

NATIONAL TRANSPORTATION SAFETY BOARD

'77 APR 14 胡卜山:

Doc NTSB

AMM

77

02

В

- 0

WASHINGTON, D.C. 20594

BRIEFS OF ACCIDENTS INVOLVING MIDAIR COLLISIONS

U. S. GENERAL AVIATION 1975

REPORT NUMBER: NTSB-AMM-77-2 C.I

UNITED STATES GOVERNMENT

mma S-rr * 2000 C l

TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB-AMM-77-2 2.Government Accession No. NTSB-AMM-77-2 3.Recipient's Catalog No. NTSB-AMM-77-2 4. Title and Subtitle Briefs of Accidents Involving Midair Collisions, U. S. General Aviation, 1975 5.Report Date February 11, 1977 6. Performing Organization Name and Address 5.Report No. Report No. 9. Performing Organization Name and Address 10. Mork Unit No. 1998 Bureau of Technology National Transportation Safety Board Washington, D. C. 20594 10. Mork Unit No. 198 NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594 13.Type of Report and Period Covered Accident Reports in Brief Format - U.S. General Aviation Involving Midair collision accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(8) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually. 17.key Words Aviation accidents, midair collisions, aircraft damage, injuries, pilot data. 18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151 19.Security Classification (of this report) 20.Security Classification (of this page) UNCLASSIFIED 21.No. of Pages 22.Price			AL REPORT DOCUMENTATION PAGE
Briefs of Accidents Involving Midair Collisions, U. S. General Aviation, 1975 February 11, 1977 7. Author(s) B. Performing Organization Report No. 9. Performing Organization Name and Address 10. Work Unit No. 1938 Bureau of Technology National Transportation Safety Board Washington, D. C. 20594 10. Contract of Grant No. 1938 12. Sponsoring Agency Name and Address 10. Work Unit No. 1938 NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594 11. Contract of Grant No. 13. Type of Report and Period Covered Accident Reports in Brief Format - U.S. General Aviation Involving Midair Collision accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually. 17. Key Words Aviation accidents, midair collisions, u. S. general aviation, probable cause(s) for each accident is available to the public through the National Technical Information Service, Springfield, Virginia 22151 19. Security Classification (of this report) UNCLASSIFIED 20. Security Classification (of this page) UNCLASSIFIED 21. No. of Pages 22. Price 47	1. Report No. NTSB-AMM-77-2	2.Government Accession No.	3.Recipient's Catalog No.
U. S. General Aviation, 1975 C. Performing Organization Lodd 7. Author(s) 6. Performing Organization Report No. 9. Performing Organization Name and Address 10. Work Unit No. 1998 Bureau of Technology National Transportation Safety Board Washington, D. C. 20594 11. Contract of Grant No. 12. Sponsoring Agency Name and Address Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594 Aviation Involving Midair Collisions, 1975 14. Sponsoring Agency Name washington, D. C. 20594 14. Sponsoring Agency Code 15. Supplementary Notes 14. Sponsoring Agency Code 16. Abstract 15. Supplementary Notes 16. Abstract 16. Abstract 17. Key Words Aviation accidents, midair collisions, conditions, circumstances, and probable cause(s) for each acident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot cause, injuries and causal factor(s). This publication will be published annually. 17. key Words Aviation accidents, midair collisions, u. S. general aviation, probable cause type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data. 18. Distribution Statement to the public through the National Technical Information Service, Springfield, Virginia 22151 19. Security Classification (of this report) UNCLASSIFIED 20. Security Classification (of this page) UNCLASSIFIED 21. No. of Pages 22. Price 47	4. Title and Subtitle	99 - 99 - 4 - 7 - 9 - 9 - 19 - 9 - 9 - 9 - 9 - 9 - 9 -	
7. Author(s) Code 7. Author(s) 8. Performing Organization Report No. 9. Performing Organization Name and Address 10. Mork Unit No. Bureau of Technology National Transportation Safety Board Washington, D. C. 20594 10. Contract or Grant No. 12. Sponsoring Agency Name and Address 11. Contract or Grant No. NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594 13. Type of Report and Period Covered Accident Reports in Brief Format - U.S. General Aviation Involving Midair Collisions, 1975 15. Supplementary Notes 14. Sponsoring Agency Code 15. Supplementary Notes 14. Sponsoring Agency Code 16. Abstract 15. Supplementary Notes 17. Key Words Aviation accidents, midair collisions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot cause, type of accident, phase of operation, kind of flying, phase of operation, injury index, aircraft damage, pilot data. 17. Key Words Aviation accidents, midair collisions, ut on flying, aircraft damage, injuries, pilot data. 18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151 19. Security Classification (of this page) 20. Security Classification (of this page) 21. No. of Pages 22. Price 19. Security Classification (of this page) 20. Security			February 11, 1977
7. Author(s) 8. Performing Organization Report No. 9. Performing Organization Name and Address 10. Work Unit No. Bureau of Technology National Transportation Safety Board Washington, D. C. 20594 11. Contract or Grant No. 12. Sponsoring Agency Name and Address 10. Work Unit No. NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594 13. Type of Report and Period Covered Accident Reports in Brief Format - U.S. General Aviation Involving Midsir Collisions, 1975 14. Sponsoring Agency Notes 14. Sponsoring Agency Code 15. Supplementary Notes 14. Sponsoring Agency Code 16. Abstract 7. Nev Words Aviation accidents, midair collisions, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication vill be published annually. 17. Nev Words Aviation accidents, midair collisions, aircraft damage, pilot data. 18. Distribution Statement This document is available to the public through the National Technical Information filying, aircraft damage, injuries, pilot data. 19. Security Classification (of this report) 20. Security Classification (of this report) 20. Security Classification (of this page) 19. Security Classification (of this report) 20. Security Classification (of this page) 21. No. of Pages 22. Price	U. S. General Aviation,	1975	
Performing Organization Name and Address Report No. 9. Performing Organization Name and Address 10. Work Unit No. 1998 Bureau of Technology National Transportation Safety Board Washington, D. C. 20594 11. Contract or Grant No. 13. Type of Report and Period Covered Accident Reports in Brief Format - U.S. General Avaiation Involving Midair Collisions, 1975 NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594 13. Type of Report and Period Covered Accident Reports in Brief Format - U.S. General Avaiation Involving Midair Collisions, 1975 15. Supplementary Notes 14. Sponsoring Agency Code 15. Supplementary Notes 14. Sponsoring Agency Code 16. Abstract 5. general aviation midair collision accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually. 17. key Words Aviation accidents, midair collisions, u. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data. 18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151 19. Security Classification (of this report) UNCLASSIFIED 20. Security Classification (of this report) UNCLASSIFIED 21.No. of Pages 47	7. Author(s)		
Bureau of Technology National Transportation Safety Board Washington, D. C. 20594 11. Contract or Grant No. 12. Sponsoring Agency Name and Address 13. Type of Report and Period Covered Accident Reports in Brief Format - U.S. General Aviation Involving Midair Collisions, 1975 NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594 14. Sponsoring Agency Code 15. Supplementary Notes 14. Sponsoring Agency Code 16. Abstract 71. Key Words Aviation contains reports of U. S. general aviation midair collision accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, hase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually. 17. key Words Aviation accidents, midair collisions, u. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data. 18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151 19. Security Classification (of this report) UNCLASSIFIED 20. Security Classification (of this page) UNCLASSIFIED 21.No. of Pages 47			
Bureau of Technology National Transportation Safety Board Washington, D. C. 20594 11. Contract or Grant No. 12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594 13. Type of Report and Period Covered Accident Reports in Brief Format - U.S. General Aviation Involving Midair Collisions, 1975 15. Supplementary Notes 14. Sponsoring Agency Code 15. Supplementary Notes 14. Sponsoring Agency Code 16. Abstract 15. Supplementary Notes 17. Key Words Aviation contains reports of U. S. general aviation midair collision accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually. 17. Key Words Aviation accidents, midair collisions, u. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data. 18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151 19. Security Classification (of this report) UNCLASSIFIED 20. Security Classification (of this page) UNCLASSIFIED 21. No. of Pages 47	9. Performing Organization	Name and Address	
17. key Words Aviation accidents, midair collisions, injuries and causal factor(s). This publication will be published annually. 18. Distribution Statement 17. key Words Aviation accidents, midair collisions, injuries and causal factor(s). This publication service, springfield, Virginia 22151 19. Security Classification (of this report) 20. Security Classification 20. Security Classification 21. No. of Pages 22. Price 19. Security Classification 20. Security Classification 20. Security Classification 21. No. of Pages 22. Price 19. Security Classification 20. Security Classification 20. Security Classification 21. No. of Pages 22. Price			
Washington, D. C. 20594 13. type of Keport and Period Covered 12. Sponsoring Agency Name and Address Accident Reports in Brief NATIONAL TRANSPORTATION SAFETY BOARD Accident Reports in Brief Washington, D. C. 20594 Totation Involving Midair 15. Supplementary Notes Collisions, 1975 16. Abstract This publication contains reports of U. S. general aviation midair collision accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually. 17. Key Words Aviation accidents, midair collisions, uicraft damage, njuries, pilot data. 18. Distribution Statement 19. Security Classification (of this report) 20. Security Classification (of this page) 21.No. of Pages 22.Price 47			TI.CONTRACT OF GRANT NO.
12. Sponsoring Agency Name and Address Period Covered 12. Sponsoring Agency Name and Address Accident Reports in Brief NATIONAL TRANSPORTATION SAFETY BOARD Vaiation Involving Midair Washington, D. C. 20594 Collisions, Involving Midair 15. Supplementary Notes 14. Sponsoring Agency Code 16. Abstract This publication contains reports of U. S. general aviation midair collision accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually. 17. Key Words Aviation accidents, midair collisions, U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data. 18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151 19. Security Classification (of this page) 20. Security Classification (of this page) 21. No. of Pages 22. Price		13.Type of Report and	
NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594 Format - U.S. General Aviation Involving Midair Collisions, 1975 15. Supplementary Notes 14. Sponsoring Agency Code 15. Abstract 76. Abstract 16. Abstract 76. Abstract 17. Key Words accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually. 17. Key Words Aviation accidents, midair collisions, u. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data. 18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151 19. Security Classification (of this report) UNCLASSIFIED 20. Security Classification (of this page) UNCLASSIFIED 21. No. of Pages 47	_ ,		
NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594 Aviation Involving Midair Collisions, 1975 15.Supplementary Notes 14.Sponsoring Agency Code 15.Abstract 16.Abstract 16.Abstract 16.Abstract 17.Key Words Aviation accidents, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually. 17.key Words Aviation accidents, midair collisions, u. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data. 18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151 19.Security Classification (of this report) UNCLASSIFIED 20.Security Classification (of this page) UNCLASSIFIED 21.No. of Pages 22.Price	12.Sponsoring Agency Name a		
NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594 Collisions, 1975 14. Sponsoring Agency Code 15. Supplementary Notes 16. Abstract This publication contains reports of U. S. general aviation midair collision accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually. 17. Key Words Aviation accidents, midair collisions, u. S. general aviation, probable cause (speed accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data. 18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151 19. Security Classification (of this report) UNCLASSIFIED 20. Security Classification (of this page) UNCLASSIFIED 21. No. of Pages 22. Price			
Washington, D. C. 20594 14. Sponsoring Agency Code 15. Supplementary Notes 14. Sponsoring Agency Code 15. Supplementary Notes 16. Abstract This publication contains reports of U. S. general aviation midair collision accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually. 17. Key Words Aviation accidents, midair collisions, use and causal factor(s). This publication will be published annually. 18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151 19. Security Classification (of this page) 20. Security Classification (of this page) 21. No. of Pages 22. Price 47			S S
16.Abstract This publication contains reports of U. S. general aviation midair collision accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually. 17.Key Words Aviation accidents, midair collisions, U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data. 18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151 19.Security Classification (of this report) 20.Security Classification (of this page) 21.No. of Pages 22.Price	Washington, D. C. 205	594	14.Sponsoring Agency Code
16.Abstract This publication contains reports of U. S. general aviation midair collision accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually. 17.Key Words Aviation accidents, midair collisions, U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data. 18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151 19.Security Classification (of this report) 20.Security Classification (of this page) 21.No. of Pages 22.Price			
This publication contains reports of U. S. general aviation midair collision accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually.17.key Words N. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 47	15.Supplementary Notes		
This publication contains reports of U. S. general aviation midair collision accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually.17.key Words N. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 47			
This publication contains reports of U. S. general aviation midair collision accidents occurring in 1975. Included are 29 accident files, 13 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually.17.key Words N. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 47			
collision accidents occurring in 1975. Included are 29 accident files, 13of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually.17.key Words Aviation accidents, midair collisions, U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 47	16.Abstract		
collision accidents occurring in 1975. Included are 29 accident files, 13of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually.17.key Words Aviation accidents, midair collisions, U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 47			
collision accidents occurring in 1975. Included are 29 accident files, 13of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually.17.key Words Aviation accidents, midair collisions, U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 47		-	
of which involve fatal accidents. The brief format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually.17.key Words Aviation accidents, midair collisions, U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 47			
conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually.17. Key Words L. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119. Security Classification (of this report) UNCLASSIFIED20. Security Classification (of this page) UNCLASSIFIED21. No. of Pages 4722. Price			
statistical information is tabulated by kind of flying, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually.17. Key Words Aviation accidents, midair collisions, U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119. Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 4722.Price			
Injury index, aircraft damage, pilot certificate, injuries and causal factor(s).This publication will be published annually.17.Key Words Aviation accidents, midair collisions, U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 47			
17. Key Words Aviation accidents, midair collisions, U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.18.Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 47			
U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 4722.Price	This publication will b	e published annually.	
U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 4722.Price			
U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 4722.Price			
U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 4722.Price		κ.	
U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.This document is available to the public through the 			
U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 4722.Price			
U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 4722.Price			
U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 4722.Price			
U. S. general aviation, probable cause, type of accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.This document is available to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 4722.Price	17. Key Words Aviation and	donte midair colligione	18.Distribution Statement
accident, phase of operation, kind of flying, aircraft damage, injuries, pilot data.to the public through the National Technical Information Service, Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 4722.Price	intraction acce	This document is available	
aircraft damage, injuries, pilot data. National Technical Information Service, Springfield, Virginia 22151 19.Security Classification (of this report) UNCLASSIFIED UNCLASSIFIED National Technical Information Service, Springfield, Virginia 22151 21.No. of Pages 47 47			
Springfield, Virginia 2215119.Security Classification (of this report) UNCLASSIFIED20.Security Classification (of this page) UNCLASSIFIED21.No. of Pages 22.Price 47			
19.Security Classification20.Security Classification21.No. of Pages22.Price(of this report)(of this page)UNCLASSIFIED47			
(of this report)(of this page)UNCLASSIFIEDUNCLASSIFIED47		· · · · · · · · · · · · · · · · · · ·	Springfield, Virginia 22151
UNCLASSIFIED UNCLASSIFIED 47			21.No. of Pages 22.Price
	· ·		
		UNCLASSIFIED	47

