOTAL HOURS, 3269 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LOST NATION DEPARTURE POINT INTENDED DESTINATION WILLOUGHBY, OHIO CLEVELAND, OHIO TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED STATIC STARTING ENGINE(S)  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE REMARKS- PLT OBSVD 3 GREEN LIGHTS BFR L ENG START DID NOT CK PSN OF SELECTOR. ENG STARTED, GR RETRACTED.						
3-2605	8/30/74 TIME - 1410	VANDALIA, OHIO	PIPER PA-34 N55196 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	ATR, FLIGHT INSTR., AGE 25, 2163 TOTAL HOURS, 276 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - COX-DAYTON MUNI DEPARTURE POINT INTENDED DESTINATION SPRINGFIELD, MO LINDEN, NJ TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH AIRPORT HAZARD TAXI TO TAKEOFF  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- RAN OFF TWY INTO SOFT DIRT. DID NOT SEE LIGHTED BARRICADE WARNING OF DROP OFF.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4181	12/1/74 TIME - 1730	MT VERNON, OHIO	CESSNA 421B N33680 DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 1 2	NONCOMMERCIAL CORP/EXEC	ATR, FLIGHT INSTR., AGE 32, 4030 TOTAL HOURS, 250 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MT VERNON DEPARTURE POINT MT VERNON, OHIO TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE STALL INTENDED DESTINATION CINCINNATI, OHIO PHASE OF OPERATION TAKEOFF RUN TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO ABORT TAKEOFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - PREMATURE LIFT-OFF AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS FIRE AFTER IMPACT REMARKS- ACFT HIT SNOW BANK ON TKOF.						
3-4318	12/27/74 TIME - 2005	NR. LANCASTER, OHIO	NA ROCKWELL 265-60 N920G DAMAGE-DESTROYED	CR- 3 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATR, FLIGHT INSTR., AGE 45, 15105 TOTAL HOURS, 367 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - FAIRFIELD COUNTY DEPARTURE POINT DENVER, COLO TYPE OF ACCIDENT COLLIDED WITH TREES INTENDED DESTINATION LANCASTER, OHIO PHASE OF OPERATION LANDING OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- NON-STANDARD APCH IN NIGHT-INSTRUMENT CONDITIONS. FLEW INTO MOUNTAIN.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0136	1/15/74 TIME - 0600	OKLAHOMA CTY,OKLA	N.AMERICAN NA-265 N5565 DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 65, 21500 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WILL ROGERS DEPARTURE POINT INTENDED DESTINATION CORPUS CHRISTI,TEX OKLAHOMA CTY,OKLA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED  PHASE OF OPERATION LANDING FINAL APPROACH  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - INSTRUMENTS-MISREAD OR FAILED TO READ MISCELLANEOUS ACTS,CONDITIONS - CREW COORDINATION-POOR WEATHER - LOW CEILING WEATHER - FOG MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT  SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 33 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 200 6 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN BELOW MINIMUMS IFR FIRE AFTER IMPACT REMARKS- ILS APCH,BLO MIN.DESCND BLO MDA.CREW HAD LITTLE REST BFOR FLT.CTLR DIDNT MONITOR ACFT ALT ON RADAR						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3814	12/6/74 TIME - 0935	NORTH BEND, OREG	PIPER PA-31P N104RE DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 31, 3380 TOTAL HOURS, 451 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - NORTH BEND DEPARTURE POINT INTENDED DESTINATION EUGENE, OREG NORTH BEND, OREG TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH ELECTRONIC TOWERS LANDING GO-AROUND  PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY WEATHER - RAIN MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED  SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 1100 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG TAIL WIND 158-202 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 58 210 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 30 IFR TYPE OF FLIGHT PLAN IFR REMARKS- PLT MADE ILS, CIRCLED, LND DOWNWIND. STRUCK ILS ANTENNA ON GO ARND. GUSTING TO 30K.						
3-2783	9/13/74 TIME - 1029	READING, PA	BEECH A90 N312RF DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 36, 3656 TOTAL HOURS, 198 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - READING MUNI DEPARTURE POINT INTENDED DESTINATION MORRISTOWN, NJ READING, PA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - WET, SOFT GROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- BOTH ENGINES STOPPED, LANDED IN MARSH AREA COLLAPSED LDG GR AND DMGD WINGS.						



## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3734	9/28/74 TIME - 0730	AMBLER, PA	CESSNA 320D N4118T DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATR, FLIGHT INSTR., AGE 35, 3415 TOTAL HOURS, 204 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WINGS FIELD DEPARTURE POINT INTENDED DESTINATION AMBLER, PA CAPE MAY, NJ TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY AIRFRAME - LANDING GEAR EMERGENCY/EXTENSION ASSEMBLY EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT REMARKS- UNSAFE DWN IND INFLT. USED EMERG GR CRANK. LNDD AFTER GND OBSVR INDCTD GR DWN. R GR COLLAPSED.						
3-3934	10/26/74 TIME - 1525	SHARON, PA	BRANTLY B-2B N2280U DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 34, 385 TOTAL HOURS, 5 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SHARON DEPARTURE POINT INTENDED DESTINATION SHARON, PA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ROLL OVER TAXI AERIAL TAXI TO/FROM LANDING  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED  SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT QUARTERING HEAD WIND 293-337 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 330 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WIND GUSTING TO 15K.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0560	1/23/74 TIME - 1640	KNOXVILLE,TENN	HILLER ACFT FH1100 N441FH DAMAGE-MINOR	CR- 0 0 1 PX- 0 1 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 32, 5290 TOTAL HOURS, 60 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - HELI STOP DEPARTURE POINT INTENDED DESTINATION KNOXVILLE,TENN LOCAL TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON PHASE OF OPERATION STATIC IDLING ROTORS PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER REMARKS- PAX HIT BY TAIL ROTOR.						
3-1857	7/16/74 TIME - 1048	KNOXVILLE,TENN	BEECH 65-90 N113TC DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 32, 5397 TOTAL HOURS, 36 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DOWNTOWN ISLAND DEPARTURE POINT INTENDED DESTINATION ONEIDA,TENN HALEYVILLE,ALA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL SPIN PHASE OF OPERATION IN FLIGHT OTHER LANDING GO-AROUND PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - LUBRICATING SYSTEM LINES,HOSES,FITTING MISCELLANEOUS ACTS,CONDITIONS - DISCONNECTED PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - INCORRECT TRIM SETTING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT FIRE AFTER IMPACT REMARKS- R ENG OIL LINE TO COOLER FITTING DISCONNECTED.FULL R TRIM.						
1-0011	1/1/74 TIME - 1840	SAN ANTONIO,TEX	CESSNA 401 N4076Q DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0 OT- 0 0127	NONCOMMERCIAL CORP/EXEC	ATR,FLIGHT INSTR., AGE 37, 9550 TOTAL HOURS, 450 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SAN ANTONIO INTL DEPARTURE POINT INTENDED DESTINATION SAN ANTONIO,TEX UNKNOWN/NOT REPORTED TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH ON GROUND PHASE OF OPERATION STATIC IDLING ENGINE(S) PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. REMARKS- CESSNA HELD TOO SHORT OF TAXIWAY HOLD LINE WHILE AWAITING TKOF. ROTATING BEACON WASNT ON.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2733	1/4/74 TIME - 1924	NR.MIDLAND,TEX	NA ROCKWELL 265-40 N34W DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 49, 15367 TOTAL HOURS, 2770 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT DENVER,COLO	INTENDED DESTINATION RETURN			LAST ENROUTE STOP MIDLAND,TEX	
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED			PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
	PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FIRE AFTER IMPACT					
	REMARKS- DRG TKOF CLMB ACFT ENTRD HI-SPD DIVE,CRASHED.NR TOTL DESTRUCTION LMTD SCOPE&DECISVNES OF INVESTGTM					
3-0145	1/10/74 TIME - 1130	BIG SPRING,TEX	HOWARD AERO 500 N86W DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATR,FLIGHT INSTR., AGE 55, 11421 TOTAL HOURS, 733 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - HOWARD COUNTY					
	DEPARTURE POINT MIDLAND,TEX	INTENDED DESTINATION BIG SPRING,TEX				
	TYPE OF ACCIDENT WHEELS-UP				PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR					
	FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - CHECKLIST-FAILED TO USE					
	REMARKS- ACFT NOT EQUIPPED WITH GR WARNING LTS.					

