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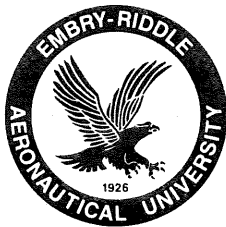
Briefs of Accidents Involving
Alcohol as a Cause/Factor
U.S. General Aviation, 1975



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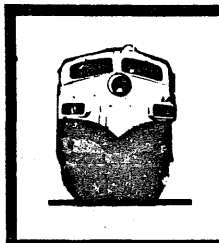
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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594



BRIEFS OF ACCIDENTS INVOLVING ALCOHOL AS A CAUSE/FACTOR

**U. S. GENERAL AVIATION
1975**

REPORT NUMBER: NTSB-AMM-77-6

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| 16. Abstract This publication contains reports on all U. S. general aviation accidents, occurring in 1975, involving alcohol impairment as a cause/factor. Included are 49 accident Briefs, 42 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances and probable cause(s)/factor(s) for each accident. Additional statistical information is tabulated by type of accident, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually. | | | |
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FOREWORD

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

In 1975, U.S. General Aviation aircraft were involved in 49 total and 42 fatal accidents where alcohol impairment was a cause/factor. In comparison, the entire General Aviation fleet incurred 4,237 total and 675 fatal accidents.

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

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

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

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

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

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EXPLANATORY NOTES

Type of Accident:

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

Phase of Operation:

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

First and Second Type of Accident:

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

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

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

First and Second Phase of Operation:

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

Cause and Related Factors:

In determining the probable cause of an accident, all facts, conditions and circumstances are considered. For statistical purposes, where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. Therefore, in the Cause and Related Factor Table, the figures shown in the columns dealing with Cause will exceed the total number of accidents. The term Factor is used, in general, to reflect those elements of an accident which further explain or supplement the probable cause(s). This provision was incorporated in the coding system to increase its flexibility and to provide a means for collecting essential items of information which could not be readily categorized elsewhere in the system.

LIST OF ABBREVIATIONS USED IN BRIEFS

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

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

1975

| | INJURIES | | | | | TOTAL |
|--------------------|----------|---------|--------|-------|------------|--------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | |
| PILOT | 40 | 3 | 4 | 2 | | 49 |
| COPLOT | 1 | | | | | 1 |
| DUAL STUDENT | | | | | | |
| CHECK PILOT | 1 | | | | | 1 |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | | | | | |
| CABIN ATTENDANT | | | | | | |
| EXTRA CREW | | | | | | |
| PASSENGERS | 29 | 7 | 6 | 1 | | 43 |
| TOTAL | 71 | 10 | 10 | 3 | ABOARD | 94 |
| OTHER AIRCRAFT | | | | | | |
| OTHER GROUND | | | | | | |
| GRAND TOTAL | 71 | 10 | 10 | 3 | | 94 |

| | | |
|----------|----|-----------------|
| INVOLVES | 49 | TOTAL ACCIDENTS |
| INVOLVES | 42 | FATAL ACCIDENTS |

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

| KIND OF FLYING | PILOT CERTIFICATE | | | | | | | | RECORDS | ACCIDENTS |
|-------------------------------|-------------------|---------|------------|-----|---------------------|------------------------|-----------------|-------|---------|-----------|
| | STUDENT | PRIVATE | COMMERCIAL | ATR | PRIVATE / FL INSTR. | COMMERCIAL / FL INSTR. | ATR / FL INSTR. | OTHER | | |
| <u>INSTRUCTIONAL</u> | | | | | | | | | | |
| DUAL | | | | | | | | | | |
| SOLO | | | | | | | | | | |
| CHECK | | 1 | | | | | | | | 1 |
| TRAINING | | 1 | | | | | | | | 1 |
| <u>NONCOMMERCIAL</u> | | | | | | | | | | |
| PLEASURE | 6 | 25 | 6 | | | | | 5 | | 42 |
| PRACTICE | | | | | | | | | | |
| BUSINESS | | 2 | | | | | | | | 2 |
| CORPORATE/EXECUTIVE | | | | | | | | | | |
| AERIAL SURVEY | | | | | | | | | | |
| COMPANY FLIGHT | | | | | | | | | | |
| OTHER | | | | | | | | | | |
| <u>COMMERCIAL</u> | | | | | | | | | | |
| AERIAL APPLICATION | | | | | | | | | | |
| CROP CONTROL RELATED FLIGHT | | | | | | | | | | |
| FIRE CONTROL | | | | | | | | | | |
| FIRE CONTROL RELATED FLIGHT | | | | | | | | | | |
| AERIAL MAPPING/PHOTOGRAPHY | | | | | | | | | | |
| AERIAL ADVERTISING | | | | | | | | | | |
| POWER AND PIPELINE PATROL | | | | | | | | | | |
| FISH SPOTTING | | | | | | | | | | |
| AIR TAXI-PASSENGER OPERATIONS | | | | | | | | | | |
| AIR TAXI-CARGO OPERATIONS | | | | 1 | | | | | | 1 |
| CONSTRUCTION WORK | | | | | | | | | | |
| SCHEDULED PASSENGER SERVICE | | | | | | | | | | |
| SCHEDULED CARGO SERVICE | | | | | | | | | | |
| INTRA-STATE CHARTER PASSG. | | | | | | | | | | |
| INTRA-STATE CHARTER CARGO. | | | | | | | | | | |
| MILITARY CONTRACT-PASSENGER | | | | | | | | | | |
| MILITARY CONTRACT-CARGO | | | | | | | | | | |
| CHARTER CARGO-DOMESTIC | | | | | | | | | | |
| CHARTER PASSG-DOMESTIC | | | | | | | | | | |
| CHARTER-CARGO-INTERNATIONAL | | | | | | | | | | |
| CHARTER-PASSG-INTERNATIONAL | | | | | | | | | | |
| OTHER | | | | | | | | | | |

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

| KIND OF FLYING | PILOT CERTIFICATE | | | | | | | | RECORDS | ACCIDENTS |
|--------------------------|-------------------|---------|------------|-----|--------------------|-----------------------|----------------|-------|---------|-----------|
| | STUDENT | PRIVATE | COMMERCIAL | ATR | PRIVATE/ FL INSTR. | COMMERCIAL/ FL INSTR. | ATR/ FL INSTR. | OTHER | | |
| UNKNOWN/NOT REPORTED | | | | | | | | | | |
| MISCELLANEOUS | | | | | | | | | | |
| EXPERIMENTATION | | | | | | | | | | |
| TEST | | | | | | | | | | |
| DEMONSTRATION | | | | | | | | | | |
| FERRY | | | | 1 | | | | | 1 | 1 |
| SEARCH AND RESCUE | | | 1 | | | | | | 1 | 1 |
| AIR SHOW/AIR RACING | | | | | | | | | | |
| PARACHUTE JUMP | | | | | | | | | | |
| PARACHUTE JUMP-AIR SHOW | | | | | | | | | | |
| TOWING GLIDERS | | | | | | | | | | |
| SEEDING CLOUDS | | | | | | | | | | |
| HUNTING | | | | | | | | | | |
| POLICE PATROL | | | | | | | | | | |
| HIGHWAY TRAFFIC ADVISORY | | | | | | | | | | |
| ALL OTHER PUBLIC FLYING | | | | | | | | | | |
| OTHER | | | | | | | | | | |
| UNKNOWN/NOT REPORTED | | | | | | | | | | |
| RECORDS | 6 | 29 | 7 | 2 | | | | 5 | 49 | |
| ACCIDENTS | 6 | 29 | 7 | 2 | | | | 5 | | 49 |