NTSB Form 1765.2 (Rev. 9/74)

FOREWORD

This report contains U.S. General Aviation midair collision 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 kind of flying, phase of operation, injuries, cause/factors and pilot certificates.

In 1975, the entire U.S. General Aviation fleet flew 34,165,000 hours and was involved in 29 midair collisions, 13 of which were fatal. This resulted in total and fatal midair collision accident rates of 0.08 and 0.03 per 100,000 hours flown, respectively. In comparison, there were 4,237 total accidents and 675 fatal U.S. General Aviation accidents, resulting in total and fatal accident rates per 100,000 hours flown of 12.4 and 1.97, 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.

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

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

Requests for reproduction should be forwarded to the:

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

PAGE I

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.

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 ASSOCIATED FIRE CONTROL ACTIVITIES ASSOC FIRE CTL ACTIVITIES COMMERCIAL , FLIGHT. INSTR. COMMERCIAL FLIGHT INSTRUCTOR CORPORATION/EXECUTIVE CORP /E XEC 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** MILITARY CONTRACT-CARGO-INTERNATIONAL MIL CONTRACT CARGO INTL MILITARY CONTRACT-PASSENGER-INTERNATIONAL MIL CONTRACT PASS6 INTL MILITARY CONTRACT-CARGO-DOMESTIC MILITARY CTR CARGO DOM MILITARY CTR PASSG DOM MILITARY CONTRACT-PASSENGER-DOMESTIC MIL/CTR CARGO MILITARY CONTRACT-CARGO MILITARY CONTRACT-PASSENGER MIL/CTR PASSG NR . NFAR 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 NONSCHEDULED/CHARTER REVENUE PASSENGER-DOMESTIC NS/CTR REVENUE PASSG DOM NS/CTR REVENUE PASSG INTL NONSCHEDULED/ CHARTER REVENUE PASSENGER-INTERNATL CTHER AIRCRAFT AND GROUND 0T-PARAJUMP PARACHUTE JUMP PRIVATE, FL. INST R. PRIVATE FLIGHT INSTRUCTOR PX-PASSENGERS RADAR CONTROL/SURVEILLANCE RADAR CTL/SURVEILLANCE SCHED CARGO SRV SCHEDULED CARGO SERVICE SCHED DOM CARGO SRV SCHEDULED DOMESTIC CARGO SERVICE SCHEDULED DOMESTIC PASSENGER SERVICE SCHED DOM PASSG SRV 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 U.S. GENERAL AVIATION MIDAIR COLLISIONS

1975

				INJURIES			
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	·	TOTAL
PILOT COPILOT	 19 3	6	<u>-</u> 7	26			58 3
DUAL STUDENT CHECK PILOT	6	2	1	3			12
FLIGHT ENGINEER NAVIGATOR	1						1
CABIN ATTENDANT EXTRA CREW	2	_					2
PASSENGERS	16	2		10			28
TOTAL	47	10	8	39		ABOARD	104
OTHER AIRCRAFT OTHER GROUND							
GRAND TOTAL	47	10	8	39			104

INVOLVES 29 TOTAL ACCIDENTS INVOLVES 13 FATAL ACCIDENTS

PAGE-IV

KIND OF FLYING BY PILOT CERTIFICATE

				PILO	T CERTIF		a :			
		- EPAT - E	TE OMM	AFRCIAL	ate fri	INSTR. LI	orher None	UNHON PERCETED		•
KIND OF FLYING INSTRUCTIONAL	st	JOENI PRINT	COM	P14	PRINT ON	, bla,	OTHE NOT	UNOT	RECORDS	ACCIDENTS
DUAL				-1	1 8	1			11	10
SOLO	3			.1	1 0	1			3	
СНЕСК	2									۷.
TRAINING	3						<i>,</i>		3	3
NONCOMMERCIAL										
PLEASURE	1	11	4			1			17	13
PRACTICE	1	3			1				-	
BUSINESS		2	2						4	
CORPORATE/EXECUTIVE										
AERIAL SURVEY										
COMPANY FLIGHT										
OTHER										
COMMERCIAL										
AERIAL APPLICATION			5		1				ŧ	3
CROP CONTROL RELATED FLIGHT										
FIRE CONTROL										
FIRE CONTROL RELATED FLIGHT										
AERIAL MAPPING/PHOTOGRAPHY										
AERIAL ADVERTISING										
POWER AND PIPELINE PATROL										
FISH SPOTTING			2						2	2 1
AIR TAXI-PASSENGER OPERATIONS	5			1	1				2	2
AIR TAXI-CARGO OPERATIONS										
CONSTRUCTION WORK										
SCHEDULED PASSENGER SERVICE										
SCHEDULED CARGD SERVICE										
INTRA-STATE CHARTER PASSG.										
INTRA-STATE CHARTER CARGO.										
MILITARY CONTRACT-PASSENGER										
MILITARY CONTRACT-CARGO										
CHARTER CARGO-DOMESTIC										
CHARTER PASSG-DOMESTIC										
CHARTER-CARGO-INTERNATIONAL										
CHARTER-PASSG-INTERNATIONAL										
OTHER										
				0405						

KIND OF FLYING BY PILOT CERTIFICATE

		PILC	OT CERTIFICATI	<u> </u>		
<u>D OF FLYINĠ</u> UNKNOWN/NOT REPORTED	Ś	Joen Revatt on March	Revate r. merch	orther work of	1,07 e10 1,07 e10 1,07 e10 1,07 e10 1,07 e10 1,07 e10	RECORDS
MISCELLANEOUS						
EXPERIMENTATION						
TEST						
DEMONSTRATION	J					
FERRY		1	1			
SEARCH AND RESCUE						
AIR SHOW/AIR RACING		1 1				
PARACHUTE JUMP						
PARACHUTE JUMP-AIR SHOW						
TOWING GLIDERS						
SEEDING CLOUDS						
HUNTING						
POLICE PATROL						

ACCIDENTS

1

3

1

2

2

HIGHWAY TRAFFIC ADVISORY 1 ALL OTHER PUBLIC FLYING 1 OTHER

UNKNOWN/NOT REPORTED

KIND OF FLYING

RECORDS	8	17	15	2	1	12	2	1	58	
ACCIDENTS	7	13	10	2	1	11	2	1		29

FIRST PHASE OF OPERATION BY AIRCRAFT DAMAGE

DESPOYED SUBSANIAL AIRCRAFT DAMAGE

MINOR HONE

FIRST OPERATIONAL PHASE

STATIC STARTING ENGINE/S IDLING ENGINE/S ENGINE RUNUP IDLING ROTORS PARKED-ENGINES NOT OPERATING OTHER TAXI TO TAKEOFF FROM LANDING OTHER GROUND TAXI TO TAKEOFF GROUND TAXI FROM LANDING GROUND TAXI, OTHER AERIAL TAXI TO TAKEOFF AERIAL TAXI TO/FROM LANDING AERIAL TAXI, OTHER TAKENFF RUN 1 1 1 INITIAL CLIMB VERTICAL RUNNING (ROTORCRAFT/VTOL-STOL) ABORTED (FIXED-WING) ABORTED (ROTORCRAFT/VTOL) ABORTED (ROTORCRAFT/STOL) OTHER INFLIGHT 3 3 CLIMB TO CRUISE 2 1 12 8 4 7 1 NORMAL CRUISE 3 3 2 I DESCENDING HOLDING (IFR) HOVERING POWER-ON DESCENT (ROTORCRAFT) AUTOROTATIVE DESCENT ACROBATICS

BUZZING

RECORDS ACCIDENTS

FIRST PHASE OF OPERATION BY AIRCRAFT DAMAGE

.

ACCIDENTS

AIRCRAFT DAMAGE

FIRST	PHASE	DEST	LOTED SUBS		NONE		RECORDS	ACCIDEN	ITS.
UNCO	NTROLLED DESCENT						· · · ·		
EMER	GENCY DESCENT								
LOW	PASS								
OTHER	२	2	3	1			6		4
EN RI	OUTE TO TREAT CROP								
EN R	OUTE TO RELOADING AREA								
SURV	EY FIELD/AREA								
STAR	TING SWATH RUN	1			1		2		1
SWAT	H RUN								
FLAR	EOUT FOR SWATH RUN								
PULL	UP FROM SWATH RUN	2					2	2	1
PROCI	EDURE TÜRNARDUND								
CLEA	NUP SWATH	1	1				2	2	1
MANE	UVER TO AVOID OBSTRUCTION								
RETU	RN TO STRIP								
LAND	ING								
TRAF	FIC PATTERN-CIRCLING		2	1			3	3	2
FINA	L APPROÁCH (VFR)	12	1	2			15	i	8
INIT	IAL APPROACH								
FINA	L APPROACH (IFR)	1					1		1
LEVE	L DFF/TÖUCHDOWN	1	6				ī	7	4
ROLL	(FIXED WING)								
ROLL	-ON/RUN-ON (ROTORCRAFT)								
POWE	R-ON LANDING (ROTORCRAFT)								
POWE	R-OFF AUTOROTATIVE LDG								
GD-A	ROUND (VFR)			1			1		1
MISS	ED APPRDACH (IFR)								
OTHE	R								
UNKN	OWN/NOT REPORTED								
RECO	RDS	27	23	7	1		58	3	

PAGE VIII

29

18 18 7 1

FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

FIRST ERATIONAL PHASE	4ATA	SEPIOUS MINOP M	ie.				RECORDE	ACCIDENTS
STATIC				•			RECORDS	ACCIDENTS
STARTING ENGINE/S								
IDLING ENGINE/S								
ENGINE RUNUP								
IDLING ROTORS								
PARKED-ENGINES NOT OPERATING								
OTHER								
IXAT								
TO TAKEOFF								
FROM LANDING								
OTHER								
GROUND TAXI TO TAKEOFF								
GROUND TAXI FROM LANDING								
GROUND TAXI, OTHER								
AERIAL TAXI TO TAKEOFF								
AERIAL TAXI TO/FROM LANDING								
AERIAL TAXI, OTHER								
TAKEOFF								
RUN								
INITIAL CLIMB		1						
VERTICAL							1	1.
RUNNING (ROTORCRAFT/VTOL-STOL)								
ABORTED (FIXED-WING)								
ABORTED (ROTORCRAFT/VTOL)								
ABORTED (ROTORCRAFT/STOL)						,		
OTHER								
INFLIGHT								
CLIMB TO CRUISE	2	1					2	-
NORMAL CRUISE	7	5					3	3
DESCENDING	2	1					12	8
HOLDING (IFR)								3
HOVERING								
POWER-ON DESCENT (ROTORCRAFT)					΄.			
AUTOROTATIVE DESCENT								
ACRUBATICS								
BUZZING								

BUZZING

FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

FIRST ERATIONAL PHASE	4 A 4	Step 1	WIN	40 ¹⁴		RECORD	s accidi	EI
UNCONTROLLED DESCENT						RECORD) ACCIDI	E 1
EMERGENCY DESCENT								
LOW PASS								
OTHER	3			3			6	
EN ROUTE TO TREAT CROP								
EN ROUTE TO RELOADING AREA								
SURVEY FIELD/AREA								
STARTING SWATH RUN		2					2	
SWATH RUN								
FLAREOUT FOR SWATH RUN								
PULLUP FROM SWATH RUN	2						2	
PROCEDURE TURNAROUND								
CLEANUP SWATH			2				2	
MANEUVER TO AVOID OBSTRUCTION								
RETURN TO STRIP								
LANDING								
TRAFFIC PATTERN-CIRCLING			1	2			3	
FINAL APPROACH (VFR)	9	4	2				15	
INITIAL APPROACH								
FINAL APPROACH (IFR)	1						1	
LEVEL OFF/TOUCHDOWN		2		5			7	
ROLL (FIXED WING)								
ROLL-ON/RUN-ON (ROTORCRAFT)								
POWER-ON LANDING (ROTORCRAFT)								
POWER-OFF AUTOROTATIVE LDG								
GO-AROUND (VFR)				1			1	
MISSED APPROACH (IFR)								
OTHER								
UNKNOWN/NOT REPORTED								

