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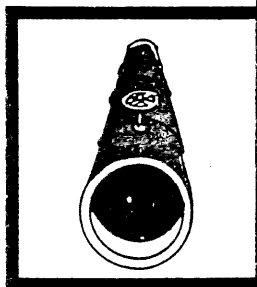
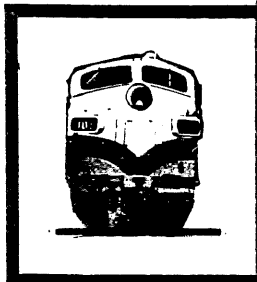
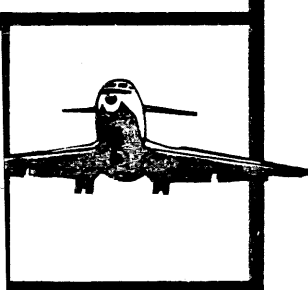
BRIEFS OF ACCIDENTS
INVOLVING
CORPORATE/EXECUTIVE
AIRCRAFT

U. S. GENERAL AVIATION
1976

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16. Abstract <p>This publication contains reports of U.S. general aviation corporate/executive aircraft accidents occurring in 1976. Included are 57 accident Briefs, 14 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of accident, phase of operation, injuries and causal/factor(s). This publication will be published annually.</p>			
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FOREWORD

This publication contains reports of U.S. General Aviation corporate/executive accidents in Brief format arranged in order by state and date of occurrence. It also lists these accidents in order by file number and make/model sequence. In addition, information is presented in several statistical tables which tabulate and summarize selected accident information, such as injuries, a 7 year tabulation of U.S. General Aviation accidents involving corporate/executive aircraft, accident rates for particular aircraft makes/models, phase of operation, type of accident, pilot certificate and causes and related factors.

The following chart compares the accident rates for total U.S. General Aviation with accidents involving U.S. General Aviation corporate/executive aircraft:

	Hours Flown 1/	Total Accidents	Total Accident Rate 2/	Fatal Accidents	Fatal Accident Rate 2/
Total - U.S. General Aviation	36,128,000	4,193	11.60	693	1.93
U.S. General Aviation Accidents Involving Corporate/Executive Aircraft	3,982,800	57	1.43	14	0.35

- 1/ Source: Federal Aviation Administration. This exposure data is reported yearly to the FAA by the Aircraft owners on AC Form 8050-73.
- 2/ The accident rates are per 100,000 hours flown.

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

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

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

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

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

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EXPLANATORY NOTES

U.S. GENERAL AVIATION

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

U.S. AIR CARRIER

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

DEFINITIONS

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

Aircraft Accident

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

Fatal Injury

Any injury which results in death within 7 days of the accident.

Serious Injury

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

Substantial Damage

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

EXPLANATORY NOTES

INJURY INDEX

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

TYPE OF ACCIDENT

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

Gear Collapsed

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

Gear Retracted

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

Airframe Failure

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

Engine Failure/Malfunction

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

PHASE OF OPERATION

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

KIND OF FLYING

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

1. Instructional Flying

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

EXPLANATORY NOTES

KIND OF FLYING

2. Noncommercial Flying

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

Pleasure

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

Business

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

Corporate/Executive Operations

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

3. Commercial Flying

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

4. Miscellaneous Flying

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

COLLISION BETWEEN AIRCRAFT

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

EXPLANATORY NOTES

CAUSES AND RELATED FACTORS

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

AIRCRAFT WEIGHT CATEGORIES

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

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

SMALL FIXED-WING AIRCRAFT

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

LARGE FIXED-WING AIRCRAFT

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

ROTORCRAFT

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

TYPES OF WEATHER CONDITIONS

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

LIST OF ABBREVIATIONS USED IN BRIEFS

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 PASSG SRV	SCHEDULED DOMESTIC CARGO SERVICE
SCHED DOM CARGO 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

Corporate/Executive Accidents
U.S. General Aviation
1970 - 1976

Year	Corporate/Executive Hours Flown 1/	Total Accidents	Total Accident Rate 2/	Fatal Accidents	Fatal Accident Rate 2/	Fatalities
1970	2,827,000	89	3.14	12	0.42	28
1971	2,638,000	76	2.88	8	0.30	41
1972	2,950,000	84	2.84	12	0.40	46
1973	3,399,600	94	2.76	24	0.70	62
1974	3,631,800	78	2.14	15	0.41	44
1975	3,806,800	63	1.65	17	0.44	44
1976	3,982,800	57	1.43	14	0.35	42

1/ Source: Federal Aviation Administration

2/ Accident Rates per 100,000 hours flown.

INJURIES, ACCIDENTS
U.S. GENERAL AVIATION

CORPORATE/EXECUTIVE AS A KIND OF FLYING

1976

		INJURIES						
		FATAL	SERIOUS	MINOR	NONE	UNKNOWN	TOTAL	
PILOT		12	8	1	36		57	
COPILOT		5	2	3	8		18	
DUAL STUDENT		1					1	
CHECK PILOT								
FLIGHT ENGINEER		1		1			2	
NAVIGATOR								
CABIN ATTENDANT					1		1	
EXTRA CREW								
PASSENGERS		19	11	3	72		105	
TOTAL		38	21	8	117			ABOARD
								184
* OTHER AIRCRAFT		3			1		4	
OTHER GROUND		1		6			7	
GRAND TOTAL		42	21	14	118			195
INVOLVES	57	TOTAL ACCIDENTS						
INVOLVES	14	FATAL ACCIDENTS						

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

CORPORATE/EXECUTIVE ACCIDENTS

U.S. GENERAL AVIATION
1976

CORPORATE/EXECUTIVE ACCIDENT RATES FOR PARTICULAR AIRCRAFT MAKES/MODELS
AIRCRAFT MAKE/MODEL SELECTION BASED UPON THOSE AIRCRAFT HAVING
> 30,000 HOURS FLOWN IN CORPORATE/EXECUTIVE OPERATIONS

AIRCRAFT MAKE/MODEL	ACTIVE AIRCRAFT U.S. GENERAL AVIATION	TOTAL FLYING TIME U.S. GENERAL AVIATION (1000) HOURS	CORPORATE/EXECUTIVE HOURS FLOWN (1000) HOURS	NUMBER OF ACCIDENTS	INJURY INDEX F=FATAL S=SERIOUS M=MINOR N=NONE	ACCIDENT RATE PER 100,000 HOURS	AVERAGE PILOT HOURS PER ACCIDENT IN TYPE AIRCRAFT
BEECH 95-R55	892	198.9	40.0	1	1F	2.500	15.00
" 58	529	164.5	81.9	2	2N	2.442	2155.50
" A5-A90	161	76.0	69.6				
" 890	130	59.0	52.4				
" C90	140	54.1	43.6				
" E90	148	60.2	46.7	1	1F	2.141	311.00
" A-100	82	46.1	43.4				
" 200	137	59.8	57.3				
BELL 206B	794	516.6	119.3	1	1N	0.838	1494.00
CESSNA 3100	426	130.2	35.3				
" 402A	296	127.0	52.7				
" 414	311	98.2	57.7				
" 421B	488	175.9	132.1	3	2F-1N	2.271	884.67
" 500	222	103.5	91.7				
DASSAULT/SUNLEY FAN JET F	175	155.9	71.9				
DASSAULT/BREGU FALCON 10	66	40.4	39.5				
GATES LEARJET 24, A,B,D,E	170	76.5	42.0				
GATES LEARJET 25, B,C,D	126	79.7	53.5				
GRUMMAN G-159	155	87.7	85.7				
" G-1159	131	71.6	69.6	4	2F-1S-1M	5.747	4176.75
LOCKHEED 1329	69	31.3	31.2	1	1F	3.205	61.00
NORTH AMERICAN NA 265-40	108	70.1	65.9				
NA 265-60	77	46.8	43.5	1	1N	2.299	1905.00
PIPER PA-23-250	2,298	608.2	123.6	2	1F-1N	1.618	3205.00
PA-31	557	198.6	91.7	2	1F-1N	2.181	76.00
PA-31-350	338	191.8	73.0	1	1N	1.370	200.00
WEARINGEN SA-26AT	74	32.3	30.3	4	1M-3N	13.201	248.75