ANALYTIC TABLE
FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

| FIRST TYPE OF ACCIDENT | AIRCRAFT DAMAGE | | | | RECORDS | ACCIDENTS |
|------------------------------------|-----------------|-------------|-------|------|---------|-----------|
| | DESTROYED | SUBSTANTIAL | MINOR | NONE | | |
| GROUND-WATER LOOP-SWERVE | | 2 | | | 2 | 2 |
| DROGGED WINGTIP POD OR FLOAT | | | | | | |
| WHEELS-UP LANDING | | | | | | |
| WHEELS-DOWN LANDING IN WATER | | | | | | |
| GEAR COLLAPSED | | | | | | |
| GEAR RETRACTED | | | | | | |
| HARD LANDING | | | | | | |
| NOSE OVER/DOWN | | | | | | |
| ROLL OVER | | | | | | |
| OVERSHOOT | | 1 | | | 1 | 1 |
| UNDERSHOOT | 1 | | | | 1 | 1 |
| <u>COLLISION BETWEEN AIRCRAFT</u> | | | | | | |
| BOTH IN FLIGHT | | | | | | |
| ONE AIRBORNE | | | | | | |
| BOTH ON GROUND | | | | | | |
| <u>COLLISION WITH GROUND/WATER</u> | | | | | | |
| CONTROLLED | 10 | 1 | | | 11 | 11 |
| UNCONTROLLED | 10 | 1 | | | 11 | 11 |
| <u>COLLIDED WITH</u> | | | | | | |
| WIRES/POLES | | 5 | | | 5 | 5 |
| TREES | | 4 | | | 4 | 4 |
| RESIDENCE/S | | | | | | |
| BUILDING/S | | | | | | |
| FENCE, FENCEPOSTS | | | | | | |
| ELECTRONIC TOWERS | | | | | | |
| RUNWAY OR APPROACH LIGHTS | | | | | | |
| AIRPORT HAZARD | | | | | | |
| ANIMALS | | | | | | |
| CROP | | | | | | |
| FLAGMAN LOADER | | | | | | |
| DITCHES | | | | | | |
| SNOWBANK | | | | | | |
| PARKED AIRCRAFT (UNATTENDED) | | | | | | |
| AUTOMOBILE | 1 | | | | 1 | 1 |
| DIRT BANK | | | | | | |
| OTHER | | | | | | |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

| FIRST TYPE OF ACCIDENT | AIRCRAFT DAMAGE | | | | RECORDS | ACCIDENTS |
|--------------------------------|-----------------|-------------|-------|------|---------|-----------|
| | DESTROYED | SUBSTANTIAL | MINOR | NONE | | |
| <u>BIRD STRIKE</u> | | | | | | |
| STALL | 1 | 1 | | | 2 | 2 |
| SPIN | 3 | | | | 3 | 3 |
| SPIRAL | | | | | | |
| MUSH | | 1 | | | 1 | 1 |
| <u>FIRE OR EXPLOSION</u> | | | | | | |
| IN FLIGHT | | | | | | |
| ON GROUND | | | | | | |
| <u>AIRFRAME FAILURE</u> | | | | | | |
| IN FLIGHT | 2 | | | | 2 | 2 |
| ON GROUND | | | | | | |
| ENGINE TEARAWAY | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | 3 | 2 | | | 5 | 5 |
| <u>PROPELLER/ROTOR FAILURE</u> | | | | | | |
| PROPELLER | | | | | | |
| TAIL ROTOR | | | | | | |
| MAIN ROTOR | | | | | | |
| PROP ROTOR ACNT TO PERSON | | | | | | |
| JET INTAKE/EXH ACNT TO PERS | | | | | | |
| PROPELLER/JET/ROTOR ALAST | | | | | | |
| TURBULENCE | | | | | | |
| HAIL DAMAGE TO AIRCRAFT | | | | | | |
| LIGHTNING STRIKE | | | | | | |
| EVASIVE MANEUVER | | | | | | |
| UNCONTROLLED ALT DEVIATION | | | | | | |
| DITCHING | | | | | | |
| MISSING ACFT NOT RECOVERED | | | | | | |
| MISCELLANEOUS/OTHER | | | | | | |
| UNDETERMINED | | | | | | |
| RECORDS | 40 | 9 | | | 49 | |
| ACCIDENTS | 40 | 9 | | | | 49 |

ANALYTIC TABLE
FIRST PHASE OF OPERATION BY INJURY INDEX
INJURY INDEX

| <u>FIRST OPERATIONAL PHASE</u> | <u>INJURY INDEX</u> | | | | <u>RECORDS</u> | <u>ACCIDENTS</u> |
|------------------------------------|---------------------|----------------|--------------|-------------|----------------|------------------|
| | <u>FATAL</u> | <u>SERIOUS</u> | <u>MINOR</u> | <u>NONE</u> | | |
| <u>STATIC</u> | | | | | | |
| STARTING ENGINE/S | | | | | | |
| IDLING ENGINE/S | | | | | | |
| ENGINE RUNLP | | | | | | |
| IDLING ROTORS | | | | | | |
| PARKED-ENGINES NOT OPERATING | | | | | | |
| OTHER | | | | | | |
| <u>TAXI</u> | | | | | | |
| TO TAKEOFF | | | | | | |
| FROM LANDING | | | | | | |
| OTHER | | | | | | |
| GROUND TAXI TO TAKEOFF | | | | | | |
| GROUND TAXI FROM LANDING | | | | | | |
| GROUND TAXI, OTHER | | | | | | |
| AERIAL TAXI TO TAKEOFF | | | | | | |
| AERIAL TAXI TO/FROM LANDING | | | | | | |
| AERIAL TAXI, OTHER | | | | | | |
| <u>TAKEOFF</u> | | | | | | |
| RUN | | | 1 | | 1 | 1 |
| INITIAL CLIMB | | | 1 | | 1 | 1 |
| VERTICAL | | | | | | |
| RUNNING (ROTORCRAFT/VTOL-STOL) | | | | | | |
| ABORTED (FIXED-WING) | | | | | | |
| ABORTED (ROTORCRAFT/VTOL) | | | | | | |
| ABORTED (ROTORCRAFT/STOL) | | | | | | |
| OTHER | | | | | | |
| <u>INFLIGHT</u> | | | | | | |
| CLIMB TO CRUISE | 1 | | | | 1 | 1 |
| NORMAL CRUISE | 7 | 2 | | | 9 | 9 |
| DESCENDING | 1 | | | | 1 | 1 |
| HOLDING (IFR) | | | | | | |
| HOVERING | | | | | | |
| POWER-ON DESCENT (ROTORCRAFT) | | | | | | |
| AUTOROTATIVE DESCENT | | | | | | |
| ACROBATICS | 3 | | | | 3 | 3 |
| BUZZING | 7 | 1 | | | 8 | 8 |

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

| FIRST OPERATIONAL PHASE | INJURY INDEX | | | | RECORDS | ACCIDENTS |
|-------------------------------|--------------|---------|-------|------|---------|-----------|
| | FATAL | SERIOUS | MINOR | NONE | | |
| UNCONTROLLED DESCENT | 4 | | | | 4 | 4 |
| EMERGENCY DESCENT | | | | | | |
| LOW PASS | 4 | | | | 4 | 4 |
| OTHER | 11 | | | | 11 | 11 |
| EN ROUTE TO TREAT CROP | | | | | | |
| EN ROUTE TO RELOADING AREA | | | | | | |
| SURVEY FIELD/AREA | | | | | | |
| STARTING SWATH RUN | | | | | | |
| SWATH RUN | | | | | | |
| FLAREOUT FOR SWATH RUN | | | | | | |
| PULLUP FROM SWATH RUN | | | | | | |
| PROCEDURE TURNAROUND | | | | | | |
| CLEANUP SWATH | | | | | | |
| MANEUVER TO AVOID OBSTRUCTION | | | | | | |
| RETURN TO STRIP | | | | | | |
| LANDING | | | | | | |
| TRAFFIC PATTERN-CIRCLING | | | | | | |
| FINAL APPROACH (VFR) | 1 | | | | 1 | 1 |
| INITIAL APPROACH | | | | | | |
| FINAL APPROACH (IFR) | 1 | | | | 1 | 1 |
| LEVEL OFF/TOUCHDOWN | | 1 | 1 | | 2 | 2 |
| ROLL (FIXED WING) | | | | | | |
| ROLL-ON/RUN-ON (ROTORCRAFT) | | | | | | |
| POWER-ON LANDING (ROTORCRAFT) | | | | | | |
| POWER-OFF AUTOROTATIVE LDG | | | | | | |
| GU-AROUND (VFR) | | | | | | |
| MISSED APPROACH (IFR) | | | | | | |
| OTHER | | | | | | |
| UNKNOWN/NOT REPORTED | | | | | | |
| RECORDS | 42 | 1 | 5 | 1 | 49 | |
| ACCIDENTS | 42 | 1 | 5 | 1 | | 49 |