RECORDS	26	8	6	18	58
ACCIDENTS	13	4	3	9	29

PAGE X

CAUSE/FACTOR TABLE

MIDAIR COLLISIONS U.S. GENERAL AVIATION ACCIDENTS

1975 (EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 29 TOTAL ACCIDENTS

INVOLVES 13 FATAL ACCIDENTS

		FAT	AL ACCID	ENTS	NONFA	TAL ACCI	DENTS	ALL ACCIDENTS		
	BROAD CAUSE/FACTOR	CAUSE	FACTOR	TOTAL÷ 	CAUSE	FACTOR	TOTAL≠	CAUSE	FAC TOR	TOTAL≠
	PILOT	13 100.00	5 38.46	13 100.00	16 100.00	3 18.75	16 100.00	29 100.00	8 27•59	29 100.00
	PERSONNEL	12 92.31	1 7.69	12 92.31	16 100.00	2 12.50	16 100.00	28 96•55	3 10.34	28 96.55
	AIRFRAME	.00	.00	•00	.00	٥0،	•00	•00	.00	.00
	LANDING GEAR	.00	•00	•00	.00	•00	00	.00	•00	.00
PAGE	POWERPLANT	•00	•00	•00	1 6.25	.00	1 6.25	1 3.45	.00	1 3.45
ΈXI	SYSTEMS	.00	.00	•00	.00	•00	•00	•00	•00	•00
	INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	•00	.00	.00	•00	•00	•00	•00	.00
	ROTORCRAFT	•00	.00	.00	.00	•00	•00	•00	•00	•00
	AIRPORT/AIRWAYS/FACILITIES	•00	•00	.00	•00	•00	•00	•00	•00	•00
	WEATHER	.00	.00	.00	.00	.00	• 00	•00	•00	•00
	TERRAIN	•00	2 15.38	2 15.38	.00	•00	•00	•00	2 6.90	2 [.] 6.90
	MISCELLANEOUS	•00	•00	•00	.00	•00	•00	•00	•00	.00
	UNDETERMINED		•00	•00	•00	•00	•00	•00	•00	.00

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

★ IF AN ACCIDENT INCLUDES BOTH A CAUSE AND RELATED FACTOR IN THE SAME CAUSAL CATEGORY, THE ACCIDENT IS REPRESENTED ONCE UNDER THE TOTAL FOR THAT CATEGORY

CAUSE/FACTOR TABLE

MIDAIR COLLISIONS U.S. GENERAL AVIATION ACCIDENTS

1975 (EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 29 TOTAL ACCIDENTS INVOLVES 13 FATAL ACCIDENTS

		AL ACCIE			TAL ACCI		ALL ACCIDENTS			
DETAILED CAUSE/FACTOR	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FAC TOR	TOTAL	
⇒* PILOT **										
PILOT IN COMMAND ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FAILED TO, SEE AND AVOID OTHER AIRCRAFT FAILED TO, SEE AND AVOID OTHER AIRCRAFT FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC IMPROPER OPERATION OF FLIGHT CONTROLS IMPROPER IN-FLIGHT DECISIONS OR PLANNING INADEQUATE SUPERVISION OF FLIGHT LACK OF FAMILIARITY WITH AIRCRAFT MISJUDGED CLEARANCE INCAPACITATION SUBTOTAL	20 1 1 1 1 24	1 1 2 1 1 7	1 21 2 1 2 1 2 1 2 31	1 3 22 1 1 1 3 32	1 1 3	2 3 23 4 1 1 3 37	1 3 42 2 1 1 1 1 4 1 56	1 1 2 4 2 1 1 1 2	2 44 6 1 3 1 1 4 2 68	
DUAL STUDENT				_						
FAILED TO SEE OTHER AIRCRAFT SUBTOTAL				2		2	2 2		2 2	
** PERSONNEL **				2		2	2		۷	
FLIGHT INSTRUCTOR MAINTENANCE, SERVICING, INSPECTION OPERATIONAL SUPERVISORY PERSONNEL WEATHER PERSONNEL TRAFFIC CONTROL PERSONNEL ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS AIRPORT SUPERVISORY PERSONNEL PRODUCTION-DESIGN-PERSONNEL MISCELLANEOUS-PERSONNEL MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT THIRD PILOT FLIGHT ENGINEER FLIGHT PERSONNEL DISPATCHING (AIR CARRIER ONLY)	20	1	21	26	1	1 27	46	1	1 48	
SUBTOTAL	20	1	21	26	2	28	46	3	49	
** POWERPLANT ** ENGINE STRUCTURE IGNITION SYSTEM FUEL SYSTEM LUBRICATING SYSTEM PROPELLER AND ACCESSORIES EXHAUST SYSTEM ENGINE ACCESSORIES ENGINE CONTROLS POWERPLANT-INSTRUMENTS MISCELLANEDUS POWERPLANT FAILURE FOR UNDETERMINED REASONS REDUCTION GEAR ASSEMBLY COMPRESSOR ASSEMBLY COMPRESSOR ASSEMBLY TURBINE ASSEMBLY ACCESSORY DRIVE ASSEMBLY LUBRICATING SYSTEM FUEL SYSTEM IGNITION SYSTEM				1		1	1		1	

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

POWERPLANT (CONTINUED)	FAT	AL ACCID	ENTS	NONF	TAL ACCI	DENTS	ALL ACCIDENTS			
DETAILED CAUSE/FACTOR	CAUSE	FACTOR	TOTAL	C AU SE	FAC TOR	TOTAL	CAUSE	FACTOR	TOTAL	
TORQUEMETER AIR BLEED EXHAUST SYSTEM THRUST REVERSER PROPELLER SYSTEM CONSTANT SPEED DRIVE POWER LEVER PROPELLER LEVER REVERSE THRUST LEVER REVERSE THRUST LEVER ENGINE INDICATION										
SUBTOTAL				1		1	1		1	
** TERRAIN **				2 14 1 15						
HIGH OBSTRUCTIONS OTHER		2 2	2 2	. t. e 1				2 2	2 2	
SUBTOTAL		4	4					4	4	
GRAND TOTAL	44	12	56	61	7	68	105	19	124	
** MISCELLANEOUS ACTS, CONDITIONS **										
DISREGARD OF GOOD OPERATING PRACTICE PODRLY PLANNED APPROACH SEPARATION IN FLIGHT CONGESTED TRAFFIC-PATTERN PILOT SUFFERED HEART ATTACK SUNGLARE AIRCRAFT CAME TO REST IN WATER TOUCH AND GO LANDING	1	1 2 2 1 3 2	1 2 2 3 2		2 2 3	2 2 3	1	1 3 4 1 3 2 3	l 3 2 4 2 3 2 3	

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

.

LISTING OF ACCIDENTS INVOLVING MIDAIR COLLISIONS U.S. GENERAL AVIATION 1975 (IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAF REGIST.		LOCATION	AIRCRAF MAKE	MODEL	INJURY INDEX
	. \			٥		
3 0001	N50430	010975	NEWPORT NEWS,VA	CESSNA	150H	FATAL
3 0001	USAF582	6010975	NEWPORT NEWS,VA	CONVAIR	VT-29D	FATAL
3 0098	N1243S	011875	FREMONT,CA	SCHWEIZER	SGS232	FATAL
3 0098	N16538	011875	FREMONT, CA	PIPER	PA-28	FATAL
3 0895	N5382H	051075	JANESVILLE, WI	PIPER	PA-16	NONE
3 0895	N91032	051075	JANESVILLE,WI	TAYLORCRAFT	DC0-65	NONE
3 1091	N2630E	061075	MACUNGIE,PA	AERONCA	7AC	FATAL
3 1091	N3810J	061075	MACUNGIE, PA	CESSNA	150	FATAL
3 1196	N1NN	052575	CLARKSDALE,MS	PITTS	S 1 S	MINOR
3 1196	N44NN	052575	CLARKSDALE⊽MS	PITTS	S 1 S	MINOR
3 1203	N3990,R	062275	AMITYVILE,NY	PIPER	PA-28	NONE
3 1203	N7161R	062275	AMITYVILLE∘NY	PIPER	PA-28	NONE
3 1577	N1308Q	062875	MANASSAS,VA	CESSNA	150L	SERIOUS
3 1577	N653FL	062875	MANASSAS,VA	PIPER	PA-28	SERIOUS
3 1655	N1332R	051575	ELWOOD, IN	GRUM AMER	AA-5	SERIOUS
3 1655	N9405B	051575	ELWOOD, IN	CESSNA	175	SERIQUS
3 1799	N8626L	060575	GOTHENBURG • NE	PIPER	PA-25	MINOR
3 1799	N9577P	060575	GOTHENBURG, NE	PIPER	PA-25	MINOR
3 1809	N10979	062275	TETERBORO,NJ	CESSNA	150	NONE
3 1809	N11399	062275	TETERBORO,NJ	CESSNA	150	NONE
3 1941	N11421	010975	WHITTIER,CA	CESSNA	150	FATAL
			- • ·			

PAGE XIV

LISTING OF ACCIDENTS INVOLVING MIDAIR COLLISIONS U.S. GENERAL AVIATION 1975 (IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAF REGIST。	T DATE	LOCATION	AIRCRAF MAKE	T MODEL	INJURY INDEX
3 1941	N6383	010975	WHITTIER,CA	DEHAVILLAND	DHC-6	FATAL
3 2190	N11205	080275	READINGTON, NJ	CESSNA	150	NONE
3 2190	N5392Q	080275	READINGTON , NJ	CESSNA	150	NONE
3 2348	N8718X	051575	SELAWIK, AK	CESSNA	182.	MINOR
3 2348	N9908D	051575	SELAWIK, AK	PIPER	PA-18	MINOR
3 2364	N19510	052475	TOMBALL, TX	CESSNA	177RG	FATAL
3 2364	N9664H	052475	TOMBALL, TX	BEECH	T-34A	FATAL
3 2388	N1253W	071075	NTRACY,CA	WEATHERLY	201B	FATAL
3 2388	N68253	071075	NTRACY,CA	BOEING	A75	FATAL
3 2394	N3102C	072275	SAN DIEGO,CA	CESSNA	180	FATAL
3 2394	N5430U	072275	SAN DIEGO,CA	BEECH	V35	FATAL
3 2609	N53126	062275	MALIN,OR	BOEING	A75N1	SERIOUS
3 2609	N5477V	062275	MALIN, OR	BOE•ING	A75N1	SERIOUS
3 2758	N19130	082375	NLONG BEACH, CA	CESSNA	150	NONE
3 2758	N2726K	082375	NLONG BEACH,CA	LUSCOMBE	[`] 8E	NONE
3 2818	N69426	090175	NALICE,TX	CESSNA	340	NONE
3 2818	N86M	090175	NALICE, TX	CESSNA	421B	NONE
3 3190	N3326V	090475	CORONA,CA	CESSNA	150M	SERIOUS
3 3190	N4356	090475	CORONA,CA	FLY BABY	1 A	SERIOUS
3 3232	N14MD	101775	RICHFIELD,UT	CESSNA	182	NONE
3 3232	N400E	101775	RICHFIELD,UT	PIPER	PA-24	NONE

PAGE XV

LISTING OF ACCIDENTS INVOLVING MIDAIR COLLISIONS U.S. GENERAL AVIATION 1975 (IN FILE ORDER SEQUENCE)

	FILE	AIRCRAF		· · · · · · · · ·	AIRCRAF		INJURY
1	NUMBER	REGIST.	DATE	LOCATION	MAKE 	MODEL	INDEX
3	3283	N45216	080975	ELYRIA,OH	CESSNA	150M	FATAL
3	3283	N45639	080975	ELYRIA, OH	CESSNA	150M	FATAL
3	3302	N33675	092375	SCHAUMBURG, IL	PIPER	PA-28	NONE
3	3302	N5773Z	092375	SCHAUMBURG, IL	PIPER	PA-22	NONE
3	3596	N62277	081575	ALMA,MI	BELLANCA	14-13	FATAL
3	3596	N7260F	081575	ALMA,MI	PIPER	PA-28	FATAL
3	3606	N2928V	122875	BUENA,NJ	CESSNA	150M	FATAL
3	3606	NJAW	122875	BUENA,NJ	CESSNA	177RG	FATAL
3	3824	N5394L	102675	SALEM, MI	PIPER	PA-28	FATAL
3	3824	N8435U	102675	SALEM, MI	CESSNA	172F	FATAL
3	3968	N5968U	090675	_ORLAND PARK,IL	PIPER	PA-28	FATAL
3	3968	N66001	090675	ORLAND PARK, IL	CESSNA	150	FATAL
3	3999	N2747C	121075	SALTER PATH,NC	CESSNA	170	NONE
3	3999	N5251X	121075	SALTER PATH, NC	CHAMPION	7GCBC	NONE
3	4120	N341FR	110675	HOUSTON, TX	LING-T-VOGT	SA341G	FATAL
3	4120	N8248D	110675	HOUSTON, TX	BEECH	J35	FATAL

PAGE XVI

.