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

PILOT CERTIFICATE

FIRST TYPE OF ACCIDENT	PILOT CERTIFICATE								RECORDS	ACCIDENTS	PERCENT
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL. INSTR.	COMMERCIAL/ FL. INSTR.	ATR/ FL. INSTR.	OTHER			
GROUND-WATER LOOP-SWERVE					1				1	1	1.75
DRAGGED WINGTIP POD OR FLOAT											
WHEELS-UP LANDING				3					3	3	5.26
WHEELS-DOWN LANDING IN WATER											
GEAR COLLAPSED			1	1					2	2	3.51
GEAR RETRACTED			1	2	1	1			5	5	8.77
HARD LANDING				1	1	1			3	3	5.26
NOSE OVER/DOWN											
ROLL OVER											
OVERSHOOT			1	1					2	2	3.51
UNDERSHOOT											
<u>COLLISION BETWEEN AIRCRAFT</u>											
BOTH IN FLIGHT			1	1					2	2	3.51
ONE AIRBORNE											
BOTH ON GROUND			1						1	1	1.75
<u>COLLISION WITH GROUND/WATER</u>											
CONTROLLED	1	2			1				4	4	7.02
UNCONTROLLED		1			1				2	2	3.51
<u>COLLIDED WITH</u>											
WIRES/POLES											
TREES		1							1	1	1.75
RESIDENCE/S											
BUILDING/S											
FENCE, FENCEPOSTS				1	1	1			3	3	5.26
ELECTRONIC TOWERS											
RUNWAY OR APPROACH LIGHTS											
AIRPORT HAZARD											
ANIMALS											
CROP											
FLAGMAN LOADER											
DITCHES											
SNOWBANK		1	1			1			3	3	5.26
PARKED AIRCRAFT (UNATTENDED)											
AUTOMOBILE											
DIRT BANK											
OTHER		1							1	1	1.75

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

FIRST TYPE OF ACCIDENT	PILOT CERTIFICATE								RECORDS	ACCIDENTS	PERCENT
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL INSTR.	COMMERCIAL/ FL INSTR.	ATR/ FL INSTR.	OTHER			
BIRD STRIKE				1					1	1	1.75
<u>STALL</u>			1						1	1	1.75
SPIN											
SPIRAL											
MUSH											
<u>FIRE OR EXPLOSION</u>											
IN FLIGHT											
ON GROUND											
<u>AIRFRAME FAILURE</u>											
IN FLIGHT			2			1			3	3	5.26
ON GROUND			1	1					2	2	3.51
ENGINE TEARAWAY											
ENGINE FAILURE OR MALFUNCTION			9	2		1			12	12	21.05
<u>PROPELLER/ROTOR FAILURE</u>											
PROPELLER			1			1			2	2	3.51
TAIL ROTOR											
MAIN ROTOR											
PROP ROTOR ACNT TO PERSON											
JET INTAKE/EXH ACNT TO PERS											
PROPELLER/JET/ROTOR BLAST											
TURBULENCE				1					1	1	1.75
HAIL DAMAGE TO AIRCRAFT											
LIGHTNING STRIKE			1						1	1	1.75
EVASIVE MANEUVER											
UNCONTROLLED ALT DEVIATION											
DITCHING											
MISSING ACFT NOT RECOVERED											
MISCELLANEOUS/OTHER				1					1	1	1.75
UNDETERMINED											
OTHER											
RECORDS		25	19		6	7			57		
ACCIDENTS		25	19		6	7				57	
PERCENTS	.0	.0	43.9	33.3	.0	10.5	12.3	.0	.0	.0	

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT

DESTROYED
SUBSTANTIAL
MINOR
NONE

RECORDS ACCIDENTS PERCENT

GROUND-WATER LOOP-SWERVE
DRAGGED WINGTIP POD OR FLOAT

1

1

1

1.75

WHEELS-UP LANDING
WHEELS-DOWN LANDING IN WATER

3

3

3

5.26

GEAR COLLAPSED
GEAR RETRACTED

2

2

2

3.51

HARD LANDING
NOSE OVER/DOWN

5

5

5

8.77

ROLL OVER

OVERSHOOT

2

2

2

3.51

UNDERSHOOT

COLLISION BETWEEN AIRCRAFT

BOTH IN FLIGHT

2

2

2

3.51

ONE AIRBORNE

BOTH ON GROUND

1

1

1

1.75

COLLISION WITH GROUND/WATER

CONTROLLED

4

4

4

7.02

UNCONTROLLED

2

2

2

3.51

COLLIDED WITH

WIRES/POLES

TREES

1

1

1

1.75

RESIDENCE/S

BUILDING/S

FENCE, FENCEPOSTS

1

2

3

3

5.26

ELECTRONIC TOWERS

RUNWAY OR APPROACH LIGHTS

AIRPORT HAZARD

ANIMALS

CROP

FLAGMAN LOADER

DITCHES

SNOWBANK

3

3

3

5.26

PARKED AIRCRAFT (UNATTENDED)

AUTOMOBILE

DIRT BANK

OTHER

1

1

1

1.75

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
BIRD STRIKE	1				1	1	1.75
STALL	1				1	1	1.75
SPIN							
SPIRAL							
MUSH							
<u>FIRE OR EXPLOSION</u>							
IN FLIGHT							
ON GROUND							
<u>AIRFRAME FAILURE</u>							
IN FLIGHT	2	1			3	3	5.26
ON GROUND		2			2	2	3.51
ENGINE TEARAWAY							
ENGINE FAILURE OR MALFUNCTION	3	9			12	12	21.05
<u>PROPELLER/ROTOR FAILURE</u>							
PROPELLER	1	1			2	2	3.51
TAIL ROTOR							
MAIN ROTOR							
PROP ROTOR ACNT TO PERSON							
JET INTAKE/EXH ACNT TO PERS							
PROPELLER/JET/ROTOR BLAST							
TURBULENCE		1			1	1	1.75
HAIL DAMAGE TO AIRCRAFT							
LIGHTNING STRIKE		1			1	1	1.75
EVASIVE MANEUVER							
UNCONTROLLED ALT DEVIATION							
DITCHING							
MISSING ACFT NOT RECOVERED							
MISCELLANEOUS/OTHER			1		1	1	1.75
UNDETERMINED							
OTHER							
RECORDS	18	37	2		57		
ACCIDENTS	18	37	2			57	
PERCENTS	31.6	64.9	3.5	.0			

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
<u>STATIC</u>							
STARTING ENGINE/S							
IDLING ENGINE/S							
ENGINE RUNUP							
IDLING ROTORS							
PARKED-ENGINES NOT OPERATING							
OTHER							
<u>TAXI</u>							
TO TAKEOFF			2		2	2	3.51
FROM LANDING	1				1	1	1.75
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	3		4	4	7.02
INITIAL CLIMB	3	1	2		6	6	10.53
VERTICAL							
RUNNING (ROTORCRAFT/VTOL-STOL)							
ABORTED (FIXED-WING)	1	1	1		3	3	5.26
ABORTED (ROTORCRAFT/VTOL)							
ABORTED (ROTORCRAFT/STOL)							
OTHER			1		1	1	1.75
<u>INFLIGHT</u>							
CLIMB TO CRUISE			2		2	2	3.51
NORMAL CRUISE	3	2	6		11	11	19.30
DESCENDING							
HOLDING (IFR)							
HOVERING							
POWER-ON DESCENT (ROTORCRAFT)							
AUTOROTATIVE DESCENT			1		1	1	1.75
ACROBATICS							
BUZZING							

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

<u>FIRST OPERATIONAL PHASE</u>	<u>INJURY INDEX</u>				<u>RECORDS</u>	<u>ACCIDENTS</u>	<u>PERCENT</u>
	<u>FATAL</u>	<u>SERIOUS</u>	<u>MINOR</u>	<u>NONE</u>			
UNCONTROLLED DESCENT							
EMERGENCY DESCENT							
LOW PASS							
OTHER	3				3	3	5.26
EN ROUTE TO TREAT CROP							
EN ROUTE TO RELOADING AREA							
SURVEY FIELD/AREA							
STARTING SWATH RUN							
SWATH RUN							
FLAREOUT FOR SWATH RUN							
PULLUP FROM SWATH RUN							
PROCEDURE TURNAROUND							
CLEANUP SWATH							
MANEUVER TO AVOID OBSTRUCTION							
RETURN TO STRIP							
<u>LANDING</u>							
TRAFFIC PATTERN-CIRCLING	2				2	2	3.51
FINAL APPROACH (VFR)			1		1	1	1.75
INITIAL APPROACH							
FINAL APPROACH (IFR)	1	1			2	2	3.51
LEVEL OFF/TOUCHDOWN		1	1	6	8	8	14.04
ROLL (FIXED WING)			2	6	8	8	14.04
ROLL-ON/RUN-ON (ROTORCRAFT)				1	1	1	1.75
POWER-ON LANDING (ROTORCRAFT)							
POWER-OFF AUTOROTATIVE LOG							
GO-AROUND (VFR)							
MISSED APPROACH (IFR)							
OTHER	1				1	1	1.75
UNKNOWN/NOT REPORTED							
OTHER							
RECORDS	14	7	4	32	57		
ACCIDENTS	14	7	4	32		57	
PERCENTS	24.6	12.3	7.0	56.1			