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

1975
(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 49 TOTAL ACCIDENTS
INVOLVES 42 FATAL ACCIDENTS

| BROAD CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|-------------------------------------|-----------------|-------------|-------------|--------------------|------------|-------------|---------------|-------------|-------------|
| | CAUSE | FACTOR | TOTAL* | CAUSE | FACTOR | TOTAL* | CAUSE | FACTOR | TOTAL* |
| PILOT | 40 95.24 | 20 47.62 | 41 97.62 | 6 85.71 | 6 85.71 | 7 100.00 | 46 93.88 | 26 53.06 | 48 97.96 |
| PERSONNEL | .00 | 3 7.14 | 3 7.14 | .00 | .00 | .00 | .00 | 3 6.12 | 3 6.12 |
| AIRFRAME | .00 | .00 | .00 | .00 | .00 | .00 | .00 | .00 | .00 |
| LANDING GEAR | .00 | .00 | .00 | .00 | .00 | .00 | .00 | .00 | .00 |
| POWERPLANT | 1 2.38 | 1 2.38 | 2 4.76 | .00 | .00 | .00 | 1 2.04 | 1 2.04 | 2 4.08 |
| SYSTEMS | .00 | 1 2.38 | 1 2.38 | .00 | .00 | .00 | .00 | 1 2.04 | 1 2.04 |
| 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 | 9 21.43 | 9 21.43 | .00 | 2 28.57 | 2 28.57 | .00 | 11 22.45 | 11 22.45 |
| TERRAIN | .00 | 11 26.19 | 11 26.19 | 2 28.57 | .00 | 2 28.57 | 2 4.08 | 11 22.45 | 13 26.53 |
| MISCELLANEOUS | 4 9.52 | .00 | 4 9.52 | 1 14.29 | .00 | 1 14.29 | 5 10.20 | .00 | 5 10.20 |
| UNDETERMINED | 1 2.38 | .00 | 1 2.38 | .00 | .00 | .00 | 1 2.04 | .00 | 1 2.04 |

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

1975
(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 46 TOTAL ACCIDENTS

INVOLVES 42 FATAL ACCIDENTS

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|-----------|-----------|--------------------|----------|-----------|---------------|-----------|------------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| ** PILOT ** | | | | | | | | | |
| PILOT IN COMMAND | | | | | | | | | |
| ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | 2 | 1 | 3 | | | | 2 | 1 | 3 |
| RECAMF LOST/DISORIENTED | 1 | 1 | 2 | 1 | | 1 | 2 | 1 | 3 |
| CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | 5 | | 5 | | | | 5 | | 5 |
| DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | 1 | | 1 | | | | 1 | | 1 |
| EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT | 2 | | 2 | | | | 2 | | 2 |
| FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | 4 | | 4 | | | | 4 | | 4 |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED | 5 | | 5 | 2 | | 2 | 7 | | 7 |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | 2 | | 2 | | | 2 |
| IMPROPER OPERATION OF FLIGHT CONTROLS | 1 | | 1 | | | | 1 | | 1 |
| IMPROPER IN-FLIGHT DECISIONS OR PLANNING | 2 | | 2 | | | | 2 | | 2 |
| IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | 1 | | 1 | | | 1 |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | 1 | 3 | 4 | 1 | | 1 | | 3 | 4 |
| MISMANAGEMENT OF FUEL | 2 | | 2 | 2 | | 2 | 4 | | 4 |
| EXERCISED POOR JUDGMENT | | | | | 1 | 1 | | 1 | 1 |
| OPERATED CARELESSLY | 1 | | 1 | | | | 1 | | 1 |
| INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | 1 | | 1 | | | | 1 | | 1 |
| MISJUDGED DISTANCE AND SPEED | | | | 1 | | 1 | | | 1 |
| MISJUDGED DISTANCE AND ALTITUDE | 1 | | 1 | | | | 1 | | 1 |
| MISJUDGED ALTITUDE AND CLEARANCE | 5 | | 5 | | | | 5 | | 5 |
| MISJUDGED ALTITUDE | 4 | 1 | 5 | | | | 4 | 1 | 5 |
| MISJUDGED CLEARANCE | 3 | | 3 | | | | 3 | | 3 |
| INCAPACITATION | 4 | | 4 | | | | 4 | | 4 |
| PHYSICAL IMPAIRMENT | 22 | 15 | 37 | | 6 | 6 | 22 | 21 | 43 |
| SPATIAL DISORIENTATION | 8 | | 8 | | | | 8 | | 8 |
| PSYCHOLOGICAL CONDITION | 1 | | 1 | | | | 1 | | 1 |
| SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | 2 | | 2 | | | 2 |
| SUBTOTAL | 78 | 21 | 99 | 12 | 7 | 19 | 90 | 28 | 118 |
| CHECK PILOT | | | | | | | | | |
| INADEQUATE SUPERVISION OF FLIGHT | 1 | | 1 | | | | 1 | | 1 |
| PHYSICAL IMPAIRMENT | | 1 | 1 | | | | | 1 | 1 |
| SUBTOTAL | 1 | 1 | 2 | | | | 1 | 1 | 2 |
| ** PERSONNEL ** | | | | | | | | | |
| FLIGHT INSTRUCTOR | | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION | | | | | | | | | |
| INADEQUATE MAINTENANCE AND INSPECTION | | 2 | 2 | | | | | 2 | 2 |
| OPERATIONAL SUPERVISORY PERSONNEL | | | | | | | | | |
| WEATHER PERSONNEL | | | | | | | | | |
| INCORRECT WEATHER FORECAST | | 1 | 1 | | | | | 1 | 1 |
| TRAFFIC CONTROL PERSONNEL | | | | | | | | | |
| AIRPORT SUPERVISORY PERSONNEL | | | | | | | | | |
| AIRWAYS FACILITIES PERSONNEL | | | | | | | | | |
| PRODUCTION-DESIGN-PERSONNEL | | | | | | | | | |
| MISCELLANEOUS-PERSONNEL | | | | | | | | | |
| THIRD PILOT | | | | | | | | | |
| FLIGHT ENGINEER | | | | | | | | | |
| FLIGHT PERSONNEL | | | | | | | | | |
| DISPATCHING (AIR CARRIER ONLY) | | | | | | | | | |
| SUBTOTAL | | 3 | 3 | | | | | 3 | 3 |
| ** POWERPLANT ** | | | | | | | | | |
| ENGINE STRUCTURE | | | | | | | | | |
| IGNITION SYSTEM | | | | | | | | | |
| FUEL SYSTEM | | | | | | | | | |
| LUBRICATING SYSTEM | | | | | | | | | |