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING

MID-AIR COLLISIONS

1975

(IN STATE AND DATE ORDER)

FILE AIRCRAFT DATA PILOT DATA DATE LOCATION INJURIES FLIGHT PURPOSE F S M/N _____ ------3-2348 5/15/75 SELAWIK, AK PIPER PA-18 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 28, 230 TIME - 2120 N9908D PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 180 IN TYPE, DAMAGE-SUBSTANTIAL OT- 0 0 2 NOT INSTRUMENT RATED. NAME OF AIRPORT - SELAWIK INTENDED DESTINATION DEPARTURE POINT SELAWIK, AK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING FINAL APPROACH PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR GTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO CONVERGENCE ANGLE-DEGREES - 0 HORIZONTAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN REMARKS- PA-18 CRASHED ON RWY. C-182 MADE GO ARND & LND OK.

			BRIEF	S OF ACC	IDEN	TS		
FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F				PILOT DATA
3-2348		SELAWIK,AK 20	N8718X	CR- C PX- C OT- C	0	1	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 27, 1017 TOTAL HOURS, 28 IN TYPE, NOT INSTRU- MENT RATED.
	DEPARTURE SHUNGNA TYPE OF A		INTENDED DESTINATION KOTZEBUE≁AK BOTH IN FLIGHT		S E PHAS	LAW E O	ROUTE STOP IK→AK F OPERATION NG FINAL APPROACH	
	FACTOR(S)	IN COMMAND - FAILED)	TO SEE AND AVOID OTHEN					
	CONTROL TRAFFIC CONTROL HORIZON ANTI-CO	TS OF AVIATION INVO LING AGENCY - NO (C ADVISORY ISSUED - . ZONE/AREA - NO VTAL COLLISION ANG DULISION LIGHTS - 1	- NONE	NOWN	R # C (C (DAR NTR NVE	CTL/SURVEILLANCE - NO	PORT - UNCONTROLLED AIRPORT
3-1941	1/9/75 TIME - 16	WHITTIER,CA 507	CESSNA 150 N11421 DAMAGE-DESTROYED	PX- C	0	0	INSTRUCTIONAL DUAL	ATR,FLIGHT INSTR., AGE 47, 22010 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
	DEPARTURE LONG BE TYPE OF A COLLISI	ACH.CA	INTENDED DESTINATION LOCAL BOTH IN FLIGHT				F OPERATION IGHT NORMAL CRUISE	MENT KALEU.
	PERSONN FACTOR(S) MISCELL	IN COMMAND - FAILED Nel - Miscellaneous) Laneous acts,condit	D TO SEE AND AVOID OTHE -PERSONNEL PILOT OF O IONS - SUNGLARE IONS - SEPARATION IN F	THER AIR		т		
	CONTROL TRAFFIC HORIZON		NONE E-DEGREES - 90		R4 CC	DAR	AV. CTL/SURVEILLANCE - NO RGENCE ANGLE-DEGREES - CAL COLLISION ANGLE-DE	- 57

FILE	DATE LOCAT	TION AIRCRAFT DATA	INJURIES F S M/	FLIGHT N PURPOSE	PILOT DATA
3-1941	1/9/75 WHITTIER, TIME - 1607	CA DEHAVILLAND DHC-6 N6383 DAMAGE-DESTROYED	CR- 2 0 PX- 10 0 OT- 2 0	0 COMMERCIAL 0 COMMUTER AIR CARR 0 AIR TAXI-PASSG S-1	AIRLINE TRANSPORT, AGE IER 47, 9366 TOTAL HOURS, D 2774 IN TYPE, INSTRUMENT RATED.
	TYPE OF ACCIDENT	INTENDED DESTINATION LOS ANGELES+CA RCRAFT BOTH IN·FLIGHT	PHASE	OF OPERATION FLIGHT DESCENDING	
	PERSONNEL - MISCEL FACTOR(S) MISCELLANEOUS ACTS	- FAILED TO SEE AND AVOID OTH LANEOUS-PERSONNEL PILOT OF G.CONDITIONS - SUNGLARE G.CONDITIONS - SEPARATION IN	OTHER AIRCRAFT		
	CONTROLLING AGENCY TRAFFIC ADVISORY	ON ANGLE-DEGRÉES - 90	RAD		
-0098	1/18/75 FREMONT.C TIME - 1623 DEPARTURE POINT SAN JOSE.CA	CA PIPER PA-28 N16538 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	PX- 1 0 0T- 2 0	0 PLEASURE/PERSONAL	COMMERCIAL, AGE 37, 488 TRANSP TOTAL HOURS, 173 IN TYPE, INSTRUMENT RATED.
	TYPE OF ACCIDENT	CRAFT BOTH IN FLIGHT		OF OPERATION FLIGHT OTHER	
	PROBABLE CAUSE(S) PILOT IN COMMAND -	- FAILED TO SEE AND AVOID OTH	ER AIRCRAFT		
	CONTROLLING AGENCY TRAFFIC ADVISORY CONVERGENCE ANGLE- EVASIVE ACTION TA	ISSUED - NONE DEGREES - 90	RAD Con Ver Ant	DAR CTL/SURVEILLANCE - NTROL ZONE/AREA - NO TICAL COLLISION ANGLE I-COLLISION LIGHTS -	- NOT UNDER RADAR CONTACT E-DEGREES - 10 INSTALLED,OPERATION UNKNOWN

BRIEFS OF ACCIDENTS

			BRIEF	S OF AC		DEN	13		
FILE			AIRCRAFT DATA	F	:	SМ,	/N	PURPOSE	PILOT DATA
	1/18/75	FREMONT,CA	SCHWEIZER SGS232 N1243S DAMAGE-DESTROYED	С R — Р X —	2 0	0 0	0 0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 62, 26517 TOTAL HOURS, 591 IN TYPE, NOT INSTRUMENT RATED.
	FREMONT,C TYPE OF ACC	CA .	INTENDED DESTINATION LOCAL BOTH IN FLIGHT					- OPERATION IGHT CLIMB TO CRUISE	
	PROBABLE CA PERSONNEL		S-PERSONNEL PILOT OF O	THER A	[R C	RAF	г		
	CONTROLLI TRAFFIC A		- NONE	.−SMALI	_ U	R A I C O I) A R N V E		
3-2388	7/10/75 NR TIME - 0830 DEPARTURE F)	BOEING A75 N68253 DAMAGE-DESTROYED INTENDED DESTINATION					COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 24, 110 Total Hours, 110 in Typ Not instrument rated.
	TRACY,CA Type of acc		LOCAL					F OPERATION IGHT PULLUP FROM SWA	TH RUN
	FACTOR(S) PILOT IN	COMMAND - FAILE	D TO SEE AND AVOID OTHE PER IN-FLIGHT DECISIONS NNS						
	KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP ELEVATION	JRS IN CROP CONT ROP - TOMATOES SEAT BELT - UNKNI - NOT USED CRASHPAD - INSTA SER-LOCATION - F(N-AREA BEING TRE	DWN/NOT REPORTED Lled DRWARD OF PILOT			GLU GLU CR CR TE		OF OPERATION - DUSTIN DF CHEMICAL USED - DR S - USED HELMET - AVAILABLE U BAR - NOT INSTALLED IN-TYPE - LEVEL↓FLAT RUN-HOW FLOWN - WIND	Y CHEMICAL-NONTOXIC SED
	CONTROLLI TRAFFIC A CONVERGEN ANTI-COLL FIRE AFTER	OF AVIATION INV NG AGENCY - NO (ADVISORY ISSUED ICE ANGLE-DEGREE: ISION LIGHTS - I IMPACT	– NONE S – O			RAI CO EV	DAR NTR ASI	CTL/SURVEILLANCE - N DL ZONE/AREA - NO VE ACTION TAKEN - NO	OT UNDER RADAR CONTACT

BRIEFS OF ACCIDENTS

4

			BRIEFS						
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	IJUR F	IES S M	1/N	FLIGHT PURPOSE	
-2388	7/10/75 NR. TIME - 0930		WEATHERLY 201B N1253W DAMAGE-DESTROYED	CR- PX-	1 0	0 0	0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, FL.INSTR. AGE 43, 18000 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT RATED.
	DEPARTURE PO TRACY,CA	DINT	INTENDED DESTINATION						
	TYPE OF ACCI COLLISION		BOTH IN FLIGHT					F OPERATION IGHT PULLUP FROM SWAT	H RUN
	FACTOR(S) PILOT IN C	OMMAND - FAILED	TO SEE AND AVOID OTHER ER IN-FLIGHT DECISIONS NS				;		
	KIND OF CR PILOT'S SE GOGGLES - COCKPIT CR TANK/HOPPE ELEVATION-	S IN CROP CONTR OP - TOMATOES AT BELT - UNKNO NOT USED ASHPAD - INSTAL R-LOCATION - FO AREA BEING TREA	WN/NOT REPORTED LED RWARD OF PILOT			GL GL CR CF TE	PE OVE ASH ASH RRA	OF OPERATION - DUSTING OF CHEMICAL USED - DRY S - USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND	CHEMICAL-NONTOXIC ED
	CONTROLLIN TRAFFIC AC CONVERGENC ANTI-COLLI FIRE AFTER I	DF AVIATION INVO IG AGENCY - NO CI IVISORY ISSUED - E ANGLE-DEGREES SION LIGHTS - N MPACT	NONE - O			RA CC EV	DAR INTR ASI	CTL/SURVEILLANCE - NO OL ZONE/AREA - NO VE ACTION TAKEN - NO	
-2394	7/22/75 S TIME - 1300	AN DIEGO,CA	BEECH V35 N5430U DAMAGE-SUBSTANTIAL	CR- PX- DT-	0 0 2	0 0 0	1 1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRA	
	DEPARTURE PC LAS VEGAS, TYPE OF ACCI	NV	INTENDED DESTINATION SAN DIEGO,CA		Ρ			F OPERATION IGHT DESCENDING	RATED.
		OMMAND - FAILED	TO SEE AND AVOID OTHER -PERSONNEL PILOT OF OT						
	CONTROLLIN TRAFFIC AD	F AVIATION INVO IG AGENCY - NO C VISORY ISSUED -			ιU	R A	DAR	AV. CTL/SURVEILLANCE - NO VE ACTION TAKEN - YES	T UNDER RÄDAR CONTACT

				S OF AC					
FILE		LOCATION	AIRCRAFT DATA	INJ F	UR	IES SM	/ N	FLIGHT PURPOSE	PILOT DATA
-2394	7/22/75	SAN DIEGO,CA O	CESSNA 180	С R — Р X —	2 0	0 0	0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSI	PRIVATE, AGE 21, UNK/NR P TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE SAN DIEG TYPE OF AC	O,CA	INTENDED DESTINATION LANCASTER,CA					F OPERATION IGHT CLIMB TO CRUISE	
		COMMAND - FAILED	TO SEE AND AVOID OTHER PERSONNEL PILOT OF O				т		
	CONTROLL TRAFFIC EVASIVE	OF AVIATION INVOL ING AGENCY - TOWER ADVISORY ISSUED - ACTION TAKEN - NO			U	R A C O	DAR NTR	AV. CTL/SURVEILLANCE - NOT OL ZONE/AREA - UNKNOWN/N COLLISION LIGHTS - INSTA	DT REPORTED
-2758	8/23/75 N TIME - 153			РХ-	0	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 52, 580 P TOTAL HOURS, 402 IN TYPE NOT INSTRUMENT RATED.
	DEPARTURE TORRANCE TYPE OF AC COLLISIC PROBABLE C	,CA CIDENT N WITH AIRCRAFT B AUSE(S)	INTL INTENDED DESTINATION LOCAL		Ρł	HAS IN	E D FL	F OPERATION IGHT NORMAL CRUISE	
	CONTROLL TRAFFIC CONTROL ANTI-COL	OF AVIATION INVOL ING AGENCY - NO CO ADVISORY ISSUED - ZONE/AREA - YES LISION LIGHTS - NO	NONE			R A C O	DAR NTR	AV. CTL/SURVEILLANCE – UNKN OLLED/UNCONTROLLED AIRPO VE ACTION TAKEN – NO	

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ CR- 0 0 1 NONCOMMERCIAL 3-2758 8/23/75 NR.LONG BEACH, CA CESSNA 150 STUDENT, AGE 62, 60 TOTAL TIME - 1530 PX- 0 0 PLEASURE/PERSONAL TRANSP HOURS, ALL IN TYPE, NOT N19130 INSTRUMENT RATED. DAMAGE-SUBSTANTIAL OT- 0 0 2 NAME OF AIRPORT - LONG BEACH INTL DEPARTURE POINT INTENDED DESTINATION TORRANCE,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. RADAR CTL/SURVEILLANCE - UNKNOWN/NOT REPORTED CONTROLLING AGENCY - NO CONTROL CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - YES EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN REMARKS- PLT OF N19130 WAS PHOTOGRAPHING PAX IN N2726K. 3-3190 9/4/75 FLY BABY 1A CR- 0 1 0 NONCOMMERCIAL ATR, FLIGHT INSTR., AGE CORONA,CA TIME - 1120 PX- 0 0 0 PLEASURE/PERSONAL TRANSP 43, 13000 TOTAL HOURS, N4356 DAMAGE-DESTROYED OT- 0 1 0 UNK/NR IN TYPE, INSTRU-MENT RATED. NAME OF AIRPORT - CORONA MUNI DEPARTURE POINT INTENDED DESTINATION CORONA .CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING FINAL APPROACH PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLING AGENCY - NO CONTROL CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - NO CONTROL ZONE/AREA - NO REMARKS- C-150 DIDNT CALL UNICOM. FLYBABY NOT RADIO EQUIPPED.