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0141	1/18/74 TIME - 1845	FT.WORTH,TEX	DASSAULT FALCON N7824M DAMAGE-DESTROYED	CR- 0 2 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 43, 7400 TOTAL HOURS, 350 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - MEACHAM DEPARTURE POINT MONTGOMERY,ALA	INTENDED DESTINATION FT.WORTH,TEX			
		TYPE OF ACCIDENT COLLIDED WITH DIRT BANK	PHASE OF OPERATION LANDING ROLL			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND						
PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT						
MISCELLANEOUS ACTS,CONDITIONS - HYDROPLANING ON WET RUNWAY						
AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY						
FACTOR(S)						
WEATHER - RAIN						
MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO						
WEATHER FORECAST - FORECAST SUBSTANTIALY CORRECT						
SKY CONDITION			CEILING AT ACCIDENT SITE			
OVERCAST			3000			
VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE			
3 MILES OR LESS			RAIN SHOWERS, THUNDERSTORM			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE			RELATIVE BEARING OF WIND			
NONE			TAIL WIND 158-202 DEGREES			
TEMPERATURE-F			WIND VELOCITY-KNOTS			
50			8			
TYPE OF WEATHER CONDITIONS			TYPE OF FLIGHT PLAN			
VFR			IFR			
REMARKS- CLRD ILS CIRCLING APCH,PLT REQ STRAIGHT IN.LND NORMALLY IN HEAVY RAIN.DIDNT DEPLOY DRAG CHUTE.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2443	6/8/74 TIME - 2302	CRESSON, TEX	PIPER PA-23E N777AV DAMAGE-DESTROYED	CR- 1 0 0 PX- 5 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 27, 3000 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		DEPARTURE POINT LUBBOCK, TEX	INTENDED DESTINATION FT WORTH, TEX			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED	PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
PILOT IN COMMAND - SPATIAL DISORIENTATION						
FACTOR(S)						
WEATHER - THUNDERSTORM ACTIVITY						
WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION				CEILING AT ACCIDENT SITE		
OBSCURATION				100		
VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE		
3 MILES OR LESS				THUNDERSTORM		
OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TEMPERATURE-F		
UNKNOWN/NOT REPORTED				66		
WIND DIRECTION-DEGREES				WIND VELOCITY-KNOTS		
300				13		
TYPE OF WEATHER CONDITIONS				TYPE OF FLIGHT PLAN		
IFR				IFR		
REMARKS- PENETRATED AREA OF FCST SVR TSTMS. FTW 2354CST WX.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2535	7/23/74 TIME - 1330	CANYON, TEX	AERO COMDR 681 N9091N DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 50, 9200 TOTAL HOURS, 1080 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CANAM DEPARTURE POINT INTENDED DESTINATION CANYON, TEX LUBBOCK, TEX TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE, FENCEPOSTS TAKEOFF INITIAL CLIMB  PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - SUDDEN WINDSHIFT FACTOR(S) WEATHER - LOCAL WHIRLWIND WEATHER - HIGH TEMPERATURE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED  SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE UNKNOWN/NOT REPORTED TEMPERATURE-F WIND DIRECTION-DEGREES 102 100 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 5 VFR TYPE OF FLIGHT PLAN NONE REMARKS- GUSTING TO 30K.						
3-2449	8/14/74 TIME - 2113	LUBBOCK, TEX	BEECH D55 N611W DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 26, 2000 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LUBBOCK REGIONAL DEPARTURE POINT INTENDED DESTINATION OKLAHOMA CITY, OKLA LUBBOCK, TEX TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL  PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR WHEELS, TIRES, AXLES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC. FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- L MLG TIRE FLAT ON TOUCHDOWN.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3542	11/19/74 TIME - 1645	JACKSBORO,TEX	CESSNA 210 N93995 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	ATR, FLIGHT INSTR., AGE 30, 3392 TOTAL HOURS, 38 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT JACKSBORO,TEX INTENDED DESTINATION FORT WORTH,TEX TYPE OF ACCIDENT COLLIDED WITH FENCE,FENCEPOSTS PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING FACTOR(S) TERRAIN - OTHER REMARKS- SHORT PASTURE,HEAVY LOAD.						
3-1171	4/23/74 TIME - 1312	ROANOKE,VA	BEECH D55 N6270V DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 31, 3200 TOTAL HOURS, 250 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WOODRUM FIELD DEPARTURE POINT BALTIMORE,MD INTENDED DESTINATION ROANOKE,VA TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT STALL PHASE OF OPERATION LANDING FINAL APPROACH LANDING OTHER PROBABLE CAUSE(S) SYSTEMS - FLIGHT CONTROL SYSTEMS WING FLAP CONTROL SYSTEM ELECTRICAL MISCELLANEOUS ACTS,CONDITIONS - ASYMETRICAL FLAPS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- R FLAP ACTUATOR JACKSCREW ATTACH BRACKET FAILD FM SIDE FORCES DRG RETRACTION.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2611	8/1/74 TIME - 1035	CHARLESTON, W VA	BEECH 65-80 N2420 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 40, 1320 TOTAL HOURS, 154 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - KANAWHA DEPARTURE POINT NEWARK, NJ TYPE OF ACCIDENT GEAR RETRACTED INTENDED DESTINATION BROKEN BOW, OKLA LAST ENROUTE STOP NASHVILLE, TENN PHASE OF OPERATION LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY SYSTEMS - ELECTRICAL SYSTEM BATTERIES MISCELLANEOUS ACTS, CONDITIONS - UNAPPROVED MODIFICATION MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- ACFT EQPD WITH 2 REBAT R-35 LEAD ACID BATTERIES. ACFT EQPT LIST, MFG SPECS, ONE N1 CADMIUM BATTERY.						