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| COOLING SYSTEM | | | | | | | | | |
| PROPELLER AND ACCESSORIES | | | | | | | | | |
| EXHAUST SYSTEM | | | | | | | | | |
| END PLATES | | | | | | | | | |
| ENGINE ACCESSORIES | | 1 | 1 | | | | | 1 | 1 |
| ENGINE CONTROLS | | | | | | | | | |
| POWERPLANT-INSTRUMENTS | | | | | | | | | |
| MISCELLANEOUS | | | | | | | | | |
| POWERPLANT FAILURE FOR UNDETERMINED REASONS | 1 | | 1 | | | | 1 | | 1 |
| REDUCTION GEAR ASSEMBLY | | | | | | | | | |
| COMPRESSOR ASSEMBLY | | | | | | | | | |
| COMBUSTION ASSEMBLY | | | | | | | | | |
| TURBINE ASSEMBLY | | | | | | | | | |
| ACCESSORY DRIVE ASSEMBLY | | | | | | | | | |
| LUBRICATING SYSTEM | | | | | | | | | |
| FUEL SYSTEM | | | | | | | | | |
| SAFETY SYSTEM | | | | | | | | | |
| IGNITION SYSTEM | | | | | | | | | |
| TORQUEMETER | | | | | | | | | |
| AIR BLEED | | | | | | | | | |
| EXHAUST SYSTEM | | | | | | | | | |
| THRUST REVERSER | | | | | | | | | |
| PROPELLER SYSTEM | | | | | | | | | |
| CONSTANT SPEED DRIVE | | | | | | | | | |
| POWER LEVER | | | | | | | | | |
| PROPELLER LEVER | | | | | | | | | |
| REVERSE THRUST LEVER | | | | | | | | | |
| ENGINE INDICATING EQUIPMENT | | | | | | | | | |
| ENGINE INSTALLATION | | | | | | | | | |
| SUBTOTAL | 1 | 1 | 2 | | | | 1 | 1 | 2 |
| ** SYSTEMS ** | | | | | | | | | |
| ELECTRICAL SYSTEM | | | | | | | | | |
| HYDRAULIC SYSTEM | | | | | | | | | |
| FLIGHT CONTROL SYSTEMS | | | | | | | | | |
| ANTI-ICING, DE-ICING SYSTEMS | | | | | | | | | |
| AIR CONDITIONING, HEATING AND PRESSURIZATION | | | | | | | | | |
| AUTO PILOT | | | | | | | | | |
| FIRE WARNING SYSTEM | | | | | | | | | |
| FIRE EXTINGUISHER SYSTEM | | | | | | | | | |
| OXYGEN SYSTEM | | | | | | | | | |
| OTHER SYSTEMS | | | | | | | | | |
| VACUUM SYSTEM | | 1 | 1 | | | | | 1 | 1 |
| SUBTOTAL | | 1 | 1 | | | | | 1 | 1 |
| ** WEATHER ** | | | | | | | | | |
| LOW CEILING | | 5 | 5 | | | | | 5 | 5 |
| RAIN | | 1 | 1 | | | | | 1 | 1 |
| FOG | | 4 | 4 | | | | | 4 | 4 |
| UNFAVORABLE WIND CONDITIONS | | | | 2 | | 2 | | | 2 |
| HIGH DENSITY ALTITUDE | | 1 | 1 | | | | | 1 | 1 |
| THUNDERSTORM ACTIVITY | | 1 | 1 | | | | | 1 | 1 |
| OTHER | | 1 | 1 | | | | | 1 | 1 |
| SUBTOTAL | | 13 | 13 | | 2 | 2 | | 15 | 15 |
| ** TERRAIN ** | | | | | | | | | |
| ROUGH/UNEVEN | | | | 1 | | 1 | 1 | | 1 |
| HIGH OBSTRUCTIONS | | 10 | 10 | 1 | | 1 | 1 | 10 | 11 |
| OTHER | | 1 | 1 | | | | | 1 | 1 |
| SUBTOTAL | | 11 | 11 | 2 | | 2 | 2 | 11 | 13 |
| ** MISCELLANEOUS ** | | | | | | | | | |
| UNDETERMINED | 1 | | 1 | | | | 1 | | 1 |
| EVASIVE MANEUVER TO AVOID COLLISION | 1 | | 1 | | | | 1 | | 1 |
| UNQUALIFIED PERSON OPERATED AIRCRAFT | 3 | | 3 | 1 | | 1 | 4 | | 4 |
| SUBTOTAL | 5 | | 5 | 1 | | 1 | 6 | | 6 |
| GRAND TOTAL | 15 | 51 | 136 | 15 | 9 | 24 | 100 | 60 | 160 |

| DETAILED CAUSE/FACTOR | CAUSE/FACTOR TABLE | | | | | | | | |
|---|--------------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| ** MISCELLANEOUS ACTS, CONDITIONS ** | | | | | | | | | |
| POOR WELD | | 1 | 1 | | | | | 1 | 1 |
| DOWNWIND | | | | 2 | 2 | | | 2 | 2 |
| UNWARRANTED LOW FLYING | 5 | 4 | 9 | 1 | 1 | | 5 | 5 | 10 |
| FLEW INTO BLIND CANYON | 1 | 2 | 1 | | | | 1 | | 1 |
| STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | 2 | 2 | 2 | 2 | | | 4 | 4 |
| IMPROPER ALIGNMENT/ADJUSTMENT | | 1 | 1 | | | | | 1 | 1 |
| SEPARATION IN FLIGHT | | 2 | 2 | | | | | 2 | 2 |
| PILOT FATIGUE | | 3 | 3 | | | | | 3 | 3 |
| FUEL EXHAUSTION | 2 | | 2 | 2 | | 2 | 4 | | 4 |
| ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | 27 | 15 | 42 | | 7 | 7 | 27 | 22 | 49 |
| CARBON MONOXIDE POISONING | | 1 | 1 | | | | | 1 | 1 |
| SUNGLARE | | 1 | 1 | | | | | 1 | 1 |
| AIRCRAFT CAME TO REST IN WATER | | 5 | 5 | | 1 | 1 | | 6 | 6 |
| OVERLOAD FAILURE | | 1 | 1 | | 2 | 2 | | 3 | 3 |

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

LISTING OF ACCIDENTS
INVOLVING
ALCOHOL AS A CAUSE/FACTOR
U.S. GENERAL AVIATION
1975
(IN FILE ORDER SEQUENCE)

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | MAKE | AIRCRAFT MODEL | INJURY INDEX |
|----------------|---------------------|--------|--------------------|----------|-------------------|-----------------|
| 3 0074 | N85238 | 021175 | COY, AR | AERONCA | 74C | SERIOUS |
| 3 0198 | N167SP | 013175 | HARTSFLE, AL | PIPER | PA-28 | FATAL |
| 3 0297 | N11644 | 030275 | NISMAY, MT | RELIANCA | 7GCBC | MINOR |
| 3 0353 | N8043L | 013175 | BAKERSFIELD, CA | CESSNA | 172H | FATAL |
| 3 0505 | N1371 | 030775 | GALVESTON, TX | BEECH | N35 | MINOR |
| 3 0510 | N9570 | 013075 | DAGGETT, CA | BEECH | N35 | FATAL |
| 3 0592 | N93047 | 021675 | DESTIN, FL | CESSNA | 210 | FATAL |
| 3 0609 | N36620 | 032275 | TROY, OH | BEECH | A23 | FATAL |
| 3 0813 | N9618X | 030175 | LK. HAVASU CTY, AZ | CESSNA | 210B | FATAL |
| 3 0837 | N25T | 031575 | WONDERVIL, CO | BEECH | 58 | FATAL |
| 3 0877 | N1700P | 033175 | VALLEY PARK, MS | PIPER | PA-22 | FATAL |
| 3 0920 | N3436V | 031775 | TAYLOR, AZ | CESSNA | 195 | NONE |
| 3 0968 | N6010T | 051275 | CARSON CITY, NV | CESSNA | 150 | MINOR |
| 3 1058 | N70590 | 051075 | NMARATHON, FL | CESSNA | 172L | FATAL |
| 3 1089 | N3544K | 031675 | SCHAFERSTOWN, PA | PIPER | PA-28 | MINOR |
| 3 1168 | N4456Y | 052575 | CAMERON, TX | PIPER | PA-25 | FATAL |
| 3 1293 | N5646S | 050175 | NMORFENG, CA | BEECH | 35-C33 | FATAL |
| 3 1313 | N7030D | 060675 | GORE, OK | PIPER | PA-22 | FATAL |
| 3 1472 | N4956T | 070275 | NSHOW LOW, AZ | CESSNA | 411 | FATAL |
| 3 1633 | N5778G | 062175 | CHESWOLD, DE | CESSNA | 150 | FATAL |
| 3 2091 | N5917F | 031275 | NANDYTOWN, FL | CESSNA | 210G | FATAL |

LISTING OF ACCIDENTS
INVOLVING
ALCOHOL AS A CAUSE/FACTOR
U.S. GENERAL AVIATION
1975
(IN FILE ORDER SEQUENCE)