			BRIEFS	S OF ACC	IDENT	s		
FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F			FLIGHT PURPOSE	PILOT DATÀ
3-3190	9/4/75 TIME - 11	CORONA,CA 20	CESSNA 150M N3326V DAMAGE-DESTROYED	PX- 0	0	0	NONCOMMERCIAL PRACTICE	PRIVATE, AGE 63, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE CORONA TYPE OF A		INTENDED DESTINATION LOCAL				[:] OPERATION Ig Final approach	
	FACTOR(S) PERSONN	N COMMAND - FAILE	D TO SEE AND AVOID OTHEN S-PERSONNEL PILOT OF O D TO FOLLOW APPROVED PRO	THER AIR	CRAF T		IVES,ETC.	
	CONTROL TRAFFIC CONTROL ANTI-CC	S OF AVIATION INVO LING AGENCY - NO ADVISORY ISSUED ZONE/AREA - NO DLLISION LIGHTS -		NOWN	RAD CON EVA	AR TRO	CTL/SURVEILLANCE - N	NOT UNDER RADAR CONTACT RPORT - UNCONTROLLED AIRPORT S
3-3968	9/6/75 TIME - 13	ORLAND PARK,IL 05	CESSNA 150 N66001 DAMAGE-SUBSTANTIAL	PX- 0	0	0	INSTRUCTION AL DUAL	AIRLINE TRANSPORT, AGE 26, 1752 TOTAL HOURS, 623 IN TYPE, INSTRUMENT RATED.
	DEPARTURE CHICAGO TYPE OF A	,	INTENDED DESTINATION LOCAL BOTH IN FLIGHT				OPERATION IGHT NORMAL CRUISE	
		N COMMAND - FAILE	D TO SEE AND AVOID OTHE S-PERSONNEL PILOT OF O					
	CONTROL TRAFFIC	S OF AVIATION INVO	- UNKNOWN/NOT REPORTED		RAD	AR	V. CTL/SURVEILLANCE - U DL ZONE/AREA - NO	JNKNOWN/NOT REPORTED

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-3968 9/6/75 ORLAND PARK, IL PIPER PA-28 CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 63, 158 TIME - 1305 N5968U PX- 1 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, ALL IN TYPE, DAMAGE-DESTROYED OT- 0 0 2 NOT INSTRUMENT RATED. NAME OF AIRPORT - HOWELL DEPARTURE POINT INTENDED DESTINATION CHICAGO, IL LOCAL 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 FACTOR(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - PILOT SUFFERED HEART ATTACK SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - UNKNOWN/NOT REPORTED RADAR CTL/SURVEILLANCE - UNKNOWN/NOT REPORTED CONTROL ZONE/AREA - NO FIRE AFTER IMPACT REMARKS- ACFT FLYING STRAIGHT AND LEVEL. 3-3302 9/23/75 SCHAUMBURG, IL PIPER PA-22 CR- 0 0 2 NONCOMMERCIAL COMMERCIAL, FL.INSTR., TIME - 1715 N5773Z PX- 0 0 0 PRACTICE AGE 27, 864 TOTAL HOURS, DAMAGE-DESTROYED OT- 0 0 1 298 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - SCHAUMBURG INTENDED DESTINATION DEPARTURE POINT SCHAUMBURG, IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. TRAFFIC ADVISORY ISSUED - NONE CONTROLLING AGENCY - UNICOM CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - OPERATING REMARKS- FOLLOWING OTR ACFT ON FINAL, SLOW FLIGHTED ACFT TO KEEP FM GOING ON EXTDD DNWND.STRUCK BY N33675.

9

BR	EFS OF ACCIDENTS	-
AIRCRAFT DATA	F S M/N PURPOSE	PILOT DATA
PIPER PA-28 N33675 DAMAGE-SUBSTANT IRG INTENDED DESTINATIO LOCAL BOTH IN FLIGHT	CR- 0 0 1 INSTRUCTIONAL PX- 0 0 0 TRAINING AL DT- 0 0 2	STUDENT, AGE 43, 42 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
D TO SEE AND AVOID OT S-PERSONNEL PILOT OF TIONS - TOUCH AND GO	OTHER AIRCRAFT	
OLVED - SMALL US GEN. COM AIRPORT - UNCONTROLLE OPERATING 73Z OVR THRESHOLD OF	TRAFFIC ADVISORY ISSUED D'AIRPORT EVASIVE ACTION TAKEN - I	
N9405B DAMAGE-SUBSTANT	AL OT- O 1 1	
INTENDED DESTINATIO LOCAL BOTH IN FLIGHT	N PHASE OF OPERATION LANDING LEVEL OFF/TOUC	H DOWN
D TO SEE AND AVOID O S-PERSONNEL PILOT O		
S - 90 ID	TRAFFIC ADVISORY ISSUED D AIRPORT CONTROL ZONE/AREA - NO HORIZONTAL COLLISION AN ANTI-COLLISION LIGHTS -	IGLE-DEGREES - 0 OPERATING
0	NTERSECTION OF	

PAGE 10

.

BRIEFS OF ACCIDENTS

-			AIRCRAFT DATA	F	S M	/ N	PIIRPOSE	PILOT DATA
-1655	5/15/75 ELWOOD TIME - 1156	.IN	GRUM AMER AA-5 N1332R DAMAGE-SUBSTANTIAL	CR- 0 PX- 0 DT- 0	1 0 0	1 0 2	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 31, 750 TOTAL HOURS, 28 IN TYPE, INSTRUMENT RATED.
	MCCORDSVILLE, IN TYPE OF ACCIDENT	I		L	AST ELV PHASI	ENF 1001	ROUTE STOP D.IN = OPERATION NG LEVEL OFF/TOUCHDO	
	PILOT IN COMMAN PERSONNEL - MIS FACTOR(S)	FAILED TO S ID - INADEQU CELLANEOUS-	EE AND AVOID OTHER AIR ATE SUPERVISION OF FLI PERSONNEL PILOT OF OT ONS - POORLY PLANNED A	GHT HER AIRC	CRAF	г		
	CONTROLLING AGE CONTROLLED/UNCC CONVERGENCE ANG EVASIVE ACTION	NCY - NO CO NTROLLED AI LE-DEGREES TAKEN - NO	RPORT - UNCONTROLLED A	IRPORT	TR A C DI H DF A N	AFF] NTR(NTR(NTR(TI-(IC ADVISORY ISSUED - DL ZONE/AREA - NO DNTAL COLLISION ANGLE COLLISION LIGHTS - OP	-DEGREES - O ERATING
-3596	TIME - 2000 NAME OF AIRPORT -	GRATIOT CO	DAMAGE-MINOR	CR- 0 PX- 0 OT- 1	0 0 0	1 0 0	INS TRUG TIONAL TRAINING	STUDENT, AGE 23, 50 TOTA HOURS, 18 IN TYPE, NOT INSTRUMENT RATED.
	ALMA,MI TYPE OF ACCIDENT COLLISION WITH		LOCAL				- OPERATION NG FINAL APPROACH	
	PROBABLE CAUSE(S) PERSONNEL - MIS		PERSONNEL PILOT OF OT	HER AIRC	RAF	г		
	SPECIAL DATA SEGMENTS OF AVI CONTROLLING AGE TRAFFIC ADVISOR CONTROL ZONE/AR	NCY - NO CO		-SMALL (RA	DAR	CTL/SURVEILLANCE - N	DT UNDER RADAR CONTACT RPORT - UNCONTROLLED AIRPORT

FILE		AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
		BELLANCA 14-13 N62277 DAMAGE-DESTROYED COMMUNITY INTENDED DESTINATION LOCAL	CR- 1 0 0 PX- 0 0 0 DT- 0 0 1 PHASE 0	NONCOMMERCIAL Pleasure/personal 1	COMMERCIAL, AGE 59, 1750 TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED.
	PROBABLE CAUSE(S) PILOT IN COMMAND - INCA MISCELLANEOUS ACTS.COND	PACITATION ITIONS - PILOT SUFFERED F	IEART ATTACK		
	CONTROLLING AGENCY - NO TRAFFIC ADVISORY ISSUED CONTROL ZONE/AREA - NO		RADAF CONTF EVASI	CTL/SURVEILLANCE - COLLED/UNCONTROLLED A VE ACTION TAKEN - NO	
3-3824	10/26/75 SALEM.MI TIME – 1530 NAME OF AIRPORT – SALEM DEPARTURE POINT	DAMAGE-DESTROYED	PX- 0 0 0 OT- 1 2 0	PLEASURE/PERSONAL	PRIVATE, AGE 31, 186 TRANSP TOTAL HOURS, ALL IN TYP NOT INSTRUMENT RATED.
	PORTSMOUTH.OH	BOTH IN FLIGHT	PHASE (N/NOT REPORTED	
	PROBABLE CAUSE(S)				
		ED TO SEE AND AVOID OTHER US-PERSONNEL PILOT OF OT			

PAGE 12

2

FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F	JR I S	IES 5 M/N	FLIGHT PURPOSE	PILOT DATA
3-3824	10/26/75 TIME - 153 NAME OF AI DEPARTURE PLYMOUTH TYPE OF AC	SALEM,MI O RPORT - SALEM POINT MI CIDENT NN WITH AIRCRAFT	CESSNA 172F N8435U DAMAGE-DESTROYED INTENDED DESTINATION LOCAL BOTH IN FLIGHT	CR- PX- OT-	1 Э 1 РН	0 0 2 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TH DF OPERATION ING FINAL APPROACH	PRIVATE, AGE 54, 109 RANSP TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	PILOT IN PERSONNE SPECIAL DA SEGMENTS CONTROLL TRAFFIC CONTROL FIRE AFTER	COMMAND - FAILED - MISCELLANEOUS TA OF AVIATION INVO ING AGENCY - UNIC ADVISORY ISSUED - ZONE/AREA - NO IMPACT		THER AI	V S	GEN GEN RADAR CONTR EVAS	R CTL/SURVEILLANCE - 1 ROLLED/UNCONTROLLED A IVE ACTION TAKEN - UN	NOT UNDER RADAR CONTACT IRPORT - UNCONTROLLED AIRPORT KNOWN/NOT REPORTED
-1196	NAME OF AI DEPARTURE CLARKSDA TYPE OF AC ENGINE F	RPORT - FLETCHER H POINT LE•MS	DAMAGE-SUBSTANTIAL FIELD INTENDED DESTINATION LOCAL TION	OT-) РН	0 1 HASE (LAND)		NOT INSTRUMENT RATED.
	PROBABLE C POWERPLA PILOT IN PILOT IN PERSONNE COMPLETE P	AUSE(S) NT - MISCELLANEOU I COMMAND - FAILED COMMAND - DIVERTI EL - MISCELLANEOUS OWER LOSS - COMPLI	S POWERPLANT FAILURE F TO SEE AND AVOID OTHEF ED ATTENTION FROM OPER/ -PERSONNEL PILOT OF O ETE ENGINE FAILURE/FLAM DRCED LANDING ON AIRPOF	R AIRCRA TION OF THER AI NEOUT-1	ETE AFT CR CR EN	RMINE I IRCRA RAFT IGINE	ED REASONS	
	COMTROLL TRAFFIC CONTROL HORIZONT EVASIVE	OF AVIATION INVO ING AGENCY - NO C ADVISORY ISSUED - ZONE/AREA - NO AL COLLISION ANGLI ACTION TAKEN - NO	E-DEGREES - 170			RADAF CONTF CONVE VERTI	CTL/SURVEILLANCE - F COLLED/UNCONTROLLED AN ERGENCE ANGLE-DEGREES CAL COLLISION ANGLE-	DEGREES - 10

BRIEFS OF ACCIDENTS

۰,

. . .