CAUSE/FACTOR TABLE

U.S. GENERAL AVIATION ACCIDENTS

CORPORATE/EXECUTIVE AS A KIND OF FLYING

1976

U.S. GENERAL AVIATION ACCIDENTS

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 56 TOTAL ACCIDENTS

INVOLVES 14 FATAL ACCIDENTS

BROAD CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT	8 57.14	2 14.29	8 57.14	26 61.90	2 4.76	26 61.90	34 60.71	4 7.14	34 60.71
PERSONNEL	3 21.43	.00	3 21.43	11 26.19	1 2.38	11 26.19	14 25.00	1 1.79	14 25.00
AIRFRAME	.00	.00	.00	3 7.14	1 2.38	4 9.52	3 5.36	1 1.79	4 7.14
LANDING GEAR	.00	.00	.00	6 14.29	1 2.38	7 16.67	6 10.71	1 1.79	7 12.50
POWERPLANT	3 21.43	.00	3 21.43	8 19.05	2 4.76	9 21.43	11 19.64	2 3.57	12 21.43
SYSTEMS	.00	.00	.00	1 2.38	.00	1 2.38	1 1.79	.00	1 1.79
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	1 7.14	.00	1 7.14	.00	5 11.90	5 11.90	1 1.79	5 8.93	6 10.71
WEATHER	.00	6 42.86	6 42.86	2 4.76	8 19.05	9 21.43	2 3.57	14 25.00	15 26.79
TERRAIN	.00	.00	.00	1 2.38	5 11.90	6 14.29	1 1.79	5 8.93	6 10.71
MISCELLANEOUS	.00	.00	.00	4 9.52	.00	4 9.52	4 7.14	.00	4 7.14
UNDETERMINED	3 21.43	.00	3 21.43	1 2.38	.00	1 2.38	4 7.14	.00	4 7.14

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

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

CAUSE/FACTOR TABLE
U.S. GENERAL AVIATION ACCIDENTS
CORPORATE/EXECUTIVE AS A KIND OF FLYING
1976
(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 56 TOTAL ACCIDENTS

INVOLVES 14 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR -----	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **									
PILOT IN COMMAND									
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS	1		1				1		1
CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE				1		1	1		1
DELAYED ACTION IN ABORTING TAKEOFF	1		1				1		1
RETRACTED GEAR PREMATURELY				1		1	1		1
INADVERTENTLY RETRACTED GEAR				2		2	2		2
FAILED TO SEE AND AVOID OTHER AIRCRAFT	2		2				2		2
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS				2		2	2		2
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	1		1	2		2	3		3
FAILED TO MAINTAIN ADEQUATE ROTOR RPM				1		1	1		1
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC				3	1	4	3	1	4
IMPROPER OPERATION OF FLIGHT CONTROLS				1		1	1		1
PREMATURE LIFT OFF				1		1	1		1
IMPROPER LEVEL OFF				1		1	1		1
IMPROPER IFR OPERATION				1		1	1		1
IMPROPER IN-FLIGHT DECISIONS OR PLANNING	1		1	1		1	2		2
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	1	1	2	5	1	6	6	2	8
INADEQUATE SUPERVISION OF FLIGHT				1		1	1		1
LACK OF FAMILIARITY WITH AIRCRAFT		1	1					1	1
SELECTED UNSUITABLE TERRAIN				2		2	2		2
FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED				2		2	2		2
MISJUDGED DISTANCE AND SPEED				2		2	2		2
MISJUDGED DISTANCE AND ALTITUDE				1		1	1		1
MISJUDGED ALTITUDE	1		1				1		1
IMPROPER RECOVERY FROM BOUNCED LANDING				1		1	1		1
SPATIAL DISORIENTATION	1		1				1		1
SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND				1		1	1		1
FAILED TO INITIATE GO-AROUND				2		2	2		2
DIRECT ENTRIES	1		1				1		1
SUBTOTAL	10	2	12	34	2	36	44	4	48
COPILOT									
FAILED TO MAINTAIN DIRECTIONAL CONTROL				1		1	1		1
SUBTOTAL				1		1	1		1
** PERSONNEL **									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL)				3		3	3		3
INADEQUATE MAINTENANCE AND INSPECTION				3		3	3		3
OTHER				1		1	1		1
OPERATIONAL SUPERVISORY PERSONNEL									
FAILURE TO PROVIDE ADEQ DIRECTIVES, MANUALS, EQUIPMENT				1		1	1		1
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
AIRPORT SUPERVISORY PERSONNEL									
FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK	1		1		1	1	1	1	2
IMPROPER/INADEQUATE SNOW REMOVAL				1		1	1		1
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
SUBSTANDARD QUALITY CONTROL					1	1		1	1
OTHER				1		1	1		1
MISCELLANEOUS-PERSONNEL									
PILOT OF OTHER AIRCRAFT	2		2	1		1	3		3
GROUND SIGNALMAN	1		1				1		1
THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL	4		4	11	2	13	15	2	17

CAUSE/FACTOR TABLE

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** AIRFRAME **									
WINGS									
SKIN AND ATTACHMENTS				1		1	1		1
FUSELAGE									
DOORS, DOOR FRAMES				1		1	1		1
SEATS				1	1	2	1	1	2
LANDING GEAR									
NORMAL RETRACTION/EXTENSION ASSEMBLY				2	1	3	2	1	3
EMERGENCY/EXTENSION ASSEMBLY				1		1	1		1
NOSEWHEEL ASSEMBLIES				1		1	1		1
BRAKING SYSTEM (NORMAL)				1		1	1		1
SWITCHES, LEVERS, CRANKING MECHANISM, ETC				1		1	1		1
NOSEWHEEL STEERING				1		1	1		1
FLIGHT CONTROL SURFACES									
SUBTOTAL				10	2	12	10	2	12
** POWERPLANT **									
ENGINE STRUCTURE									
CRANKSHAFT				1		1	1		1
MOUNT AND VIBRATION ISOLATORS					1	1		1	1
IGNITION SYSTEM									
SPARK PLUG				1		1	1		1
FUEL SYSTEM									
LUBRICATING SYSTEM									
VALVES				1		1	1		1
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
HUBS	1		1	1		1	2		2
EXHAUST SYSTEM									
ENGINE ACCESSORIES									
ENGINE CONTROLS									
POWERPLANT-INSTRUMENTS									
MISCELLANEOUS									
POWERPLANT FAILURE FOR UNDETERMINED REASONS	2		2	3		3	5		5
BIRD INGESTION					1	1		1	1
REDUCTION GEAR ASSEMBLY									
COMPRESSOR ASSEMBLY									
COMBUSTION ASSEMBLY									
TURBINE ASSEMBLY									
ACCESSORY DRIVE ASSEMBLY									
LUBRICATING SYSTEM									
FUEL SYSTEM									
FUEL CONTROL				1		1	1		1
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	3		3	8	2	10	11	2	13
** SYSTEMS **									
ELECTRICAL SYSTEM									
HYDRAULIC SYSTEM									
FLIGHT CONTROL SYSTEMS									
ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM				1		1	1		1
ANTI-ICING, DE-ICING SYSTEMS									
AIR CONDITION, HEATING AND PRESSURIZATION									
AUTO PILOT									
FIRE WARNING SYSTEM									
FIRE EXTINGUISHER SYSTEM									
OXYGEN SYSTEM									
OTHER SYSTEMS									
SUBTOTAL				1		1	1		1

CAUSE/FACTOR TABLE

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
TAXIWAY LIGHTING AND MARKING						1		1	1
AIRPORT CONDITIONS									
ICE/SLUSH ON RUNWAY					1	1		1	1
SNOW WINDROWS					3	3		3	3
SNOW ON RAMP/TAXIWAY					1	1		1	1
SOFT SHOULDERS (RAMP/TAXIWAY)					1	1		1	1
OTHER	1		1				1		1
AIRWAYS FACILITIES									
SUBTOTAL	1		1		7	7	1	7	8
** WEATHER **									
LOW CEILING		4	4		4	4		4	4
RAIN		2	2		2	2		4	4
FOG		4	4		2	2		6	6
ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC				1	1	1	1	1	1
CONDITIONS CONDUCIVE TO CARR/INDUCTION SYSTEM ICING					1	1		1	1
UNFAVORABLE WIND CONDITIONS					2	2		2	2
TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS		3	3		1	1		4	4
LIGHTNING STRIKE				1	1	1	1	1	1
HIGH DENSITY ALTITUDE					1	1		1	1
THUNDERSTORM ACTIVITY		1	1	1	1	1	1	1	2
SUBTOTAL		14	14	3	13	16	3	27	30
** TERRAIN **									
WET, SOFT GROUND					1	1		1	1
ROUGH/UNEVEN				1	1	2	1	1	2
HIGH OBSTRUCTIONS					2	2		2	2
OTHER					1	1		1	1
SUBTOTAL				1	5	6	1	5	6
** MISCELLANEOUS **									
FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS				2		2	2		2
UNDETERMINED	3		3	1		1	4		4
EVASIVE MANEUVER TO AVOID COLLISION				1		1	1		1
DIRECT ENTRIES				1		1	1		1
SUBTOTAL	3		3	5		5	8		8
GRAND TOTAL	21	16	37	74	33	107	95	49	144
** MISCELLANEOUS ACTS, CONDITIONS **									
PREVIOUS DAMAGE				1		1	1		1
ARCING				1		1	1		1
DOWNWIND					1	1		1	1
RENT				1	1	2	1	1	2
RICKLED				1		1	1		1
CHAFFED				1		1	1		1
DISCONNECTED				1		1	1		1
EXCESSIVE-WEAR/PLAY				1		1	1		1
FIRE IN WING		1	1					1	1
INTENTIONAL GROUND-WATER LOOP-SWERVE				1		1	1		1
RAN OFF END OF RUNWAY		1	1		2	2		3	3
IMPROPER EMERGENCY PROCEDURES				1	1	2	1	1	2
GUST LOCKS ENGAGED				1		1	1		1
LANDED ON FOAMED RUNWAY					1	1		1	1
IMPROPERLY SECURED				2		2	2		2
ELECTRICAL FAILURE				1		1	1		1
FATIGUE FRACTURE	1		1	1		1	2		2
WRONG PART				1		1	1		1
IMPROPER ALIGNMENT/ADJUSTMENT				2		2	2		2
SEPARATION IN FLIGHT		3	3					3	3
FIRE IN BRAKES/ WHEEL ASSEMBLY/ WHEEL WELL	1		1				1		1
PILOT FATIGUE		1	1					1	1
FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL				1		1	1		1
AIRFRAME ICE				1		1	1		1
OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM				1		1	1		1
WATER IN FUEL				1		1	1		1