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | PILOT NAME | MODEL | INJURY INDEX |
|----------------|---------------------|--------|-------------------|---------------|--------|-----------------|
| 3 2093 | N3415N | 051875 | DAMASCUS,GA | PIPER | J3C-65 | FATAL |
| 3 2112 | N2359Z | 061175 | KENLY,NC | BEECH | 23 | FATAL |
| 3 2114 | N4362J | 070975 | BUENA VISTA,OH | PIPER | PA-28 | FATAL |
| 3 2119 | N7176L | 060775 | NEAJARDO,PR | GRUM AMER | AA-5 | FATAL |
| 3 2173 | N2764M | 072675 | RAYTOWN,TX | PIPER | PA-12 | FATAL |
| 3 2371 | N9356G | 050475 | HOLBROOK,AZ | CESSNA | 182P | FATAL |
| 3 2419 | N6178D | 090675 | MHAWTHORNE,NV | PIPER | PA-22 | FATAL |
| 3 2524 | N14328 | 081775 | GALLATIN,TN | PIPER | PA-18 | FATAL |
| 3 2861 | N3279B | 090775 | CATACT,WI | PIPER | PA-22 | FATAL |
| 3 2865 | N16252 | 090175 | CLANTON,AL | PIPER | PA-28 | MINOR |
| 3 2982 | N444CM | 102575 | VISALIA,CA | CESSNA | 182P | FATAL |
| 3 3016 | N1247X | 092975 | FREEMASON ISLD,LA | MOONEY | M20E | FATAL |
| 3 3024 | N4575M | 101775 | NTURNER,MT | PIPER | PA-11 | FATAL |
| 3 3179 | N115T | 082375 | NSTUTTIGART,AR | PIPER | PA-18 | FATAL |
| 3 3212 | N9165G | 101175 | BAKER,MT | CESSNA | 182M | FATAL |
| 3 3224 | N3543P | 102775 | EDNA,TX | PIPER | PA-22 | FATAL |
| 3 3439 | N2844U | 042775 | TAMPA BAY,FL | CESSNA | 172D | FATAL |
| 3 3565 | N22234 | 081775 | STAMFORD,CT | CESSNA | 172M | FATAL |
| 3 3603 | N177T | 090175 | ATKINSON,KS | PIPER | PA-18 | FATAL |
| 3 3614 | N6177F | 090175 | CHARLOTTE,NC | CESSNA | 210J | FATAL |
| 3 3666 | N66233 | 080375 | WILMINGTON,MA | N.AMERICAN | SNJ-3 | FATAL |

LISTING OF ACCIDENTS
INVOLVING
ALCOHOL AS A CAUSE/FACTOR
U.S. GENERAL AVIATION
1975
(IN FILE ORDER SEQUENCE)

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX |
|----------------|---------------------|--------|-------------------|------------------|-------|-----------------|
| 3 3695 | N237D | 100375 | NMCCAMEY, TX | BEECH | V35A | FATAL |
| 3 3810 | N8494T | 122875 | PENCIL BLUFF, AR | CESSNA | 182C | FATAL |
| 3 3852 | N6413U | 122775 | NSTRAWBERRY, AR | MOONEY | M20C | FATAL |
| 3 3870 | N6237V | 101675 | NDIBOLL, TX | BEECH | V35 | FATAL |
| 3 3941 | N7427K | 112175 | LIGHTHOUSE PT, FL | PIPER | PA-20 | FATAL |
| 3 4002 | N91A | 122475 | BLOSERVILLE, PA | BEECH | D18S | FATAL |
| 3 4154 | N5820P | 090275 | ELBURN, IL | PIPER | PA-24 | FATAL |

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING

ALCOHOL AS A CAUSE/FACTOR

U.S. GENERAL AVIATION

1975

(IN STATE AND DATE ORDER)

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/W | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------|---|---|---------------------------------------|---|--|
| 3-0198 | 1/31/75 TIME - 1945 | HARTSELLE, AL | PIPER PA-28 N167SP DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 33, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT STEPHENSON, AL | INTENDED DESTINATION GUNTERSVILLE, AL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | | PHASE OF OPERATION IN FLIGHT OTHER | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT FACTOR(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED FIRE AFTER IMPACT REMARKS- BLOOD ALCOHOL LEVEL 0.31 PERCENT. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|--------------------|---|------------------------|---|--|
| 3-2865 | 9/1/75 TIME - 2100 | CLANTON, AL | PIPER PA-28 N16252 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 22, 90 TOTAL HOURS, 45 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GRAGG FIELD DEPARTURE POINT INTENDED DESTINATION PAINTON, MO SELMA, AL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - HIGH OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- STRONG SMELL OF ALCOHOL DETECTED, PLT REFUSED BLOOD ALCOHOL TEST. | | | | | | |
| 3-0813 | 3/1/75 TIME - 1149 | LK. HAVASU CTY, AZ | CESSNA 210B N9618X DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 600 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LAKE HAVASU DEPARTURE POINT INTENDED DESTINATION LK. HAVASU CTY, AZ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISSING AIRCRAFT - LATER RECOVERED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------|--|------------------------|---|---|
| 3-0920 | 3/17/75 TIME - 1620 | TAYLOR, AZ | CESSNA 195 N3436V DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 2100 TOTAL HOURS, 1850 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TAYLOR DEPARTURE POINT CHEVELON, AZ TYPE OF ACCIDENT OVERSHOOT NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 50 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE REMARKS- GUSTS 15K. PLT SAID HE HAD BEEN DRINKING. | | | | | | |
| INTENDED DESTINATION LOCAL PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES 90 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| 3-2371 | 5/4/75 TIME - 2110 | HOLBROOK, AZ | CESSNA 182P N9356G DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 39, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - HOLBROOK DEPARTURE POINT YOUNG, AZ TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT PILOT IN COMMAND - SPATIAL DISORIENTATION MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE REMARKS- PILOT OBSERVED DRINKING AND ADVISED NOT TO FLY. HE TOOK OFF INDICATING ONE LDG PT, FLEW TO ANOTHER. | | | | | | |
| INTENDED DESTINATION UNKNOWN/NOT REPORTED PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--|---|--|---|--|
| 3-1472 | 7/2/75 TIME - 0935 | NR.SHOW LOW.AZ | CESSNA 411 N4956T DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS FERRY | AIRLINE TRANSPORT, AGE 44, 10000 TOTAL HOURS, 58 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT FLAGSTAFF,AZ | INTENDED DESTINATION SILVER CITY,NM | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS.CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | | |
| FACTOR(S) PILOT IN COMMAND - MISJUDGED ALTITUDE FIRE AFTER IMPACT | | | | | | |
| REMARKS- PEAK GUSTS 15K.PILOT SUFFERED HEART ATTACK AT UNDET TIME.ALCOHOL CONTENT 0.26 PCT. | | | | | | |
| 3-0074 | 2/11/75 TIME - 1700 | COY.AR | AERONCA 7AC NR523B DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 51, 4000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WALLS STRIP DEPARTURE POINT COY.AR | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT STALL | | PHASE OF OPERATION IN FLIGHT BUZZING | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS.CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS.CONDITIONS - UNWARRANTED LOW FLYING MISCELLANEOUS ACTS.CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | | | | | |
| REMARKS- SERUM ALCOHOL LVL 95.6 MG PCT.UNAUTH FLT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|----------|--|---|--|---|---|
| 3-3179 | 8/23/75 | NR-STUTTGART, AR TIME - 1545 | PIPER PA-18 N115T DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- 2 0 0 PX- 0 0 0 | INSTRUCTIONAL CHECK | PRIVATE, AGE 40, 338 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT STUTTGART, AR | | PHASE OF OPERATION IN FLIGHT OTHER | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE CHECK PILOT - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) CHECK PILOT - PHYSICAL IMPAIRMENT PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - CARBON MONOXIDE POISONING MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT POWERPLANT - EXHAUST SYSTEM END PLATES MISCELLANEOUS ACTS, CONDITIONS - POOR WELD PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION MISSING AIRCRAFT - LATER RECOVERED REMARKS- CK PLT CO LVL 15%, OTR PLT HAD 20% WITH BLOOD ALCOHOL LVL 59MG%. RECOVERY DATE 8/24/75. | | | | | | |
| 3-3852 | 12/27/75 | NR-STRAWBERRY, AR TIME - 1940 | MOONEY M20C N6413U DAMAGE-DESTROYED INTENDED DESTINATION BATESVILLE, AR | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 119 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT WALNUT RIDGE, AR | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION BROKEN | | CEILING AT ACCIDENT SITE 1600 | | |
| | | VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | TEMPERATURE-F 36 | | |
| | | WIND DIRECTION-DEGREES 70 | | WIND VELOCITY-KNOTS 5 | | |
| | | TYPE OF WEATHER CONDITIONS IFR | | TYPE OF FLIGHT PLAN NONE | | |
| REMARKS- RECOVERY DATE 12/30/75. PLT BLOOD ALCOHOL LVL 0.57%. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|---|---|---|---|--|
| 3-3810 | 12/28/75 TIME - 1000 | PENCIL BLUFF, AR | CESSNA 182C N8494T DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 925 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT FT WORTH, TX | INTENDED DESTINATION ROONEVILLE, AR | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT PERSONNEL - WEATHER PERSONNEL INCORRECT WEATHER FORECAST WEATHER - LOW CEILING WEATHER - FOG MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OBSCURATION | CEILING AT ACCIDENT SITE 0 | | | |
| | | VISIBILITY AT ACCIDENT SITE ZERO | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | TEMPERATURE-F 48 | | | |
| | | WIND DIRECTION-DEGREES 110 | WIND VELOCITY-KNOTS 6 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- HIT BLO MTN RIDGE. RECOVERY DATE 12/31/75. PLT BLOOD ALCOHOL LVL 111MG%. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|--|---|
| 3-0510 | 1/30/75 TIME - 1536 | DAGGETT, CA | BEECH N35 N9570 DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | NONCOMMERCIAL- PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 1132 TOTAL HOURS, 138 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BARSLOW DAGGETT DEPARTURE POINT INTENDED DESTINATION LAS VEGAS, NV SAN JOSE, CA TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT OTHER IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT WEATHER - OTHER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED 800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 47 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 290 17 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- ENTERED CLOUD BANK ABT 3000FT AGL, LOST CTL, BOTH STARS & L WG FAILED, PLT BLOOD ALC LVL 0.192 PCT. | | | | | | |
| 3-0353 | 1/31/75 TIME - 0235 | BAKERSFIELD, CA | CESSNA 172H NR043L DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 39, 7956 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MEADOWS FIELD DEPARTURE POINT INTENDED DESTINATION BAKERSFIELD, CA LOCAL TYPE OF ACCIDENT STALL SPIN PHASE OF OPERATION IN FLIGHT OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- PLT BLOOD ALC LVL .09PCT. | | | | | | |

BRIFFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|---|--|---|---|---|
| 3-1293 | 5/1/75 TIME - 0515 | NR MORENO, CA | REFCH 35-C33 N5646S DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 1 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 554 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT PALM SPRINGS, CA | INTENDED DESTINATION FL MONTE, CA | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | |
| <p>PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS/CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS/CONDITIONS - FLEW INTO BLIND CANYON</p> | | | | | | |
| <p>FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS</p> | | | | | | |
| <p>REMARKS- ACFT FLOWN INTO BOX CANYON. PLT BLOOD ALCOHOL LVL 0.269 PCT.</p> | | | | | | |
| 3-2982 | 10/25/75 TIME - 2025 | VISALIA, CA | CFSSNA 1R2P N444CM DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 278 TOTAL HOURS, 55 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - VISALIA | | PHASE OF OPERATION IN FLIGHT BUZZING | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | |
| <p>PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS/CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS/CONDITIONS - UNWARRANTED LOW FLYING</p> | | | | | | |
| <p>FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS</p> | | | | | | |
| <p>REMARKS- HIT TREE 65FT AGL. PLT BLOOD ALCOHOL LVL 0.16PCT</p> | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|---|--|
| 3-0837 | 3/15/75 TIME - 2053 | WONDERVIL, CO | BEECH 58 N25T DAMAGE-DESTROYED INTENDED DESTINATION STEAMBOAT SPRINGS, CO | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 54, 3400 TOTAL HOURS, 120 IN TYPE, INST. RENT RATED. |
| DEPARTURE POINT DENVER, CO | | | | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | | | PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE IN FLIGHT OTHER | | | |
| <p>PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING</p> <p>FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT TERRAIN - HIGH OBSTRUCTIONS WEATHER - HIGH DENSITY ALTITUDE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED</p> <p>SKY CONDITION CLEAR</p> <p>VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)</p> <p>OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE</p> <p>TYPE OF FLIGHT PLAN VFR</p> <p>CEILING AT ACCIDENT SITE UNLIMITED</p> <p>PRECIPITATION AT ACCIDENT SITE NONE</p> <p>TYPE OF WEATHER CONDITIONS VFR</p> <p>REMARKS- RECOVERY DATE 3/16/75, DENSITY ALT 9500 FT, BLOOD ALC LVL .072 PCT, L ENG QUIT, TURNED INTO HI TERRAIN.</p> | | | | | | |
| 3-3565 | 3/17/75 TIME - 0150 | STAMFORD, CT | CESSNA 172M N22734 DAMAGE-DESTROYED INTENDED DESTINATION RETURN | CR- 1 0 0 PX- 0 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 27, 112 TOTAL HOURS, 15 IN TYPE, NIT INSTRUMENT RATED. |
| DEPARTURE POINT FARMINGDALE, NY | | | LAST ENROUTE STOP WHITE PLAINS, NY | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| <p>PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT</p> <p>FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER</p> <p>REMARKS- BLOOD ALCOHOL LVL 150 MG PCT, ACFT ORSD IN SERIES OF DIVES AND CLMS AFR CRASH INTO WATER.</p> | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|--|---|---|--|
| 3-1633 | 6/21/75 TIME - 1858 | CHESWOLD, DE | CESSNA 150 N5778G DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 59, 203 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MIDDLETOWN, DE | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT OTHER | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- BLOOD ALCOHOL LVL .33 PCT. ACFT ORSD AT LOW ALT FLT DESCRIBED AS ERRATIC VARYING BTW 200-800 FT. | | | | | | |
| 3-0592 | 2/16/75 TIME - 0115 | DEFTIN, FL | CESSNA 210 N93047 DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 75 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - DEFTIN-FT WALTON DEPARTURE POINT DEFTIN, FL | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT STALL SPIN | | PHASE OF OPERATION IN FLIGHT OTHER | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - SELF-HELP, PILOT CHECKED WEATHER DATA WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE GROUND FOG WIND DIRECTION-DEGREES 130 TYPE OF WEATHER CONDITIONS BELOW MINIMUMS FIRE AFTER IMPACT REMARKS- BLOOD ALCOHOL LVL 47MG%, GASTRIC CONTENT 271MG%, CRASHED 1/4MI FM DEPARTURE ARPT, FLT PHASE UNKNOWN. | | | | | | |
| | | | | CEILING AT ACCIDENT SITE 200 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 64 WIND VELOCITY-KNOTS 8 TYPE OF FLIGHT PLAN NONE | | |

PRIFTS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|--|--|---|--|
| 3-2091 | 3/12/75 | NR. ANDYTOWN, FL TIME - 0100 | CESSNA 210G N5917F DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, 141 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT FT LAUDERDALE, FL | INTENDED DESTINATION NAPLES, FL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| <p>PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- MUSCLE-ETHYL ALCOHOL LVL 0.13%, UNLIGHTED TERRAIN.</p> | | | | | | |
| 3-3439 | 4/27/75 | TAMPA BAY, FL TIME - UNK/NR | CESSNA 172D N2844H DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 16, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ST PETERSBURG, FL | INTENDED DESTINATION UNKNOWN/NOT REPORTED | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT OTHER | | |
| <p>PROBABLE CAUSE(S) MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- ACFT CRASHED INTO ART 15 FT OF WATER, UNKNOWN VICTIM FOUND 4/28/75. STOLEN ACFT FOUND 9/22/75.</p> | | | | | | |
| 3-1058 | 5/10/75 | NR. MARATHON, FL TIME - 0310 | CESSNA 172L N70590 DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 191 TOTAL HOURS, 115 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MARATHON, FL | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT OTHER | | |
| <p>PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- ALCOHOL LVL 0.19 PCT, ACFT STRUCK WATER SLTLY NODS, OWN. 1 WING LOW ATTITUDE.</p> | | | | | | |

BRIFFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | | FLIGHT PURPOSE | PILOT DATA | |
|--|----------|----------------------------------|---|--|---|---|-------------------|---|---|
| 3-3941 | 11/21/75 | LIGHTHOUSE PT, FL TIME - 0542 | PIPER PA-20 N7427K DAMAGE-DESTROYED | CR- | 1 | 0 | 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 40, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - POMPANO AIR PARK DEPARTURE POINT FT LAUDERDALE, FL TYPE OF ACCIDENT - COLLIDED WITH WIRES/POLES | | | INTENDED DESTINATION AVON PARK, FL | PHASE OF OPERATION IN FLIGHT RUZZING | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FIRE AFTER IMPACT REMARKS- BLOOD ALCOHOL 0.13 PER CENT. | | | | | | | | | |
| 3-2093 | 5/18/75 | DAMASCUS, GA TIME - 1915 | PIPER J3C-65 N3415N DAMAGE-DESTROYED | CR- | 1 | 0 | 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 27, 2 TOTAL HOURS, 0 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT DAMASCUS, GA TYPE OF ACCIDENT COLLIDED WITH TREES | | | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT RUZZING | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING REMARKS- PLT BLOOD ALCOHOL LVL 0.1364%. | | | | | | | | | |
| 3-4154 | 9/2/75 | ELRURN, IL TIME - 2020 | PIPER PA-24 N5820P DAMAGE-DESTROYED | CR- | 1 | 0 | 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 31, 566 TOTAL HOURS, 139 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT WEST CHICAGO, IL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | | | INTENDED DESTINATION LOCAL CONTROLLED | PHASE OF OPERATION IN FLIGHT DESCENDING | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- CRASHED 12MI FRM ARPT DRG STRAIGHT-IN VFR APCN, PLT BLOOD ALCOHOL LVL 88MG%, GASTRIC CONTENT 561MG%. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---|--|--|---|--|
| 3-3603 | 9/1/75 TIME - 0120 | ATKINSON,KS | PIPER PA-18 N177T DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 44, 800 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ATKINSON,KS | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL SPIN | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT NORMAL CRUISE | | | |
| <p>PROBABLE CAUSE(S)</p> <p>PILOT IN COMMAND - PHYSICAL IMPAIRMENT</p> <p>PILOT IN COMMAND - MISMANAGEMENT OF FUEL</p> <p>MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION</p> <p>MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT</p> <p>PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED</p> <p>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE</p> <p>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND</p> <p>REMARKS- BLOOD ALCOHOL LVL .284 PCT. PLT DISCUSSED FUEL QUANTITY BFR TKOF DTHND L TANK NEAR EMPTY, SELECT L.</p> | | | | | | |
| 3-3016 | 9/29/75 TIME - 1935 | FREEMASON ISLD,LA | MOONEY M20C N1247X DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 43, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FREEMASON DEPARTURE POINT FREEMASON ISLD,LA | INTENDED DESTINATION NEW ORLEANS,LA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT LOW PASS | | |
| <p>PROBABLE CAUSE(S)</p> <p>PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL</p> <p>PILOT IN COMMAND - MISJUDGED ALTITUDE</p> <p>PILOT IN COMMAND - PHYSICAL IMPAIRMENT</p> <p>MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT</p> <p>FACTOR(S)</p> <p>MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER</p> <p>REMARKS- PLT TOOK OFF AT DUSK, FLEW OVR ISLAND 75FT AGL & DESCND INTO WATER, BLOOD ALCOHOL LVL 0.151 PCT.</p> | | | | | | |
| 3-3666 | 8/3/75 TIME - 1555 | LITLINGTON,MA | N. AMERICAN SNJ-3 N66233 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 450 TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT BEDFORD,MA | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT AEROBATICS | | | |
| <p>PROBABLE CAUSE(S)</p> <p>PILOT IN COMMAND - PHYSICAL IMPAIRMENT</p> <p>PILOT IN COMMAND - PSYCHOLOGICAL CONDITION</p> <p>MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT</p> <p>FIRE AFTER IMPACT</p> <p>REMARKS- BLOOD ALCOHOL .18%. NOTE FOUND ON PLT WITH THE WORDS-I THEREFORE WANT TO DIE.</p> | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|---------|---|--|--|---|--|
| 3-0877 | 3/31/75 | VALLEY PARK, MS | PIPER PA-22 N1700P DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 42, 47 TOTAL HOURS, 34 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LAKE PROVIDENCE, LA | INTENDED DESTINATION UNKNOWN/NOT REPORTED | PHASE OF OPERATION IN FLIGHT OTHER IN FLIGHT OTHER | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PRE FLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS - ELASIVE MANUEVER TO AVOID COLLISION | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- BLOOD ALCOHOL LVL .216 PCT. ACFT ORSVD AT LOW ALT PRIOR TO CLB TO AVOID PWR LINES. | | | | | | |
| 3-0297 | 3/2/75 | NR. ISMAY, MT | BELLANCA 7GCBC N11644 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 24. UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ISMAY, MT | INTENDED DESTINATION UNKNOWN/NOT REPORTED | PHASE OF OPERATION TAKEOFF RUM TAKEOFF RUM | | |
| | | TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE GEAR COLLAPSED | | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT | | | | | | |
| FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| REMARKS- UNAUTH FLT. PLT UNCERTIFICATED. PLT & PAX HAD BEEN DRINKING. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|--|-----------|---|------------------------|---|---|
| 3-3212 | 10/11/75 TIME - 1735 | BAKER, MT | CESSNA 182N N9165G DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 7250 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BAKER MUNI DEPARTURE POINT INTENDED DESTINATION BAKER, MT SKY RANCH, SD TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION SYSTEMS - OTHER SYSTEMS VACUUM SYSTEM MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT FIRE AFTER IMPACT REMARKS- DFP TURN L, THEN ROLLED INTO STEEP DESCENDING R TURN. PLT BLOOD ALC 284MG%. VAC REG ADJUST SET LOW. | | | | | | |
| 3-3024 | 10/17/75 NR, TURNER, MT TIME - 1550 | | PIPER PA-11 N4575M DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | MISCELLANEOUS SEARCH AND RESCUE | COMMERCIAL, AGE 40, 717 TOTAL HOURS, 373 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FOHNS RANCH STRIP DEPARTURE POINT INTENDED DESTINATION TURNER, MT LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN IN FLIGHT OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FIRE AFTER IMPACT REMARKS- LOW ALT SEARCH, CIRCLING NR MISSING CHILD. PLT BLOOD ALC 316MG%. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|-------------------|--|------------------------|---|--|
| 3-096R | 5/12/75 TIME - 1345 | CARSON CITY, NV | CESSNA 150 N6010T DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 297 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| <p>NAME OF AIRPORT - CARSON CITY DEPARTURE POINT SONORA, CA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN</p> <p>INTENDED DESTINATION ELKO, NV</p> <p>LAST ENROUTE STOP CARSON CITY, NV PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL</p> <p>PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS</p> <p>FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT</p> <p>SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 70 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE</p> <p>CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT QUARTERING TAIL WIND 203-247 DEGREES WIND DIRECTION-DEGREES 45 TYPE OF WEATHER CONDITIONS VFR</p> | | | | | | |
| 3-2419 | 9/6/75 TIME - 1345 | NR. HAWTHORNE, NV | PIPER PA-22 N617RD DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 250 TOTAL HOURS, 213 IN TYPE, NOT INSTRUMENT RATED. |
| <p>DEPARTURE POINT SO. LAKE TAHOE, CA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED</p> <p>INTENDED DESTINATION HAWTHORNE, NV</p> <p>LAST ENROUTE STOP FLYING M RANCH PHASE OF OPERATION IN FLIGHT NORMAL CRUISE</p> <p>PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE</p> <p>FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE</p> <p>REMARKS- FLEW INTO SLOPE OF MTN RIDGE. PLT HAD MODERATE ATHEROSCLEROSIS. BLOOD ALCOHOL LVL 0.051 PCT.</p> | | | | | | |

BRIFFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES -SF S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---------------|---|------------------------|---|--|
| 3-2112 | 6/11/75 TIME - 1629 | KENLY, NC | BFECB 23 N2359Z DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 29, 200 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| <p>DEPARTURE POINT KENLY, NC</p> <p>INTENDED DESTINATION UNKNOWN/NOT REPORTED</p> <p>TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED</p> <p>PHASE OF OPERATION IN FLIGHT LOW PASS</p> <p>PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- BLOOD ALCOHOL LVL 60 MG PCT. PLTS FATHER IN VICINITY OBSVD ACFT IN SLOW L CIRCLE RFR OSCNT.</p> | | | | | | |
| 3-3614 | 9/1/75 TIME - 0715 | CHARLOTTE, NC | CESSNA 210J N6177F DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 900 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| <p>NAME OF AIRPORT - DOUGLAS MINT</p> <p>DEPARTURE POINT MYRTLE BEACH, SC</p> <p>INTENDED DESTINATION CHARLOTTE, NC</p> <p>TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED</p> <p>PHASE OF OPERATION LANDING FINAL APPROACH</p> <p>PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT</p> <p>SKY CONDITION OVERCAST</p> <p>CEILING AT ACCIDENT SITE 500</p> <p>VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS</p> <p>PRECIPITATION AT ACCIDENT SITE RAIN</p> <p>OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG</p> <p>TYPE OF WEATHER CONDITIONS IFR</p> <p>TYPE OF FLIGHT PLAN IFR</p> <p>REMARKS- BLOOD ALCOHOL LEVEL 0.234 PCT. PLT GIVEN VECTORS CLRO FOR ILS APCH. ACFT OBSVD DEVIATING FM LOC.</p> | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|-----------------|---|------------------------|---|---|
| 3-0609 | 3/22/75 TIME - 2130 | TROY, OH | BEECH A23 N36620 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, UNK/NR TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TROY SKYPARK DEPARTURE POINT INTENDED DESTINATION TROY, OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S): PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- PILOTS BLOOD ALCOHOL LVL 207 MG PCT. HIT 80FT TALL TREES SHORT OF RWY. | | | | | | |
| 3-2114 | 7/9/75 TIME - 2020 | RIENA VISTA, OH | PIPER PA-28 N4362J DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 57, 1000 TOTAL HOURS, 650 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION SARINA, OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT BUZZING PROBABLE CAUSE(S): PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT TERRAIN - HIGH OBSTRUCTIONS REMARKS- HIT PWR LINES. BLOOD ALCOHOL LVL 0.077%. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|--------------------------------------|---|---|---|--|
| 3-1313 | 6/6/75 TIME - 1415 | GORE, OK | PIPER PA-22 N7030D DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 41. 10 TOTAL HOURS. 7 IN TYPE. NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT WEBBERS FALLS, OK | INTENDED DESTINATION LOCAL | PHASE OF OPERATION IN FLIGHT BUZZING | | |
| TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- PLT NOT ENDORSED FOR SOLO. PLT BLOOD ALCOHOL LVL 152 MG PCT. HIT GUY WIRE 65FT AGL. | | | | | | |
| 3-1089 | 3/16/75 TIME - 2010 | SCHAFFERSTOWN, PA | PIPER PA-28 N3544K DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 0 | INSTRUCTIONAL TRAINING | PRIVATE, AGE 44. 122 TOTAL HOURS. 114 IN TYPE. NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - KELLER BROS | INTENDED DESTINATION LANCASTER, PA | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL | | |
| DEPARTURE POINT CHAMBERSBURG, PA | | | | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN | | | | | | |
| FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- BLOOD TEST PERFORMED IN HOSPITAL. VALUE NOT RPTD OR CONFIRMED UNDER THE INFLUENCE OF ALCOHOL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-------------------------|--|---|--|---|--|
| 3-4002 | 12/24/75 TIME - 1846 | BLOSERVILLE, PA | BEECH D18S N91A DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 60, 15314 TOTAL HOURS, 6063 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT READING, PA | INTENDED DESTINATION ALTONNA, PA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- BLOOD ALCOHOL 91-98 MG PER CENT. | | | | | | |
| 3-2524 | 8/17/75 TIME - 0028 | GALLATIN, TN | PIPER PA-18 N1432R DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 59, 2140 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT GALLATIN, TN | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT TERRAIN - HIGH OBSTRUCTIONS WEATHER - THUNDERSTORM ACTIVITY | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TYPE OF WEATHER CONDITIONS VFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- BLOOD ALCOHOL LVL 0.100 PCT. FLOAT FOPD. STRUCK WIRES CROSSING LAKE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|------------------------|---------------|---|------------------------|---|---|
| 3-0505 | 3/7/75 TIME - 2253 | GALVESTON, TX | BEECH N35 N1371 DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 4000 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SCHOLES FIELD DEPARTURE POINT INTENDED DESTINATION GALVESTON, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - DOWNDOWN MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- PLT MADE DOWNDOWN TKOF ON SHORT TAXIWAY. POLICE STATED PLT HAD BEEN DRINKING. HIT DRAINAGE CANAL. | | | | | | |
| 3-1168 | 5/25/75 TIME - 1300 | CAMERON, TX | PIPER PA-25 N4455Y DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 44, 10240 TOTAL HOURS, 3500 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CAMERON AIRPORT DEPARTURE POINT INTENDED DESTINATION CAMERON, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT AEROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- LOST CTL DUE LOW LVL MANUEVER. PLT BLOOD ALCOHOL LVL .373 PCT. | | | | | | |

BRIFFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|------------------------|---|--|------------------------|---|---|
| 3-2173 | 7/26/75 TIME - 2016 | BAYTOWN, TX | PIPER PA-12 N2764M DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 39, 150 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT BAYTOWN, TX | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | PHASE OF OPERATION IN FLIGHT BUZZING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- HIT 30FT LT POLE, PLT BLOOD ALCOHOL LVL 292 MG PCT. | | | | | | |
| 3-3695 | 10/3/75 TIME - 2042 | NR. MCCAMEY, TX | BEECH V35A N2370 DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 55, 6500 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MCCAMEY, TX | INTENDED DESTINATION SAN ANGELO, TX | | | |
| | | TYPE OF ACCIDENT STALL | PHASE OF OPERATION IN FLIGHT AEROBATICS | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING TERRAIN - OTHER | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- PLT BLOOD ALCOHOL LVL 0.128PCT. SPARSE GRND LTC IN AREA. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--------------|----------------------|--------------------------------|--------------------------|---------------------------|
| 3-3870 | 10/16/75 | NR.DIBOLL.TX | BEECH V35 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 45, 263 |
| | TIME - 1820 | | N6237 | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 102 IN TYPE- |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | ARLINGTON, TX | | NACOGDOCHES, TX | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | AIRFRAME FAILURE | IN FLIGHT | | IN FLIGHT | OTHER | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | |
| | PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | |
| | FACTOR(S) | | | | | |
| | PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - RAIN | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | OVERCAST | | | 1000 | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | 3 MILES OR LESS | | | RAIN, RAIN SHOWERS | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TYPE OF WEATHER CONDITIONS | | |
| | FOG | | | IFR | | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | REMARKS- PLT BLOOD ALCOHOL LVL 0.114%. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--|-------------------------|--------------|---|------------------------|---|--|
| 3-3224 | 10/27/75 TIME - 1943 | EDNA, TX | PIPER PA-22 N3543P DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 45, 500 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - JACKSON COUNTY DEPARTURE POINT INTENDED DESTINATION ALIEF, TX VICTORIA, TX TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - PHYSICAL IMPAIRMENT PILOT IN COMMAND - SPATIAL DISORIENTATION MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST MISSING AIRCRAFT - LATER RECOVERED SKY CONDITION CEILING AT ACCIDENT SITE PARTIAL OBSCURATION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG VFR TYPE OF FLIGHT PLAN NONE REMARKS- RECOVERY DATE 10/30/75, BODY TISSUE FLUID ETHYL ALCOHOL 156MG%. | | | | | | |
| 3-2861 | 9/7/75 TIME - 2007 | CATARACT, WI | PIPER PA-22 N3279B DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 23, 125 TOTAL HOURS, 95 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION SPARTA, WI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH AUTOMOBILE IN FLIGHT LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FIRE AFTER IMPACT REMARKS- BLOOD ALCOHOL LVL 0.164 PCT, FLT CLOSE TO GND OVR PARKING AREA STRUCK 3 CARS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---|-----------------------|---|---|---|---|---|
| 3-2119 | 6/7/75 TIME - 1815 | NR.FAJARDO.PR | GRUM AMER AA-5 N7176L DAMAGE-DESTROYED INTENDED DESTINATION SAN JUAN.PR | CR- 0 1 0 PX- 1 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 268 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT VIEQUES ISLAND.PR | | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT BUZZING | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| PILOT IN COMMAND - OPERATED CARELESSLY | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | |
| MISCELLANEOUS ACTS.CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | | |
| MISCELLANEOUS ACTS.CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| MISCELLANEOUS ACTS.CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| REMARKS- PLT OBSVD DRINKING FM A BOTTLE OF WHISKEY.LATER OBSVD TO BOARD ACFT.LO PASS OVR BOATS IN HARROR. | | | | | | |

END

DATE

FILMED

7-27-77

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EMBRY-RIDDLE AERO U. DAYTONA BEACH



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