				S OF AC				
FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F	UR I E S	S M/N	FLIGHT PURPOSE	PILOT DATA
		CLARKSDALE, MS	PITTS SIS NINN DAMAGE-MINOR	CR- PX- 0T-		1 0 1	MISCELLANEOUS AIR SHOW/RACING	PRIVATE, AGE 18, 894 TOTAL HOURS, 700 IN TYPE, NOT INSTRUMENT RATED.
		ALE,MS	FIELD INTENDED DESTINATION LOCAL				- OPERATION	
			BOTH IN FLIGHT				FF INITIAL CLIMB	
	PERSONNI FACTOR(S)	N COMMAND - FAILED EL - MISCELLANEOUS	TO SEE AND AVOID OTHE -PERSONNEL PILOT OF O OL PERSONNEL ISSUED I	THER AI	RCRA		LICTING INSTRUCTIONS	
	SPECIAL D			<u></u>			• • •	
	CONTROLI TRAFFIC CONTROL	LING AGENCY - ND C ADVISORY ISSUED - ZONE/AREA - NO		•−SMALL	R C C	ADAR ONTRI ONVE	CTL/SURVEILLANCE - R	
		ACTION TAKEN - NO CLRD FOR TKOF BY S	TARTER LOCATED BY TKDF	POINT	ON R	WY.C	OLLIDED WITH N44NN AB	T 15FT AGL.
3-1799	6/5/75 TIME - 183	GOTHENBURG,NE 30	PIPER PA-25 N9577P DAMAGE-DESTROYED	PX-	0 0	0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 41, 12729 Total Hours, 2755 In Type, Instrument rated.
				01	0 0	1		
	TYPE OF A						F OPERATION IGHT CLEANUP SWATH	
		N COMMAND - FAILED	TO SEE AND AVOID OTHE -PERSONNEL PILOT OF O			FT		
	KIND OF	DURS IN CROP CONTR CROP - OTHER			T	YPE	DF OPERATION - SPRAYI OF CHEMICAL USED - LI	
	GOGGLES COCKPIT TANK/HO		LED IRWARD OF PILOT		C C T	RASH RASH ERRA	S - NOT USED HELMET - AVAILABLE-N BAR - INSTALLED IN-TYPE - LEVEL,FLAT	
		DN-AREA BEING TREA	TED-FEET - 2550		S	WATH	RUN-HOW FLOWN - CROS	SWIND
		S OF AVIATION INVO	ULVED - SMALL US GEN.AV	SMALL				
	TRAFFIC	LING AGENCY - NO C ADVISORY ISSUED - LLISION LIGHTS - N	NONE				CTL/SURVEILLANCE - N VE ACTION TAKEN - YES	OT UNDER RADAR CONTACT
							-	

				S OF ACC				
FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	JR I E S	S M/N	FLIGHT PURPOSE	PILOT DATA
3-1799	6/5/75 TIME - 1830 NAME OF AIR DEPARTURE P GOTHENBUR TYPE OF ACC	GOTHENBURG,NE PORT – GOTHENBURG DINT G,NE	MUNI INTENDED DESTINATION LOCAL	CR- C PX- C DT- C	0 0 0 0	1 0 1 SE C	COMMERCIAL AERIAL APPLICATION DF OPERATION .IGHT CLEANUP SWATH	COMMERCIAL, AGE 24, 2653 TOTAL HOURS, 362 IN TYPE, INSTRUMENT RATED.
		COMMAND - FAILED	TO SEE AND AVOID OTHEF -PERSONNEL PILOT OF O			FT		
	KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP	RS IN CROP CONTRO ROP - OTHER EAT BELT - FASTEM NOT USED RASHPAD - INSTALL	ED-PROPERLY ED WARD DF PILOT		T G C C T	YPE LOVE RASH RASH ERRA	OF OPERATION - SPRAYI OF CHEMICAL USED - LI ES - NOT USED H HELMET - AVAILABLE-N H BAR - INSTALLED MIN-TYPE - LEVEL,FLAT H RUN-HOW FLOWN - UPWI	QUID CHEMICAL-TOXIC
	CONTROLLI TRAFFIC A ANTI-COLL		NONE DT INSTALLED	SMALL	R	ADAR		OT UNDER RADAR CONTACT
3-1809	6/22/75 TIME - 1742	TETERBORO→NJ	CESSNA 150 N11399 DAMAGE-MINOR	CR- C PX- 0 DT- C	0	0	DUAL	COMMERCIAL, FL.INSTR., AGE 59, 4811 TOTAL HOURS, 2000 IN TYPE, NOT INSTRU-
	DEPARTURE P TETERBORO TYPE OF ACC	•NJ	INTENDED DESTINATION LOCAL				DF OPERATION ING GO-AROUND	MENT RATED.
	PILOT IN FACTOR(S) MISCELLAN	COMMAND - FAILED COMMAND - FAILED EOUS ACTS,CONDITI	TO FOLLOW APPROVED PRO TO SEE AND AVOID OTHER ONS - CONGESTED TRAFF ONS - TOUCH AND GO LAN	R AIRCRA IC-PATTE	FT	R EC 1	TIVES,ETC.	
	CONTROLLI TRAFFIC A CONTROL Z HORIZONTA EVASIVE A	OF AVIATION INVOL NG AGENCY - LOCAL	BY LOCAL CONTROL		R I CI CI V	ADAR DNTR DNVE ERTI	CTL/SURVEILLANCE - N ROLLED/UNCONTROLLED AI RGENCE ANGLE-DEGREES ICAL COLLISION ANGLE-C	

٠.

FILE	DATE LOCAT	ION	AIRCRAFT DATA	INJ F	UR I S	S M/N	FLIGHT PURPOSE	PILOT DATA
8-1809	6/22/75 TETERBORO TIME - 1742	•NJ	CESSNA 150 N10979 DAMAGE-SUBSTANTIAL	CR- PX-		1 0	INSTRUCTIONAL SOLO	STUDENT, AGE 22, 46 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - TE DEPARTURE POINT TETERBORO,NJ TYPE OF ACCIDENT COLLISION WITH AIR	J	NTENDED DESTINATION			ты		
	FACTOR(S)		PERSONNEL PILOT OF OT DNS - CONGESTED TRAFFI			FT		
	SPECIAL DATA SEGMENTS OF AVIATI CONTROLLING AGENCY TRAFFIC ADVISORY I CONTROL ZONE/AREA HORIZONTAL COLLISI EVASIVE ACTION TAK	- LOCAL	VED - SMALL US GEN.AV. CONTROL BY LOCAL CONTROL			ADA ONT ONV	R CTL/SURVEILLANCE - N	
	EVASIVE ACTION TAK REMARKS- STUDENT PLT	EN - NO RTRN XC	FLT,CLRD FOR LDG,HEAF	NO IS	ERE	NTI		STALLED, OPERATION UNKNOWN
3-2190	REMARKS- STUDENT PLT 8/2/75 READINGTO TIME - 1740	RTRN XC	FLT,CLRD FOR LDG,HEAF	CR- PX-	ERE 0 0	NTI R 0	-COLLISION LIGHTS - IN F AC,DMG TO LEFT ELEVA INSTRUCTIONAL SOLO	STALLED, OPERATION UNKNOWN
3-2190	REMARKS- STUDENT PLT 8/2/75 READINGTO TIME - 1740 NAME OF AIRPORT - SO DEPARTURE POINT READINGTON,NJ	RTRN XC	FLT,CLRD FOR LDG,HEAF CESSNA 150 N53920 `DAMAGE-SUBSTANTIAL	CR- PX- OT-	0 0 0	NTI R 0) 1) 0) 1	-COLLISION LIGHTS - IN F AC,DMG TO LEFT ELEVA INSTRUCTIONAL SOLO	STALLED, OPERATION UNKNOWN TOR. STUDENT, AGE 30, 29 TOTA HOURS, ALL IN TYPE, NOT
3-2190	REMARKS- STUDENT PLT 8/2/75 READINGTO TIME - 1740 NAME OF AIRPORT - SO DEPARTURE POINT READINGTON,NJ TYPE OF ACCIDENT COLLISION WITH AIR	RTRN XC	FLT,CLRD FOR LDG,HEAF CESSNA 150 N53920 `DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- PX- OT-	е R е 0 0 0 Р Н	NTI- R 0 1 0 1 0 1	-COLLISION LIGHTS - IN F AC,DMG TO LEFT ELEVA INSTRUCTIONAL SOLO	STALLED,OPERATION UNKNOWN TOR. STUDENT, AGE 30, 29 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
3-2190	REMARKS- STUDENT PLT 8/2/75 READINGTO TIME - 1740 NAME OF AIRPORT - SO DEPARTURE POINT READINGTON,NJ TYPE OF ACCIDENT COLLISION WITH AIR PROBABLE CAUSE(S) PILOT IN COMMAND -	RTRN XC IN,NJ ILBERG CRAFT BU	FLT,CLRD FOR LDG,HEAF CESSNA 150 N53920 `DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- PX- OT-	O O PH	NTI- R 0 0 1 0 0 1 1 SE AND	-COLLISION LIGHTS - IN F AC, DMG TO LEFT ELEVA INSTRUCTIONAL SOLO OF OPERATION	STALLED,OPERATION UNKNOWN TOR. STUDENT, AGE 30, 29 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.

BRIEFS OF ACCIDENTS

			BRIEF	S OF AC	CI	DEN	ΤS		
FILE	DATE	LOCATION	AIRCRAFT DATA	F		S M	/N	PURPOSE	PILOT DATA
3-2190	8/2/75 TIME - 1 NAME OF DEPARTUR	READINGTON,NJ 740 AIRPORT - SOLBERG E POINT	CESSNA 150 N11205 DAMAGE-SUBSTANTIAL INTENDED DESTINATION	C R- P X-	0 0	0 0	1 0	INS TRUCTIONAL	STUDENT, AGE 22, 23 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF	IGTON₊NJ ACCIDENT ION WITH AIRCRAFT	LOCAL BOTH IN FLIGHT					F OPERATION NG LEVEL OFF/TOUCHD	DOWN
	PILOT		D TO SEE AND AVOID OTHER S-PERSONNEL PILOT OF O				г		
	CONTRO TRAFFI EVASIV	TS OF AVIATION INV DLLING AGENCY - NO C ADVISORY ISSUED E ACTION TAKEN - N	- NONE	-SMALL	U	RA CO) A R N T R	CTL/SURVEILLANCE - DLLED/UNCONTROLLED A	NOT UNDER RADAR CONTACT AIRPORT - UNCONTROLLED AIRPORT INSTALLED,OPERATION UNKNOWN
3-3606	TIME - 1		CESSNA 177RG N5AW DAMAGE-SUBSTANTIAL INTENDED DESTINATION	РХ-	0	0	0		PRIVATE, AGE 64, 484 TRANSP TOTAL HOURS, 162 IN TYPE INSTRUMENT RATED.
	MARLTO TYPE OF		LOCAL					F OPERATION IGHT NORMAL CRUISE	
	PILOT PERSON FACTOR(S	NEL - MISCELLANEOU	D TO SEE AND AVOID OTHEF S-PERSONNEL PILOT OF OT TED ATTENTION FROM OPERA	HER AI	RC	RAF		FT	
	CONTRO TRAFFI EVASIV	NTS OF AVIATION INV LLING AGENCY - NO C ADVISORY ISSUED E ACTION TAKEN - N	- NONE			RA Co AN	DAR NTR TI-	CTL/SURVEILLANCE - OL ZONE/AREA - YES COLLISION LIGHTS - I	NOT UNDER RADAR CONTACT INSTALLED,OPERATION UNKNOWN F ACFT TO VOR.

FILE			INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
	12/28/75 BUENA,NJ TIME - 1459	CESSNA 150M N2928V DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0 OT- 0 0 1	INSTRUCTIONAL DUAL	PRIVATE,FL.INSTR., AGE 25, 857 TOTAL HOURS, 632 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT HammONTON,NJ TYPE OF ACCIDENT COLLISION WITH AIRCRAF	INTENDED DESTINATION	PHASE OF	- OPERATION GHT NORMAL CRUISE	NATED .
		ILED TO SEE AND AVOID OTHE EOUS-PERSONNEL PILOT OF O NDITIONS - SUNGLARE			
	CONTROLLING AGENCY - 1 TRAFFIC ADVISORY ISSU EVASIVE ACTION TAKEN -	ED - NONE - YES	RADAR Contro	CTL/SURVEILLANCE - DL ZONE/AREA - YES	NOT UNDER RADAR CONTACT NSTALLED.OPERATION UNKNOWN
	REMARKS- LEFT WING OF N	2928V COLLIDED WITH LEFT W	ING OF N5AW,CON	VERGIÑG ANGLE WAS AF	
-1203	REMARKS- LEFT WING OF N 6/22/75 AMITYVILLE,N TIME - 1510		CR- 0 0 2 PX- 0 0 0		COMMERCIAL, FL.INSTR.,
-1203	6/22/75 AMITYVILLE,N	Y PIPER PA-28 N7161R DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 0 2 PX- 0 0 0 OT- 0 0 4 PHASE OF		COMMERCIAL, FL.INSTR., AGE 51, 1753 TOTAL HOURS, 1200 IN TYPE, INSTRUMENT
-1203	6/22/75 AMITYVILLE,N TIME - 1510 NAME OF ÀIRPORT - ZAHNS DEPARTURE POINT AMITYVILLE,NY TYPE OF ACCIDENT COLLISION WITH AIRCRAN PROBABLE CAUSE(S) PILOT IN COMMAND - FAI	Y PIPER PA-28 N7161R DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 0 0 2 PX- 0 0 0 OT- 0 0 4 PHASE OF IN FL1	INSTRUCTIONAL DUAL OPERATION	COMMERCIAL, FL.INSTR., AGE 51, 1753 TOTAL HOURS. 1200 IN TYPE, INSTRUMENT