CAUSE/FACTOR TABLE

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
AIRCRAFT CAME TO REST IN WATER		1	1		2	2		3	3
FROZEN, MOISTURE				2		2			2
MISSING				1		1	2		1
OVERLOAD FAILURE	1	1	2		8	8	1	9	10
MATERIAL FAILURE				3	1	4	3	1	4
FUEL STARVATION				2		2	2		2

DIRECT ENTRY CAUSES

MISC-LOSS OF ROTOR RPM FOR UNDETERMINED REASON
PILOT - FAILED TO MAINTAIN POSITIVE RATE OF CLIMB

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

LISTING OF ACCIDENTS
INVOLVING

CORPORATE/EXECUTIVE AIRCRAFT

U.S. GENERAL AVIATION
1976
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 0006	N55649	010476	GALESBURG, IL	PIPER	PA-28R	NONE
3 0147	N274T	021976	FRESNO, CA	BEECH	A200	NONE
3 0156	N848S	020676	FRESNO, CA	BEECH	65-A80	NONE
3 0175	N560E	012976	HAILEY, ID	AERO COMDR	560E	NONE
3 0180	N2CX	013176	NWINNEMUCCA, NV	CESSNA	337G	NONE
3 0261	N5007	021676	JACKSONVILLE, IL	PIPER	PA-31	NONE
3 0269	N1969K	010876	INDIANAPOLIS, IN	SWEARINGEN	SA26AT	MINOR
3 0374	N65TM	020476	S BURLINGTON, VT	PIPER	PA-23	FATAL
3 0659	N466DM	022076	DOTHAN, AL	BEECH	65	NONE
3 0718	N97D	012276	INDIANA, PA	SWEARINGEN	SA26AT	NONE
3 1071	N6AC	030876	THIEF RVR FLS, MN	BEECH	58	NONE
3 1102	N41579	051276	SIMPSONVILLE, SC	PIPER	PA-32	NONE
3 1105	N8884Y	042376	MITCHELL, SD	PIPER	PA-39	SERIOUS
3 1207	N7461S	052676	PLAINS, TX	TED SMITH	601	NONE
3 1237	N101TT	051076	BIRMINGHAM, AL	SWEARINGEN	SA26AT	NONE
3 1246	N76ST	022976	DESTIN, FL	CESSNA	421	NONE
3 1249	N3EY	050776	ATLANTA, GA	BEECH	95-A55	NONE
3 1305	N9180Q	033176	ISCHUA, NY	BEECH	95-B55	FATAL
3 1376	N3ORP	012776	MARION, IN	GRUMMAN	G-1159	MINOR
3 1503	N6275D	051576	SINCLAIR, WY	AERO COMDR	680	SERIOUS

LISTING OF ACCIDENTS
INVOLVING
CORPORATE/EXECUTIVE AIRCRAFT

U.S. GENERAL AVIATION
1976
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 1622	N2318S	061476	EAGLE, TX	CESSNA	T337B	MINOR
3 1758	N1EM	032576	CHICAGO, IL	LOCKHEED GA	1329	FATAL
3 1960	N1787Z	031176	MCGREGOR, IA	CESSNA	336	FATAL
3 1992	N471A	042276	NMORRISTOWN, NJ	AERO COMDR	500B	NONE
3 2020	N4CP	050376	HILTON HEAD IS, SC	GRUMMAN	G-1159	FATAL
3 2026	N397F	022276	BURLINGTON, VT	GRUMMAN	G-1159	SERIOUS
3 2114	N539H	040876	NEVANSTON, WY	ENSTROM	F-28C	NONE
3 2628	N117B	052576	NBIRCHWOOD, AK	BELL	47D-1	FATAL
3 2883	N1SH	090476	CANANDAIGUA, NY	PIAGGO	136-L2	SERIOUS
3 2935	N2119L	092976	BELLE GLADE, FL	BEECH	58	NONE
3 3043	N6845L	042776	PAINTSVILLE, KY	PIPER	PA-31P	NONE
3 3204	N400BB	031276	NBANNER ELK, NC	PIPER	PA-23	NONE
3 3243	N29RX	091876	ASHDOWN, AR	CESSNA	421B	FATAL
3 3313	N570C	121176	WINCHESTER, IN	CESSNA	421B	FATAL
3 3350	N30W	102076	CLARE, MI	SWEARINGEN	SA26T	NONE
3 3364	N14DB	111776	FINDLAY, OH	CESSNA	421B	NONE
3 3557	N3331X	082176	CARPENTER, SD	CESSNA	310L	NONE
3 3568	N122G	092976	LOUISVILLE, KY	MITSUBISHI	MU-2B	NONE
3 3581	N123G	101376	FAYETTE, AL	AERO COMDR	690A	NONE
3 3590	N5381Y	120676	JACKSON, CA	PIPER	PA-23	NONE

LISTING OF ACCIDENTS
INVOLVING
CORPORATE/EXECUTIVE AIRCRAFT

U.S. GENERAL AVIATION
1976
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE ----	LOCATION -----	AIRCRAFT MAKE ----	MODEL -----	INJURY INDEX -----
3 3661	N9213F	102176	PICKNEY,MI	HUGHES	369HS	NONE
3 3670	N2235Q	091276	INTL FALLS,MN	CESSNA	421A	NONE
3 3671	N7487J	112376	EDEN PRAIRIE,MN	PIPER	PA-28R	NONE
3 3748	N49667	122876	GULF OF MEXICO	BELL	206B	NONE
3 3794	N568H	102176	LOS ANGELES,CA	AERO COMDR	690	FATAL
3 3809	N59825	120476	NGRAND VIEW,NY	PIPER	PA-31	FATAL
3 3832	N180AR	111276	ALBUQUERQUE,NM	N. AMERICAN	265-60	NONE
3 3856	N57186	111776	NINDEPENDENCE,KS	AERO COMDR	690A	FATAL
3 3858	N551U	120976	EAU CLAIRE,WI	BEECH	C55	SERIOUS
3 3875	N6843S	112976	NTOK,AK	BEECH	E90	FATAL
3 3961	N3196L	122776	NEW LONDON,NH	CESSNA	310J	NONE
3 3968	N2WP	102476	HOT SPRINGS,VA	CESSNA	401	MINOR
3 4083	N27R	111276	NAPLES,FL	FALCON JET	DA-20F	SERIOUS
3 4108	N2201U	091576	TELFORD,PA	BRANTLY	305	NONE
3 4129	N500J	092676	HOT SPRINGS,VA	GRUMMAN	G-1159	FATAL
3 4140	N2034W	062476	CHICAGO,IL	BEECH	95-C55	FATAL
3 4152	N8561	113076	HARTFORD TWP,OH	SIKORSKY	S58B	SERIOUS

LISTING OF ACCIDENTS
INVOLVING
CORPORATE/EXECUTIVE AIRCRAFT

U.S. GENERAL AVIATION
1976
(IN MAKE/MODEL SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE ----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 0175	N560E	012976	HAILEY, ID	AERO COMDR	560E	NONE
3 1992	N471A	042276	NMORRISTOWN, NJ	AERO COMDR	500B	NONE
3 1503	N6275D	051576	SINCLAIR, WY	AERO COMDR	680	SERIOUS
3 3581	N123G	101376	FAYETTE, AL	AERO COMDR	690A	NONE
3 3794	N568H	102176	LOS ANGELES, CA	AERO COMDR	690	FATAL
3 3856	N57186	111776	NINDEPENDENCE, KS	AERO COMDR	690A	FATAL
3 3875	N6843S	112976	NTOK, AK	BEECH	E90	FATAL
3 0156	N848S	020676	FRESNO, CA	BEECH	65-A80	NONE
3 0659	N466DM	022076	DOTHAN, AL	BEECH	65	NONE
3 1071	N6AC	030876	THIEF RVR FLS, MN	BEECH	58	NONE
3 3858	N551U	120976	EAU CLAIRE, WI	BEECH	C55	SERIOUS
3 4140	N2034W	062476	CHICAGO, IL	BEECH	95-C55	FATAL
3 2935	N2119L	092976	BELLE GLADE, FL	BEECH	58	NONE
3 1305	N9180Q	033176	ISCHUA, NY	BEECH	95-B55	FATAL
3 1249	N3EY	050776	ATLANTA, GA	BEECH	95-A55	NONE
3 0147	N274T	021976	FRESNO, CA	BEECH	A200	NONE
3 2628	N117B	052576	NBIRCHWOOD, AK	BELL	47D-1	FATAL
3 3748	N49667	122876	GULF OF MEXICO	BELL	206B	NONE
3 4108	N2201U	091576	TELFORD, PA	BRANTLY	305	NONE
3 3961	N3196L	122776	NEW LONDON, NH	CESSNA	310J	NONE