3-4129	11/21/74 TIME - 0817	WHEELING, W VA	BEECH A90 N52C DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATR, FLIGHT INSTR., AGE 43, 12000 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WHEELING CO DEPARTURE POINT PITTSBURG, PA TYPE OF ACCIDENT HARD LANDING INTENDED DESTINATION WHEELING, W VA PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) COPILOT - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT REMARKS- COPLT PLACED PWR IN BETA OR REVERSE PITCH RANGE.						
3-4005	12/24/74 TIME - 1157	WILLOW IS, W VA	ENSTROM F-28A N9278 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 33, 873 TOTAL HOURS, 2 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT PARKERSBURG, W VA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED INTENDED DESTINATION MORGENTOWN, W VA PHASE OF OPERATION TAXI AERIAL TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- LOST L PEDAL CTL DRG L TURN ABT 20 FT AGL.						



## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0516	1/29/74 TIME - 0925	MILWAUKEE,WIS	AERO COMDR 680F N77WC DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 40, 11300 TOTAL HOURS, 1900 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GENERAL MITCHELL DEPARTURE POINT INTENDED DESTINATION SOUTH BEND,IND MILWAUKEE,WIS TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT  SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG RIGHT QUARTERING TAIL WIND 113-157 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 29 220 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 12 IFR TYPE OF FLIGHT PLAN IFR REMARKS- AIRFRAME ICE,LANDED HARD,NOSE GEAR COLLAPSED,SWERVED INTO RUNWAY LIGHTS.						
3-3952	8/29/74 TIME - 1600	SHAWAND,WIS	STINSON SR-8C N956AL DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 1 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 50, 7914 TOTAL HOURS, 53 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - STOCKBRIDGE-MUNSE DEPARTURE POINT INTENDED DESTINATION SHAWAND,WIS SHEBOYGAN,WIS TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND REMARKS- WIND GUSTING 15K.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1140	4/26/74 TIME - 0930	JEFFREY CITY,WYO	CESSNA 421B N5962M DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	ATR,FLIGHT INSTR., AGE 33, 6300 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SPLIT ROCK MILLS DEPARTURE POINT INTENDED DESTINATION HELENA,MONT JEFFREY CITY,WYO TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL  PROBABLE CAUSE(S) PERSONNEL - AIRPORT SUPERVISORY PERSONNEL IMPROPER INSPECTION OF FACILITIES AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT RUNWAY FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- PVT STRIP USE AT OWN RISK.PLT PREV CALLED,WAS TOLD RWY OK.ACFT HIT SOFT AREA FROM RECENT SNOWS.						
6-0032	5/31/74 TIME - 1745	TSUNIAH LK,BC,CAN	BEECH 55 N3774Q DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	ATR,FLIGHT INSTR., AGE UNK/NR, 13443 TOTAL HOURS, 105 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TSUNIAH LK LODGE DEPARTURE POINT INTENDED DESTINATION VICTORIA,BC,CAN TSUNIAH LK,BC,CAN TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN REMARKS- GUSTY WINDS.NOSE GR COLLAPSED,PROPS STRUCK RWY.INVESTIGATION UNDER JURISDICTION CANADIAN GOVT.						
3-3691	12/2/74 TIME - 1605	GULF OF MEXICO	SIKORSKY S-55 N750A DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 34, 4567 TOTAL HOURS, 210 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION 144A MAIN PASS 299C MAIN PASS TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE DITCHING LANDING POWER-OFF AUTOROTATIVE LANDING  PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - ROUGH WATER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- NR 5 ENG CYLNR EXHST RKR BX CRCKD.EMERG LNDG MADE ON BCKSD OF WAVE IN 8 TO 10 FT SEA.FLOAT EQUIP.						

EMBRY-RIDDLE AERO U. DAYTONA BEACH



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