			BRIEFS	OF ACCI	DEN TS	•	
FILE	DATE		AIRCRAFT DATA	F	S M/N	PURPOSE	PILOT DATA
3-1203	6/22/75 A TIME - 1510 NAME OF AIRP DEPARTURE PO	MITYVILE,NY Ort - Zahns	PIPER PA-28 N3990R DAMAGE-SUBSTANTIAL INTENDED DESTINATION	CR- 0 PX- 0	0 1 0 3 0 2	NONCOMMERCIAL PLEASURE/PERSONAL	PRIVATE, AGE 50, 220 TRANSP TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED.
	AMITYVILE, TYPE OF ACCI	NY	LOCAL			DF OPERATION .IGHT CLIMB TO CRUI:	SE
		OMMAND - FAILED	TO SEE AND AVOID OTHER -PERSONNEL PILOT OF OT				N
	CONTROLLIN TRAFFIC AD CONTROL ZO	F AVIATION INVO G AGENCY - UNICO VISORY ISSUED - NE/AREA - NO			RADAR CONTR ANTI-	R CTL/SURVEILLANCE - ROLLED/UNCONTROLLED / -COLLISION LIGHTS - (
-3999	12/10/75 S TIME - 0850	ALTER PATH,NC	CHAMPION 7GCBC N5251X DAMAGE-SUBSTANTIAL	PX- 0	0 0	FISH SPUTTING	COMMERCIAL, AGE 46, 9574 Total Hours, 8503 IN Type, not instrument Rateo.
	DEPARTURE PO MOOREHEAD		INTENDED DESTINATION				
	TYPE OF ACCI COLLISION	DENT WITH AIRCRAFT F	BOTH IN FLIGHT			DF OPERATION IGHT NORMAL CRUISE	
		OMMAND - FAILED	TO SEE AND AVOID DTHER PERSONNEL PILOT OF OT				
	CONTROLLIN TRAFFIC AD		NONE	-SMALL U	RADAF		NOT UNDER RADAR CONTACT D

σ

			BRIEF	S OF A	ссі	[DEN	тs		
FILE			AIRCRAFT DATA						PILOT DATA
3-3999	12/10/75	SALTER PATH, NC	CESSNA 170 N2747C DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1 0	COMMERCIAL FISH SPOTTING	COMMERCIAL, AGE 28, 7887
	MOOREHEA TYPE OF AC	D CITY,NC	INTENDED DESTINATION LOCAL BOTH IN FLIGHT					F OPERATION IGHT NORMAL CRUISE	KATED.
		COMMAND - FAILED	TO SEE AND AVOID OTHER -PERSONNEL PILOT OF O				т		
	CONTROLL TRAFFIC ANTI-COL	OF AVIATION INVOL ING AGENCY - NO CO ADVISORY ISSUED - LISION LIGHTS - O	NUNE			RA	DAR		DT UNDER RADAR CONTACT
3-3283	8/9/75 TIME - 112		CESSNA 150M N45216 DAMAGE-DESTROYED	PX-	0	0	0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 32, 747 TOTAL HOURS. 697 IN TYPE, INSTRUMENT RATED.
	DEPARTURE ELYRIA,O TYPE OF AC	н	INTENDED DESTINATION		F			F OPERATION NG FINAL APPROACH	KATED.
	FACTOR(S)	L - MISCELLANEOUS	-PERSONNEL PILOT OF O IONS - CONGESTED TRAFF				T		
	CONTROLL TRAFFIC CONTROL HORIZONT ANTI-COL	OF AVIATION INVO ING AGENCY - UNIC ADVISORY ISSUED - ZONE/AREA - NO AL COLLISION ANGLI LISION LIGHTS - 0	NONE E-DEGREES - 4			RA CO CO EV	D A R N T R N V E A S I	CTL/SURVEILLANCE - N OLLED/UNCONTROLLED AI RGENCE ANGLE-DEGREES VE ACTION TAKEN - NO	

FILE	DATE	LOCATION	AIRCRAFT DATA	IN	IJUR F	IES S M,	Ń	FLIGHT PURPOSE	PILOT DATA
	8/9/75 TIME - 1120	ELYRIA, OH	CESSNA 150M N45639 DAMAGE-DESTROYED	С R- Р X- О Т-	0 0 1	1 0 1	0 0 0	NONCOMMERCIAL PRACTICE	STUDENT, AGE 16, 63 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE P	PORT - LORRAIN CM Dint	NTY RGNL INTENDED DESTINATION LOCAL						
	ELYRIA,OH TYPE OF ACC COLLISION	IDENT WITH AIRCRAFT B	BOTH IN FLIGHT					OPERATION NG FINAL APPROACH	
	FACTOR(S)	COMMAND - FAILED	TO SEE AND AVOID OTHE ONS - CONGESTED TRAFF						
	CONTROLLI	DE AVIATION INVOL NG AGENCY - UNICO		.−SMAL	LU	R A () A R	CTL/SURVEILLANCE -	NOT UNDER RADAR CONTACT
	CONTROL ZO HORIZONTA	DVISORY ISSUED - DNE/AREA - NO _ COLLISION ANGLE ISION LIGHTS - OF				00	1VEF	DLLED/UNCONTROLLED A GENCE ANGLE-DEGREES /E ACTION TAKEN - NO	
			ND TREC PTN-VARIATIONS	IN DS	TNC	E FA	RM F	NWY OF PTN FLN BY V	VARIOUS ACFT.
-2609	6/22/75 TIME - 0800		BOEING A75N1 N53126 DAMAGE-NONE		0	0	0	COMMERCIAL AERIAL APPLICATION	
	DEPARTURE PO MALIN,OR		INTENDED DESTINATION MALIN, OR						
	TYPE OF ACC COLLISION	IDENT WITH AIRCRAFT E	BOTH IN FLIGHT					OPERATION GHT STARTING SWATH	RUN
		COMMAND - FAILED	TO SEE AND AVOID OTHE PERSONNEL PILOT OF O				г		
		A RS IN CROP CONTRO ROP - GRAIN FIELD						F OPERATION - SPRAY	
	PILOT'S SE GOGGLES - COCKPIT CE	TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - NOT INSTALLED							
	TANK/HOPPI	R-LOCATION - FOR	WARD OF PILOT ED-FEET - 4050			TEF	RA	RUN-HOW FLOWN - WIN	
	SPECIAL DATA		.VED - SMALL US GEN.AV	.−SMAL	LU	s gi	EN.4	v.	
	TRAFFIC AL CONTROL ZO	NG AGENCY - NO CO DVISORY ISSUED - DNE/AREA - NO	NONE			100	VTR(NOT UNDER RADAR CONTACT IRPORT - UNCONTROLLED AIRPORT
		ISION LIGHTS - NO	D UP WITH FLAGMAN,WHE						

		BKI:	FS OF ACCIDENTS		
FILE	DATE LOCA	TION AIRCRAFT DATA	INJURIES E S M/N	FLIGHT	PILOT DATA
	6/22/75 MALIN,OR TIME - 0800	BOEING A75N1 N5477V DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 32, 5714 TOTAL HOURS, 3000 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - M DEPARTURE POINT MALIN,OR TYPE OF ACCIDENT COLLISION WITH AI	ALIN INTENDED DESTINATION LOCAL RCRAFT BOTH IN FLIGHT	PHASE	OF OPERATION LIGHT STARTING SWATH R	
	PILOT IN COMMAND	- FAILED TO SEE AND AVOID OTH - IMPROPER IN-FLIGHT DECISION LLANEOUS-PERSONNEL PILOT OF	S OR PLANNING		
	GOGGLES - USED COCKPIT CRASHPAD TANK/HOPPER-LOCAT	AIN FIELDS - FASTENED-PROPERLY	TYPE GLOV CRAS CRAS TERR	OF OPERATION - SPRAYIN OF CHEMICAL USED - LIG ES - USED H HELMET - AVAILABLE US H BAR - INSTALLED AIN-TYPE - LEVEL•FLAT H RUN-HOW FLOWN - WIND	DUID CHEMICAL-NONTOXIC SED
	CONTROLLING AGENC TRAFFIC ADVISORY CONTROL ZONE/AREA ANTI-COLLISION LI	ISSUED - NONE	RADA CONT EVAS	R CTL/SURVEILLANCE - NO ROLLED/UNCONTROLLED AIF IVE ACTION TAKEN - NO	DT UNDER RADAR CONTACT RPORT - UNCONTROLLED AIRPORT
3-1091	6/10/75 MACUNGIE TIME - 1950 DEPARTURE POINT ALLENTOWN,PA	•PA CESSNA 150 N3810J DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	NT- 1 0 0		COMMERCIAL, AGE 51, 613 ANSP TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED.
	PROBABLE CAUSE(S) PILOT IN COMMAND	RCRAFT BOTH IN FLIGHT - FAILED TO SEE AND AVOID OTH	IN F	OF OPERATION LIGHT OTHER	
	SPECIAL DATA	ISSUED - NONE	VSMALL US GEN RADA	R.AV. R CTL/SURVEILLANCE - NG ROL ZONE/AREA - NO	DT UNDER RADAR CONTACT

BRIEFS OF ACCIDENTS

			BRIEF:	S OF ACC					
FILE		LOCATION	AIRCRAFT DATA	INJU F	JRIES SM	/N	FLIGHT PURPOSE		PILOT DATA
	6/10/75 TIME - 19 DEPARTURE ALLENTO TYPE OF A	MACUNGIE,PA 950 E POINT WN,PA	AERONCA 7AC N2630E DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- 1 PX- 0 OT- 1	0 0 0 PHAS	0 0 0 E C	NONCOMMERCIAL PLEASURE/PERSONAL OF OPERATION IGHT OTHER	TRANSP	
	PROBABLE PILOT I PILOT I PERSONN FACTOR(S)	CAUSE(S) N COMMAND - IMPROI N COMMAND - MISJUE IEL - MISCELLANEOU	PER OPERATION OF FLIGHT	THER AIF	S		IGHT OTHER		
	CONTROL TRAFFIC EVASIVE	S OF AVIATION INVO LING AGENCY - NO (ADVISORY ISSUED - ACTION TAKEN - NO			RA CO	D A R N T R	CTL/SURVEILLANCE OL ZONE/AREA - NO		
-2364	5/24/75 TIME - 11	TOMBALL,TX 15		РХ — О	0	0	INS TRUCTIONAL DUAL		COMMERCIAL, FL.INSTR., AGE 32, 756 TOTAL HOURS, 8 IN TYPE, NOT INSTRUMENT
	DÈPARTURE HOUSTON TYPE OF A	•TX	INTENDED DESTINATION RETURN		TO PHAS	MBA E O	ROUTE SÍOP LL∢TX F OPERATION NG FINAL APPROACH		RATED.
	FACTOR(S) PERSONN PILOT I MISCELL	N COMMAND - FAILER NEL - MISCELLANEOU N COMMAND - FAILER ANEOUS ACTS,CONDI	D TO SEE AND AVOID OTHER -PERSONNEL PILOT OF OT TO FOLLOW APPROVED PRO IONS - DISREGARD OF GOO IONS - POORLY PLANNED A	HER AIR	CRAF ,DIR TING	ЕС Т			
	CONTROL TRAFFIC CONTROL HORIZON EVASIVE	S OF AVIATION INVO LING AGENCY - NO (ADVISORY ISSUED - ZONE/AREA - NO ITAL COLLISION ANG ACTION TAKEN - YE	- NONE LE-DEGREES - 30		RA CO CO VE AN	DAR NTR NVE RTI TI-	CTL/SURVEILLANCE OLLED/UNCONTROLLED RGENCE ANGLE-DEGRE CAL COLLISION ANGL COLLISION LIGHTS -	AIRPORT ES 30 E-DEGREE INSTALL	T - UNCONTROLLED AIRPORT

FILE	DATE	LOCATION	AIRCRAFT DATA	IN.	JURIES		FLIGHT	PILOT DATA
3-2364	5/24/75 TIME - 111	TOMBALL,TX 15	CESSNA 177RG N1951Q DAMAGE-DESTROYED	CR- PX-	2 0 0 0	0	PURPOSE INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 27, 1400 TOTAL HOURS UNK/NR IN TYPE, INSTRU-
	DEPARTURE TOMBALL TYPE OF AC	,TX CCIDENT			PHAS	ΕO	F OPERATION NG FINAL APPROACH	MENT RATED.
	FACTOR(S)	EL - MISCELLANEOUS	PERSONNEL PILOT OF OT TO SEE AND AVOID OTHER			T		
	CONTROLI TRAFFIC CONTROL HORIZON EVASIVE FIRE AFTE	S OF AVIATION INVO ING AGENCY - UNIC ADVISORY ISSUED - ZONE/AREA - NO TAL COLLISION ANGL ACTION TAKEN - YE R IMPACT			R A C C	DAR NTR	CTL/SURVEILLANCE - N OLLED/UNCONTROLLED AI	OT UNDER RADAR CONTACT RPORT - UNCONTROLLED AIRPORT - 30 EGREES - 0 STALLED,OPERATION UNKNOWN
3-2818	TIME - 14	POINT	CESSNA 421B N86M DAMAGE-SUBSTANTIAL INTENDED DESTINATION CORPUS CHRISTI,TX	PX-	0 0	0	FERRY	COMMERCIAL, AGE 27, 2300 Total Hours, 150 in type Instrument rated.
	TYPE OF A	CCIDENT	BOTH IN FLIGHT				PF OPERATION IGHT OTHER	
	PROBABLE (PERSONNI		S-PERSONNEL PILOT OF OT	HER A	IRCRAF	т		
	CONTROLI TRAFFIC CONVERGI VERTICAL	S OF AVIATION INVO LING AGENCY - NO O ADVISORY ISSUED - ENCE ANGLE-DEGREES COLLISION ANGLE-	DEVED - SMALL US GEN.AV. CONTROL - NONE 5 - 0 DEGREES - 0 NSTALLED, OPERATION UNKN		P/	DAR	CTL/SUBVETLLANCE - N	OT UNDER RADAR CONTACT -DEGREES - O

PAGE 24

: . .