LISTING OF ACCIDENTS
INVOLVING

CORPORATE/EXECUTIVE AIRCRAFT

U.S. GENERAL AVIATION
1976
(IN MAKE/MODEL SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 3557	N3331X	082176	CARPENTER, SD	CESSNA	310L	NONE
3 1960	N1787Z	031176	MCGREGOR, IA	CESSNA	336	FATAL
3 1622	N2318S	061476	EAGLE, TX	CESSNA	T337B	MINOR
3 0180	N2CX	013176	NWINNEMUCCA, NV	CESSNA	337G	NONE
3 3968	N2WP	102476	HOT SPRINGS, VA	CESSNA	401	MINOR
3 3670	N2235Q	091276	INTL FALLS, MN	CESSNA	421A	NONE
3 1246	N76ST	022976	DESTIN, FL	CESSNA	421	NONE
3 3364	N14DB	111776	FINDLAY, OH	CESSNA	421B	NONE
3 3313	N570C	121176	WINCHESTER, IN	CESSNA	421B	FATAL
3 3243	N29RX	091876	ASHDOWN, AR	CESSNA	421B	FATAL
3 2020	N4CP	050376	HILTON HEAD IS, SC	GRUMMAN	G-1159	FATAL
3 2026	N397F	022276	BURLINGTON, VT	GRUMMAN	G-1159	SERIOUS
3 1376	N30RP	012776	MARION, IN	GRUMMAN	G-1159	MINOR
3 4129	N500J	092676	HOT SPRINGS, VA	GRUMMAN	G-1159	FATAL
3 3661	N9213F	102176	PICKNEY, MI	HUGHES	369HS	NONE
3 3832	N180AR	111276	ALBUQUERQUE, NM	N. AMERICAN	265-60	NONE
3 2883	N1SH	090476	CANANDAIGUA, NY	PIAGGO	136-L2	SERIOUS
3 3204	N400RB	031276	NBANNER ELK, NC	PIPER	PA-23	NONE
3 3590	N5381Y	120676	JACKSON, CA	PIPER	PA-23	NONE
3 0374	N65TM	020476	S BURLINGTON, VT	PIPER	PA-23	FATAL

LISTING OF ACCIDENTS
INVOLVING
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U.S. GENERAL AVIATION
1976
(IN MAKE/MODEL SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE ----	LOCATION -----	AIRCRAFT MAKE ----	AIRCRAFT MODEL -----	INJURY INDEX -----
3 0006	N55649	010476	GALESBURG, IL	PIPER	PA-28R	NONE
3 3671	N7487J	112376	EDEN PRAIRIE, MN	PIPER	PA-28R	NONE
3 1105	N8884Y	042376	MITCHELL, SD	PIPER	PA-39	SERIOUS
3 1102	N41579	051276	SIMPSONVILLE, SC	PIPER	PA-32	NONE
3 0261	N5007	021676	JACKSONVILLE, IL	PIPER	PA-31	NONE
3 3809	N59825	120476	NGRAND VIEW, NY	PIPER	PA-31	FATAL
3 3043	N6845L	042776	PAINTSVILLE, KY	PIPER	PA-31P	NONE
3 4152	N8561	113076	HARTFORD TWP, OH	SIKORSKY	S58B	SERIOUS
3 4083	N27R	111276	NAPLES, FL	FALCON JET	DA-20F	SERIOUS
3 1758	N1EM	032576	CHICAGO, IL	LOCKHEED GA	1329	FATAL
3 2114	N539H	040876	NEVANSTON, WY	ENSTROM	F-28C	NONE
3 3568	N122G	092976	LOUISVILLE, KY	MITSUBISHI	MU-2B	NONE
3 3350	N30W	102076	CLARE, MI	SWEARINGEN	SA26T	NONE
3 1237	N101TT	051076	BIRMINGHAM, AL	SWEARINGEN	SA26AT	NONE
3 0269	N1969K	010876	INDIANAPOLIS, IN	SWEARINGEN	SA26AT	MINOR
3 0718	N97D	012276	INDIANA, PA	SWEARINGEN	SA26AT	NONE
3 1207	N7461S	052676	PLAINS, TX	TED SMITH	601	NONE

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING

CORPORATE/EXECUTIVE AIRCRAFT

U.S. GENERAL AVIATION

1976

(IN STATE AND DATE ORDER)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0659	2/20/76 TIME - 1620	DOTHAN, AL	BEECH 65 N466DM DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 28. 4762 TOTAL HOURS, 1873 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DOTHAN DEPARTURE POINT DOTHAN, AL TYPE OF ACCIDENT GEAR RETRACTED PROBABLE CAUSE(S) PILOT IN COMMAND - RETRACTED GEAR PREMATURELY FACTOR(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- NOSE GR FAILED TO FULLY RETRACT AFTR TKOF. UN LWR NOSE GR. ACFT DMGD DRG LDG.						
			INTENDED DESTINATION HUNTINGTON, IN	PHASE OF OPERATION TAKEOFF OTHER		

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-1237	5/10/76	BIRMINGHAM,AL	SWEARINGEN SA26AT N101TT DAMAGE-SUBSTANTIAL	CR-	0	0 2	NONCOMMERCIAL	AIRLINE TRANSPORT, AGE 33, 9591 TOTAL HOURS, 407 IN TYPE, NOT INSTRUMENT RATED.
	TIME - 1015			PX-	0	0 4	CORP/EXEC	
		NAME OF AIRPORT - BIRMINGHAM MCPL						
		DEPARTURE POINT	INTENDED DESTINATION					
		MUSCLE SHOALS,AL	BIRMINGHAM,AL					
		TYPE OF ACCIDENT					PHASE OF OPERATION	
		WHEELS-UP					LANDING LEVEL OFF/TOUCHDOWN	
		PROBABLE CAUSE(S)						
		PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED						
3-3581	10/13/76	FAYETTE,AL	AERO COMDR 690A N123G DAMAGE-SUBSTANTIAL	CR-	0	0 2	NONCOMMERCIAL	AIRLINE TRANSPORT, AGE 37, 7757 TOTAL HOURS, 289 IN TYPE, INSTRUMENT RATED.
	TIME - 1630			PX-	0	0 6	CORP/EXEC	
		NAME OF AIRPORT - RICHARD-ARTHUR						
		DEPARTURE POINT	INTENDED DESTINATION					
		FAYETTE,AL	ATLANTA,GA					
		TYPE OF ACCIDENT					PHASE OF OPERATION	
		ENGINE FAILURE OR MALFUNCTION					TAKEOFF RUN	
		GEAR COLLAPSED					TAKEOFF ABORTED	
		PROBABLE CAUSE(S)						
		MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION						
		MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS						
		COPILOT - FAILED TO MAINTAIN DIRECTIONAL CONTROL						
		PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT						
		FACTOR(S)						
		MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE						
		PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE						
		REMARKS- RIGHT ENGINE FUEL FILTER CONTAMINATED.						
3-2628	5/25/76	NR.BIRCHWOOD,AK	BELL 47D-1 N117B DAMAGE-SUBSTANTIAL	CR-	0	0 1	NONCOMMERCIAL	COMMERCIAL, AGE 35, 3070 TOTAL HOURS, 105 IN TYPE, INSTRUMENT RATED.
	TIME - 1545			PX-	1	0 0	CORP/EXEC	
		NAME OF AIRPORT - BIRCHWOOD						
		DEPARTURE POINT	INTENDED DESTINATION					
		FIELD SITE	ANCHORAGE,AK					
		TYPE OF ACCIDENT					PHASE OF OPERATION	
		ENGINE FAILURE OR MALFUNCTION					IN FLIGHT NORMAL CRUISE	
		COLLISION WITH GROUND/WATER CONTROLLED					LANDING POWER-OFF AUTOROTATIVE LANDING	
		PROBABLE CAUSE(S)						
		POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS						
		FACTOR(S)						
		MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER						
		EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER						
		REMARKS- LND IN 5FT OF WATER. PAX DROWNED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3875	11/29/76 NR.TOK,AK TIME - 1855		BEECH E90 N68435 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 37, 6291 TOTAL HOURS, 311 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT -	CORDOVA MILE 13				
	DEPARTURE POINT	TOK,AK	INTENDED DESTINATION			
	ANCHORAGE,AK					
	TYPE OF ACCIDENT	COLLISION WITH GROUND/WATER	UNCONTROLLED		PHASE OF OPERATION	
					TAKEOFF INITIAL CLIMB	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND -	SPATIAL DISORIENTATION				
	FACTOR(S)					
	WEATHER -	LOW CEILING				
	WEATHER -	TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS				
	WEATHER -	RAIN				
	WEATHER -	FOG				
	WEATHER BRIEFING -	BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON				
	WEATHER FORECAST -	FORECAST SUBSTANTIALLY CORRECT				
	SKY CONDITION	BROKEN			CEILING AT ACCIDENT SITE	
	VISIBILITY AT ACCIDENT SITE	5 OR OVER(UNLIMITED)			400	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE	FOG			PRECIPITATION AT ACCIDENT SITE	
	WIND DIRECTION-DEGREES	70			RAIN	
	TYPE OF WEATHER CONDITIONS	IFR			TEMPERATURE-F	
	REMARKS- WIND GUSTS TO 40K.				49	
					WIND VELOCITY-KNOTS	
					27	
					TYPE OF FLIGHT PLAN	
					IFR	

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3243	9/18/76 TIME - 1450	ASHDOWN, AR	CESSNA 421B N29RX DAMAGE-DESTROYED	CR- 2 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 41, 10079 TOTAL HOURS, 533 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ATLANTA, GA	INTENDED DESTINATION ABILENE, TX			
		TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT	PHASE OF OPERATION IN FLIGHT OTHER			
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED						
		SKY CONDITION OBSCURATION	CEILING AT ACCIDENT SITE 400			
		VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS	PRECIPITATION AT ACCIDENT SITE THUNDERSTORM			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE, NONE	TEMPERATURE-F 71			
		WIND DIRECTION-DEGREES 290	WIND VELOCITY-KNOTS 6			
		TYPE OF WEATHER CONDITIONS IFR	TYPE OF FLIGHT PLAN NONE			
REMARKS- ACFT DISINTEGRATED. RECOVERY DATE 9/19/76.						
3-0156	2/6/76 TIME - 1130	FRESNO, CA	BEECH 65-A80 N848S DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 57, 4841 TOTAL HOURS, 452 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - FRESNO AIR TERM	INTENDED DESTINATION FRESNO, CA			
		DEPARTURE POINT GUSTINE, CA	PHASE OF OPERATION LANDING ROLL			
		TYPE OF ACCIDENT GEAR COLLAPSED				
PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- MAIN GEAR COLLAPSE CAUSED ADD DAMAGE PRECLUDING DISCOVERY OF REASON FOR MALFUNCTION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0147	2/19/76 TIME - 1445	FRESNO, CA	BEECH A200 N274T DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 36, 6122 TOTAL HOURS, 118 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - FRESNO AIR TERM DEPARTURE POINT INTENDED DESTINATION SAN FRANCISCO, CA FRESNO, CA TYPE OF ACCIDENT WHEELS-UP PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY AIRFRAME - LANDING GEAR EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LANDED ON FOAMED RUNWAY REMARKS- NUT LOST ON TAPER PIN WHICH FELL OUT OF TORQUE TUBE ASSEMBLY. GEAR EXTENSION IMPOSSIBLE.						
3-3794	10/21/76 TIME - 1423	LOS ANGELES, CA	AERO COMDR 690 N568H DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0 OT- 1 0 6	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 44, 13785 TOTAL HOURS, 972 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - HUGHES DEPARTURE POINT INTENDED DESTINATION CULVER CITY, CA CULVER CITY, CA TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT LAST ENROUTE STOP SANTA BARBARA, CA PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL US GEN. AV. CONTROLLING AGENCY - TOWER TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - YES ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN FIRE AFTER IMPACT REMARKS- MID-AIR, ON DWNWD FOR RWY 23. GRD DAMAGE TO AUTOS, PWR LINES, BLDG, STREET.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3590	12/6/76 TIME - 1510	JACKSON,CA	PIPER PA-23 N5381Y DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 59, 11252 TOTAL HOURS, 853 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - WESTOVER FIELD DEPARTURE POINT INTENDED DESTINATION YUBA CITY,CA JACKSON,CA		PHASE OF OPERATION LANDING ROLL LANDING ROLL		
		TYPE OF ACCIDENT AIRFRAME FAILURE ON GROUND GEAR COLLAPSED				
		PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT MISCELLANEOUS ACTS, CONDITIONS - EXCESSIVE-WEAR/PLAY				
		FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE				
		REMARKS- COLLIDED WITH LOG. BRAKES IN POOR COND.				
3-1246	2/29/76 TIME - 1120	DESTIN,FL	CESSNA 421 N76ST DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 55, 13297 TOTAL HOURS, 334 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - DESTIN-FT WALTON DEPARTURE POINT INTENDED DESTINATION DESTIN,FL UNKNOWN/NOT REPORTED		PHASE OF OPERATION TAXI TO TAKEOFF		
		TYPE OF ACCIDENT GEAR COLLAPSED				
		PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN				
		FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT SHOULDERS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE				
		REMARKS- DUE OTR ACFT HOLDING ON TAXIWAY, PLT ELECTED TO TAXI ACROSS SANDY AREA TO GET TO THE RWY.				
3-2935	9/29/76 TIME - 0930	BELLE GLADE,FL	BEECH 58 N2119L DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 63, 25040 TOTAL HOURS, 310 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - DUDA-BELLE GLADE DEPARTURE POINT INTENDED DESTINATION OVIEDO,FL BELLE GLADE,FL		PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL		
		TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH AUTOMOBILE				
		PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND				
		FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND				
		REMARKS- PLT ELECTED TO LND DNWD DUE CONST, BUILDINGS AND PWR LINES.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4083	11/12/76 TIME - 0857	NAPLES, FL	FALCON JET DA-20F N27R DAMAGE-DESTROYED	CR- 0 2 0 PX- 0 9 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 38, 3826 TOTAL HOURS, 768 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - NAPLES MUNICIPAL DEPARTURE POINT INTENDED DESTINATION NAPLES, FL WINSTON SALEM, NC TYPE OF ACCIDENT PHASE OF OPERATION BIRD STRIKE TAKEOFF INITIAL CLIMB COLLISION WITH GROUND/WATER CONTROLLED TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL FAILURE TO PROVIDE ADEQ. DIRECTIVES, MANUAL, EQUIPMENT FACTOR(S) PERSONNEL - AIRPORT SUPERVISORY PERSONNEL FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK OBSTRUCTION PERSONNEL - PRODUCTION-DESIGN-PERSONNEL SUBSTANDARD QUALITY CONTROL AIRFRAME - FUSELAGE SEATS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE POWERPLANT - MISCELLANEOUS BIRD INGESTION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PAX NOT BRIEFED, EMER CARD INSTNS NOT CORRECT FOR EXITS, SEATBELT ANCHOR FITTINGS BLAZED NOT WELDED.						
3-1249	5/7/76 TIME - 1037	ATLANTA, GA	BEECH 95-A55 N3EY DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR.. AGE 50, 1319 TOTAL HOURS, 485 IN TYPE, NOT INSTRU- MENT RATED.
NAME OF AIRPORT - DEKALB PEACHTREE DEPARTURE POINT INTENDED DESTINATION ATLANTA, GA NASHVILLE, TN TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE, FENCEPOSTS TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING AIRFRAME - FUSELAGE DOORS, DOOR FRAMES MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY REMARKS- ACFT DOOR NOT SECURED BEFORE TKOF						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0175	1/29/76 TIME - 0130	HAILEY, ID	AERO COMDR 560E N560E DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 32, 2145 TOTAL HOURS, 13 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - FRIEDMAN MEMORIAL DEPARTURE POINT INTENDED DESTINATION HAILEY, ID BOISE, ID TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH SNOWBANK TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES TAXIWAY LIGHTING AND MARKING AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RAMP/TAXIWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS REMARKS- INADEQUATE TAXI/RWY MARKING. NO LIGHTS. PLT MISTOOK TAXIWAY FOR RWY. RAN OFF END.						
3-0006	1/4/76 TIME - 1025	GALESBURG, IL	PIPER PA-28R N55649 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 48, 9525 TOTAL HOURS, 10 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION GALESBURG, IL LEXINGTON, NE TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - LUBRICATING SYSTEM VALVES MISCELLANEOUS ACTS, CONDITIONS - WRONG PART MISCELLANEOUS ACTS, CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- OIL DRAIN VALVE P/N-492172 SHOULD HAVE BEEN INSTALLED. P/N-756517(BJ1000-AH4) WAS INSTALLED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0261	2/16/76	JACKSONVILLE, IL	PIPER PA-31 N5007 DAMAGE-MINOR	CR- 0 0 1 PX- 0 0 2 DT- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 31, 5219 TOTAL HOURS, 76 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - JACKSONVILLE MUNI DEPARTURE POINT INTENDED DESTINATION ST LOUIS, MO JACKSONVILLE, IL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH ON GROUND LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 600 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG VFR TYPE OF FLIGHT PLAN IFR REMARKS- UNCONTROLLED ARPT. STRAIGHT-IN VOR APCH RWY 13. AIM COVERS. RAIN ON WINDSHIELD.						