	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
	9/1/75 NR.ALICE.TX TIME - 1400		CR- 0 0 1 PX- 0 0 0	MISCELLANEDUS FERRY	
	DEPARTURE POINT LAREDO,TX	INTENDED DESTINATION CORPUS CHRISTI,TX			
	TYPE OF ACCIDENT COLLISION WITH AIRCRAF			OF OPERATION LIGHT NORMAL CRUISE	
	PROBABLE CAUSE(S) PILOT IN COMMAND - MIS	JUDGED CLEAR ANCE			
	CONTROLLING AGENCY - N TRAFFIC ADVISORY ISSUE CONVERGENCE ANGLE-DEGR VERTICAL COLLISION ANG ANTI-COLLISION LIGHTS	- NONE	RADA CONT HORI EVAS NOWN	R CTL/SURVEILLANCE - ROL ZONE/AREA - NO ZONTAL COLLISION ANGL IVE ACTION TAKEN - YE	S
		REECH 135	CR- 1 0 0	NONCOMMERCIAL	COMMERCIAL, AGE 26, 850 Total Hours, 40 in type.
3-4120	11/6/75 HOUSTON,TX TIME - 1032				
3-4120	TIME - 1032 NAME OF AIRPORT - HOBBY DEPARTURE POINT	DAMAGE-DESTROYED			TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED.
3-4120	TIME - 1032 NAME OF AIRPORT - HOBBY DEPARTURE POINT DALLAS,TX TYPE OF ACCIDENT	DAMAGE-DESTROYED	OT- 0 0 2 PHASE		
3-4120	TIME - 1032 NAME OF AIRPORT - HOBBY DEPARTURE POINT DALLAS,TX TYPE OF ACCIDENT COLLISION WITH AIRCRAF PROBABLE CAUSE(S) PILOT IN COMMAND - FAI	DAMAGE-DESTROYED INTENDED DESTINATION HOUSTON+TX	OT- O O Z PHASE I LAND R AIRCRAFT	DF OPERATION	

		on ici o	OF ACCIDENTS		
FILE	DATE LOCATION	AIRCRAFT DATA	F S M/N	PURPOSE	PILOT DATA
	11/6/75 HOUSTON.TX TIME - 1032 NAME OF AIRPORT - HOBBY DEPARTURE POINT	LING-T-VDGT SA341G N341FR DAMAGE-SURSTANTIAL INTENDED DESTINATION	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 43, 7610 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED.
	PEARLAND,TX TYPE OF ACCIDENT COLLISION WITH AIRCRAF	HOUSTON,TX BOTH IN FLIGHT		IF OPERATION Ight normal cruise	
	PILOT IN COMMAND - FAIL	LED TO FOLLOW APPROVED PRO ED TO SEE AND AVOID OTHER DUS-PERSONNEL PILOT OF OT	AIRCRAF T	IVES,ETC.	
	SPECIAL DATA SEGMENTS OF AVIATION I CONTROLLING AGENCY - TO TRAFFIC ADVISORY ISSUE CONTROL ZONE/AREA - YE HORIZONTAL COLLISION A EVASIVE ACTION TAKEN -) - NONE S NGLE-DEGREES - 10	RADAR CONTR CONVE VERTI	CTL/SURVEILLANCE - OLLED/UNCONTROLLED A RGENCE ANGLE-DEGREES CAL COLLISION ANGLE-	
3-3232	10/17/75 RICHFIELD,UT TIME - 1130	PIPER PA-24 N400E DAMAGE-SUBSTANTIAL	PX- 0 0 1	BUSINESS	PRIVATE, AGE 44, 1286 TOTAL HOURS, 636 IN TYPE NOT INSTRUMENT RATED.
	NAME OF AIRPORT - RICHFIN DEPARTURE POINT RICHFIELD.UT TYPE OF ACCIDENT COLLISION WITH AIRCRAF	LD MUNI INTENDED DESTINATION LOA,UT	PHASE C)F OPERATION NG TRAFFIC PATTERN-	
	PERSONNEL - MISCELLANE FACTOR(S)	LED TO SEE AND AVOID OTHEF DUS-PERSONNEL PILOT OF OT LED TO FOLLOW APPROVED PRO	HER AIRCRAFT	IVES,ETC.	
	SPECIAL DATA SEGMENTS OF AVIATION I CONTROLLING AGENCY - U TRAFFIC ADVISORY ISSUE CONTROL ZONE/AREA - NO ANTI-COLLISION LIGHTS	D - BY UNICOM	R A DAR CONTR E V A S I	CTL/SURVEILLANCE -	NOT UNDER RADAR CONTACT MIRPORT - UNCONTROLLED AIRPORT)

÷.

-----_____ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ 3-3232 10/17/75 RICHFIELD.UT CESSNA 182 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 57, 4000 TIME - 1130 N14MD PX- 0 0 0 BUSINESS TOTAL HOURS, 600 IN TYPE, DAMAGE-MINOR DT- 0 0 2 NOT INSTRUMENT RATED. NAME OF AIRPORT - RICHFIELD MUNI DEPARTURE POINT INTENDED DESTINATION PANGUITCH,UT RICHFIELD,UT TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT EACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLING AGENCY - UNICOM CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT TRAFFIC ADVISORY ISSUED - BY UNICOM CONTROL ZONE/AREA - NO EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - INSTALLED. OPERATION UNKNOWN REMARKS- BOTH ACFT LND OK. 3-0001 1/9/75 NEWPORT NEWS,VA CONVAIR VT-29D CR- 5 0 0 MISCELLANEOUS NO CERTIFICATE, AGE 47, TIME - 1836 USAE5826 PX- 2 0 0 OTHER PUBLIC 6840 TOTAL HOURS, 1332 IN TYPE, INSTRUMENT RATED. DAMAGE-DESTROYED OT- 2 0 0 DEPARTURE POINT LAST ENROUTE STOP INTENDED DESTINATION MERIDIAN, MS HAMPTON, VA RETURN PHASE OF OPERATION TYPE OF ACCIDENT LANDING FINAL APPROACH COLLISION WITH AIRCRAFT BOTH IN FLIGHT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S)TERRAIN - OTHER MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-US MILITARY CONTROLLING AGENCY - GCA RADAR CTL/SURVEILLANCE - UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - BY APPROACH CONTROL CONVERGENCE ANGLE-DEGREES - 19 VERTICAL COLLISION ANGLE-DEGREES - 0 HORIZONTAL COLLISION ANGLE-DEGREES - 131 ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED FIRE AFTER IMPACT REMARKS- REDUCED NIGHTTIME CONSPICUITY OF C-150 AGAINST A BACKGROUND OF CITY LIGHTS.MILITARY CREW.

BRIEFS OF ACCIDENTS

			BRIEF							
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	IJUR F	IE: S	S M∕N	FLIGHT PURPOSE		PILOT DATA
		NEWPORT NEWS,VA 36	CESSNA 150H N50430 DAMAGE-DESTROYED	CR- PX-	1 1	0 0	0 0	NONCOMMERCIAL PLEASURE/PERSONAL TH	RANSP	PRIVATE, AGE 19, 195 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE NORFOLK, TYPE OF AC COLLISIC	, V A	INTENDED DESTINATION LOCAL DTH IN FLIGHT					DF OPERATION IGHT NORMAL CRUISE		
	PERSONNE FACTOR(S) TERRAIN	N COMMAND - FAILED EL - MISCELLANEOUS- - OTHER	TO SEE AND AVOID OTHE PERSONNEL PILOT OF O DNS - AIRCRAFT CAME T	THER A	IRC	RA				· ·
	CONTROLL TRAFFIC HORIZONI EVASIVE	S OF AVIATION INVOL' LING AGENCY - NO CO ADVISORY ISSUED - I FAL COLLISION ANGLE ACTION TAKEN - UNKI	VED - SMALL US GEN.AV NTROL NONE -DEGREES - 131 NGWN/NOT REPORTED HERENT IN THE SEE & A			R CI V AI	ADA DNVE ERT NTI-	R CTL/SURVEILLANCE - I RGENCE ANGLE-DEGREES ICAL COLLISION ANGLE- COLLISION LIGHTS - II RITICAL IN TERM AREA.	NOT U – 30 DEGRE NSTALI CONT	NDER RADAR CONTACT o es – o led,operation unknown vs uncont traffic.
-1577		MANASSAS•VA 37	PIPER PA-28 N653FL DAMAGE-DESTROYED	СR- РХ- ПТ-	0 0 0	1 0 1	1 0 0	INSTRUCTIONAL DUAL		COMMERCIAL, FL.INSTR., AGE 55, 442 TOTAL HOURS, 159 IN TYPE, NOT INSTRU- MENT RATED.
	DEPARTURE MANASSAS TYPE OF AC	IRPORT - MANASSAS M POINT S.VA CCIDENT DN WITH AIRCRAFT B	INTENDED DESTINATION MANASSAS,VA					DF OPERATION ING FINAL APPROACH		
	DUAL STI	V COMMAND - FAILED DENT - FAILED TO S	TO SEE AND AVOID OTHE EE AND AVOID OTHER AI PERSONNEL PILOT OF O	RCRAFT	Г		FT			
	CONTROLL TRAFFIC CONTROL HORIZONI EVASIVE	S OF AVIATION INVOL ING AGENCY - UNICOL ADVISORY ISSUED - ZONE/AREA - NO FAL COLLISION ANGLE ACTION TAKEN - NO	NDNE -DEGREES - 0			R C C V A	ADAF ONTE ONVE ERT NTI-	CTL/SURVEILLANCE - 1 ROLLED/UNCONTROLLED A ERGENCE ANGLE-DEGREES ICAL COLLISION ANGLE- COLLISION LIGHTS - 10	IRPOR - 0 DEGRE NSTALI	T - UNCONTROLLED AIRPORT ES - O LED,OPERATION UNKNOWN

				S OF ACC				
FILE			AIRCRAFT DATA	INJU F	IR I E S	S M/N	FLIGHT PURPOSE	PILOT DATA
3-1577	6/28/75 TIME - 10 NAME OF A DEPARTURE	MANASSAS,VA 137 NIRPORT - MANASSAS E POINT	N1308Q DAMAGE-DESTROYED MUNI INTENDED DESTINATION	CR-C PX-C) (L 0) D	INSTRUCTIONAL TRAINING	STUDENT, AGE 36, 50 TOTAL HOURS, 42 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF 4	CCIDENT	LOCAL BOTH IN FLIGHT				DF OPERATION Ing final approach	
		N COMMAND - FAILED	TO SEE AND AVOID OTHE -PERSONNEL PILOT OF O					
	CONTROL TRAFFIC CONTROL HORIZON EVASIVE	S OF AVIATION INVO LING AGENCY - UNIC ADVISORY ISSUED - ZONE/AREA - NO ITAL COLLISION ANGL ACTION TAKEN - NO	NONE E-DEGREES - O		F () () ()	ADAI ONT ONV ERT	CTL/SURVEILLANCE - N ROLLED/UNCONTROLLED AI ERGENCE ANGLE-DEGREES ICAL COLLISION ANGLE-I COLLISION LIGHTS - OF	DEGREES - 0
3-0895	TIME - 12 DEPARTURE NEW HOL TYPE OF A	STEIN,WI	DAMAGE∸MINOR INTENDED DESTINATION BELOIT∘WI	OT- C) (LAS PH) 1 5 T EI JANE 4 SE (PRIVATE, AGE 19, 302 TOTAL HOURS, 234 IN TYPE, NOT INSTRUMENT RATED.
		N COMMAND - MISJUD	GED CLEARANCE TED OPERATION BEYOND E	XPERIENC	:E//	BIL	ITY LEVEL	
	CONTROL TRAFFIC		NONE	SMALL	f	ADA		NOT UNDER RADAR CONTACT

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0895	TIME - 1 DEPARTUR NEW HO TYPE OF COLLIS PROBABLE PERSON	E POINT LSTEIN,WI ACCIDENT ION WITH AIRCRAFT CAUSE(S) NEL - MISCELLANEOU Y CIRCUMSTANCES -	TAYLORCRAFT DCO-65 N91032 DAMAGE-SUBSTANTIAL INTENDED DESTINATION BELOIT,WI BOTH IN FLIGHT VS-PERSONNEL PILOT OF OT PRECAUTIONARY LANDING OF DIRECTIONAL CONTROL PROB SUSPECTED OR KNOWN AIRCR	PX- 0 0 0 DT- 0 0 1 LAST EN JANES PHASE 0 IN FL HER AIRCRAF T F AIRPORT LEM	NONCOMMERCIAL PRACTICE ROUTE STOP VILLE,WI F OPERATION IGHT OTHER	PRIVATE, AGE 26, 288 TOTAL HOURS, 183 IN TYPE, NOT INSTRUMENT RATED.
	SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED REMARKS- FORMATION PRACTICE.RUDDER BENT.PLT LNDD IN OPEN FLD OK.OTR ACFT N5382H MINOR DMG.					

PAGE 30

★U.S. GOVERNMENT PRINTING OFFICE: 1977- 240-897:22

NTSB AMM 77-2 1975

Midair Collisions



NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D.C. 20594

OFFICIAL BUSINESS PENALTY FOR PRIVATE USE, \$300 POSTAGE AND FEES PAID NATIONAL TRANSPORTATION SAFETY BOARD