3-1758	3/25/76	CHICAGO, IL	LOCKHEED GA 1329 N1EM DAMAGE-DESTROYED	CR- 2 0 0 PX- 2 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 45, 12250 TOTAL HOURS, 61 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MIDWAY DEPARTURE POINT INTENDED DESTINATION CHICAGO, IL SAN JOSE, CA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE, FENCEPOSTS TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY FIRE AFTER IMPACT REMARKS- PIC FLEW DASH 8 JETSTAR NEVER FLEW DASH 6 WHICH HAS 1200 LB LESS THRUST THAN DASH 8.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4140	6/24/76 TIME - 1807	CHICAGO, IL	BEECH 95-C55 N2034W DAMAGE-DESTROYED	CR- 0 1 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 31, 6718 TOTAL HOURS, 487 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - MIEGS FIELD		PHASE OF OPERATION TAKEOFF INITIAL CLIMB		
		DEPARTURE POINT CHICAGO, IL	INTENDED DESTINATION SPRINGFIELD, MO			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED			
		PROBABLE CAUSE(S) PILOT - FAILED TO MAINTAIN POSITIVE RATE OF CLIMB				
		FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG				
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE				
		SKY CONDITION OBSCURATION		CEILING AT ACCIDENT SITE 100		
		VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS		PRECIPITATION AT ACCIDENT SITE NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG		TEMPERATURE-F 65		
		WIND VELOCITY-KNOTS CALM		TYPE OF WEATHER CONDITIONS BELOW MINIMUMS		
		TYPE OF FLIGHT PLAN IFR				
		REMARKS- CRASHED IN LAKE MICHIGAN 1/2MI NORTH OF ARPT.				
3-0269	1/8/76 TIME - 1416	INDIANAPOLIS, IN	SWEARINGEN SA26AT N1969K DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 56, 25000 TOTAL HOURS, 360 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - WEIR COOK		PHASE OF OPERATION LANDING ROLL		
		DEPARTURE POINT MILWAUKEE, WI	INTENDED DESTINATION INDIANAPOLIS, IN			
		TYPE OF ACCIDENT GEAR RETRACTED				
		PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION	IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL)			
		AIRFRAME - LANDING GEAR	NORMAL RETRACTION/EXTENSION ASSEMBLY			
		MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT				
		REMARKS- EXPOSED PORTIONS OF ACTUATOR NUT ABT 3/4 IN LESS THAN ON OTR SIM ACFT. R ACT 1 1/2 IN SHORT DWN PSN.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1376	1/27/76 TIME - 0910	MARION, IN	GRUMMAN G-1159 N30RP DAMAGE-SUBSTANTIAL	CR- 0 0 3 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 29, 6000 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MARION MUNI DEPARTURE POINT INTENDED DESTINATION WHITE PLAINS, NY MARION, IN TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS AIRFRAME - LANDING GEAR NOSEWHEEL STEERING MISCELLANEOUS ACTS, CONDITIONS - FROZEN, MOISTURE REMARKS- NOSEWHEEL STEERING CABLES FROZEN NOSEWHEEL STEER UNIT FROZE WITH BUILT IN TURN.						
3-3313	12/11/76 TIME - 1820	WINCHESTER, IN	CESSNA 421B N570C DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 36, 5258 TOTAL HOURS, 1370 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - RANDOLPH COUNTY DEPARTURE POINT INTENDED DESTINATION MUNCIE, IN WINCHESTER, IN TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, BY PHONE/RADIO, LIMITED BY PILOT ACTION WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 200 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 IFR TYPE OF FLIGHT PLAN NONE REMARKS- DEPARTED MUNCIE SPCL VFR CLNC. WITNESSES ESTIMATED 3 OR 4 APCHS TO ARPT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1960	3/11/76 TIME - 1505	MCGREGOR, IA	CESSNA 336 N1787Z DAMAGE-DESTROYED INTENDED DESTINATION MINNEAPOLIS, MN	CR- 2 0 0 PX- 2 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 40, 1266 TOTAL HOURS, 57 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT GUTTENBURG, IA				PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT OTHER	
	TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE STALL SPIN	PROPELLER				
	PROBABLE CAUSE(S) POWERPLANT - PROPELLER AND ACCESSORIES HUBS MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT					
3-3856	11/17/76 NR. TIME - 1950	INDEPENDENCE, KS	AERO COMDR 690A N57186 DAMAGE-DESTROYED INTENDED DESTINATION RETURN	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 44, 10000 TOTAL HOURS, 980 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT OKLAHOMA CITY, OK				LAST ENROUTE STOP KANSAS CITY, MO	
	TYPE OF ACCIDENT AIRFRAME FAILURE FIRE OR EXPLOSION	IN FLIGHT IN FLIGHT			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT NORMAL CRUISE	
	PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - FIRE IN WING MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT REMARKS- ALTITUDE VARIED BETWEEN 14500FT & 15300F DRG LAST 4MIN OF FLT.					
3-3043	4/27/76 TIME - 1620	PAINTSVILLE, KY	PIPER PA-31P N6845L DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 47, 6000 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - COMBS DEPARTURE POINT PAINTSVILLE, KY		INTENDED DESTINATION WHITE PLAINS, NY			
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GROUND-WATER LOOP-SWERVE				PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL	
	PROBABLE CAUSE(S) POWERPLANT - IGNITION SYSTEM SPARK PLUG MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- NR 1 BOTTOM PLUG HAD 1/2 CNTR ELECTRODE & PORCELAIN GONE. NR 5 HAD APT 3/4 CERAMIC MISSING.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3568	9/29/76 TIME - 2124	LOUISVILLE, KY	MITSUBISHI MU-2B N122G DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 59, 23928 TOTAL HOURS, 388 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - STANDIFORD DEPARTURE POINT INTENDED DESTINATION Ocala, FL LOUISVILLE, KY TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR SWITCHES, LEVERS, CRANKING MECHANISM, ETC. MISCELLANEOUS ACTS, CONDITIONS - CHAFED MISCELLANEOUS ACTS, CONDITIONS - ELECTRICAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - ARCING REMARKS- SELECTOR SWITCH WIRE DMGD 4 IN FM SWITCH.						
3-3350	10/20/76 TIME - 1200	CLARE, MI	SWEARINGEN SA26T N30W DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 36, 8000 TOTAL HOURS, 70 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CLARE MUNI DEPARTURE POINT INTENDED DESTINATION CLARE, MI ALMA, MI TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR REMARKS- TAXI TO TKOFF R GR RETRACTED.						
3-3661	10/21/76 TIME - 1100	PICKNEY, MI	HUGHES 369HS N9213F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 26, 3300 TOTAL HOURS, 1700 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION LANSING, MI PICKNEY, MI TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ENG DRIVEN FUEL PUMP CONTAMINATED WITH WATER, RUST AND PAINT FLAKES. ACFT PITCHED FWD ON ROUGH TRRN.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1071	3/8/76 TIME - 2400	THIEF RVR FLS,MN	BEECH 58 N6AC DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 57, 12170 TOTAL HOURS, 4001 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - THIEF RVR FALLS DEPARTURE POINT MINNEAPOLIS,MN TYPE OF ACCIDENT COLLIDED WITH SNOWBANK			INTENDED DESTINATION THIEF RVR FLS,MN		PHASE OF OPERATION LANDING ROLL	
PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION OTHER MISCELLANEOUS ACTS,CONDITIONS - PREVIOUS DAMAGE AIRFRAME - LANDING GEAR NOSEWHEEL ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - BENT FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS						
REMARKS- IMPROPER TOWING PROCEDURES BFR DPTR BENT UPPER TORQUE KNEE.PLT UN CTL ACFT PULL TO L AFTR LNDG.						
3-3670	9/12/76 TIME - 1615	INTL FALLS,MN	CESSNA 421A N2235Q DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 31, 24410 TOTAL HOURS, 74 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - INTER'L FALLS DEPARTURE POINT RED LAKE,CANADA TYPE OF ACCIDENT GEAR RETRACTED			INTENDED DESTINATION TULSA,OK		LAST ENROUTE STOP INTL FALLS,MN PHASE OF OPERATION LANDING ROLL	
PROBABLE CAUSE(S) PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR						
3-3671	11/23/76 TIME - 1542	EDEN PRAIRIE,MN	PIPER PA-28R N7487J DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 39, 410 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - FLYING CLOUD DEPARTURE POINT EDEN PRAIRIE,MN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED			INTENDED DESTINATION ST PAUL,MN		PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING ROLL	
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) TERRAIN - WET,SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ENGINE PERFORMED SATISFACTORILY ON POST ACCIDENT RUNUP.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0180	1/31/76	NR. WINNEMUCCA, NV	CESSNA 337G N2CX DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 22, 558 TOTAL HOURS, 104 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT WINNEMUCCA, NV	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAKEOFF RUN		
		TYPE OF ACCIDENT COLLIDED WITH OBJECT				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
TERRAIN - OTHER						
REMARKS- ACFT STRUCK SIGNPOST, TKOF ON RANCH ROAD.						
3-3961	12/27/76	NEW LONDON, NH	CESSNA 310J N3196L DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 57, 20020 TOTAL HOURS, 475 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - EAGLES NEST DEPARTURE POINT NEW LONDON, NH	INTENDED DESTINATION KEENE, NH	PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES				
PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS						
PILOT IN COMMAND - PREMATURE LIFT-OFF						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T.						
REMARKS- LIFT OFF ABOUT 85MPH, DURING GEAR RETRACTION AT ABOUT 100MPH L ENG LOST POWER.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1992	4/22/76	NR.MORRISTOWN,NJ	AERO COMDR 500B N471A DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 50, 7800 TOTAL HOURS, 117 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT BRIDGEPORT,CT			INTENDED DESTINATION HARRISBURG,PA	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
TYPE OF ACCIDENT LIGHTNING STRIKE						
PROBABLE CAUSE(S) WEATHER - LIGHTNING STRIKE WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED						
SKY CONDITION UNKNOWN/NOT REPORTED			CEILING AT ACCIDENT SITE 700			
VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS			PRECIPITATION AT ACCIDENT SITE THUNDERSTORM, RAIN			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED			TEMPERATURE-F 40			
TYPE OF WEATHER CONDITIONS IFR			TYPE OF FLIGHT PLAN IFR			
REMARKS- PLT ROSTD DEV ATC UN DUE TFC.AFTN LIGHTNING STRIKE ACFT RCVD PRIORITY,LNDD OK.ABT 6FT L WING DMGD.						
3-3832	11/12/76	ALBUQUERQUE,NM	N. AMERICAN 265-60 N180AR DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 46, 15675 TOTAL HOURS, 1905 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ALBUQUERQUE INTL.			INTENDED DESTINATION ALBUQUERQUE,NM	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN		
DEPARTURE POINT ROSWELL,NM						
TYPE OF ACCIDENT WHEELS-UP						
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED MISCELLANEOUS ACTS.CONDITIONS - FROZEN, MOISTURE FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY FIRE AFTER IMPACT REMARKS- LNDG GEAR SYSTEM FROZEN PARTIALLY UP. T/O MADE FROM SLUSH COVERED RWY. OUTSIDE OBSERVER NOT USED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1305	3/31/76 TIME - 1245	ISCHUA,NY	BEECH 95-B55 N9180Q DAMAGE-DESTROYED	CR- 2 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 23, 1061 TOTAL HOURS, 15 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - OLEAN MUNICIPAL DEPARTURE POINT INTENDED DESTINATION OLEAN,NY TETERBORO,NJ TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB STALL LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN IFR REMARKS- RIGHT ENGINE FAIL AFTER TAKEOFF.REASON NOT DETERMINED.						
3-2883	9/4/76 TIME - 0945	CANANDAIGUA,NY	PIAGGO 136-L2 N1SH DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 56, 700 TOTAL HOURS, 120 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION CANANDAIGUA,NY ROCHESTER,NY TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE ON GROUND TAKEOFF RUN COLLISION WITH GROUND/WATER UNCONTROLLED TAKEOFF ABORTED PROBABLE CAUSE(S) AIRFRAME - FUSELAGE SEATS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- PILOT SEAT 0905/C FAILED DURING TAKEOFF CAUSING PILOT TO LOSE CONTROL OF ACFT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3809	12/4/76 TIME - 1205	NR.GRAND VIEW,NY	PIPER PA-31 N59B25 DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0 OT- 2 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 27, 3000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT PHIADELPHIA,PA			INTENDED DESTINATION WHITE PLAINS,NY			
TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT			PHASE OF OPERATION IN FLIGHT OTHER			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT						
SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTRL TRAFFIC ADVISORY ISSUED - NONE REMARKS- FRESH SCUFF MARKS ON LEADING EDGE OF DE-ICING BOOT OF VERTICAL STABILIZER.						
3-3204	3/12/76 TIME - 1400	NR.BANNER ELK,NC	PIPER PA-23 N400BB DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 34, 7786 TOTAL HOURS, 2410 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT HICKORY,NC			INTENDED DESTINATION LOUISVILLE,KY			
TYPE OF ACCIDENT TURBULENCE AIRFRAME FAILURE IN FLIGHT			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT NORMAL CRUISE			
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURRULENCE AIRFRAME - WINGS SKIN AND ATTACHMENTS MISCELLANEOUS ACTS,CONDITIONS - BUCKLED FACTOR(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE						
SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE ZERO OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN IFR			CEILING AT ACCIDENT SITE 9000 PRECIPITATION AT ACCIDENT SITE RAIN TYPE OF WEATHER CONDITIONS IFR			
REMARKS- PERMANENT WRINKLES TO BOTH WING LEADING EDGES.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3364	11/17/76 TIME - 1540	FINDLAY,OH	CESSNA 421B N140B DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 38, 2902 TOTAL HOURS, 751 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - FINDLAY MUNI DEPARTURE POINT INTENDED DESTINATION LIMA,OH FINDLAY,OH TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) SYSTEMS - FLIGHT CONTROL SYSTEMS ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM MISCELLANEOUS ACTS,CONDITIONS - MISSING MISCELLANEOUS ACTS,CONDITIONS - DISCONNECTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE REMARKS- TRIM TAB ACTUATOR MAINT,ROD SECURED & COTTER PIN INSTLD IN NUT.ROD DISCONNECTED FOR RERIGGING CK.						
3-4152	11/30/76 TIME - 1501	HARTFORD TWP,OH	SIKORSKY S58B N8561 DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 2 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 28, 4429 TOTAL HOURS, UNK/MR IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION HAZELTON,PA CLEVELAND,OH TYPE OF ACCIDENT LAST ENROUTE STOP ENGINE FAILURE OR MALFUNCTION YOUNGSTOWN,OH HARD LANDING PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- UNDER INVESTIGATION.						
3-0718	1/22/76 TIME - 0927	INDIANA,PA	SWEARINGEN SA26AT N97D DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 32, 5534 TOTAL HOURS, 158 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - JIMMY STEWART DEPARTURE POINT INTENDED DESTINATION CLEVELAND,OH INDIANA,PA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH SNOWBANK LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PERSONNEL - AIRPORT SUPERVISORY PERSONNEL IMPROPER/INADEQUATE SNOW REMOVAL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS REMARKS- ACFT STRUCK 2-3FT HI SNOW BANK ON THE APCH END OF THE RWY.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4108	9/15/76 TIME - 1930	TELFORD, PA	BRANTLY 305 N2201U DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL INSTR., AGE 29, 1147 TOTAL HOURS, 23 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT KING OF PRUSSIA, PA	INTENDED DESTINATION PLEASANT VALLEY, PA	PHASE OF OPERATION IN FLIGHT AUTOROTATIVE DESCENT		
		TYPE OF ACCIDENT HARD LANDING				
PROBABLE CAUSE(S) MISC-LOSS OF ROTOR RPM FOR UNDETERMINED REASON PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
3-2020	5/3/76 TIME - 1435	HILTON HEAD IS, SC	GRUMMAN G-1159 N4CP DAMAGE-MINOR	CR- 1 0 1 PX- 0 0 1 OT- 1 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 49, 13930 TOTAL HOURS, ALL IN TYPE, NOT INSTRU- MENT RATED.
		NAME OF AIRPORT - HILTON HEAD DEPARTURE POINT WEST PALM BEACH, FL	INTENDED DESTINATION HILTON HEAD IS, SC	PHASE OF OPERATION TAXI FROM LANDING TAXI FROM LANDING		
		TYPE OF ACCIDENT MISCELLANEOUS FIRE OR EXPLOSION ON GROUND				
PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL GROUND SIGNALMAN PERSONNEL - AIRPORT SUPERVISORY PERSONNEL FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK OBSTRUCTION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS ACTS, CONDITIONS - FIRE IN BRAKES, WHEEL ASSEMBLY, WHEEL WELL FIRE AFTER IMPACT REMARKS- ACFT. TAIL CONTACTED 7200 VOLT POWER LINE. OTR PERSONNEL ATTEMPTED TO WARN PLT WHILE LINEMAN PARKED ACFT.						
3-1102	5/12/76 TIME - 1510	SIMPSONVILLE, SC	PIPER PA-32 N41579 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 51, 4993 TOTAL HOURS, 221 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT COLUMBIA, SC	INTENDED DESTINATION GREENVILLE, SC	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH OBJECT				
PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CRANKSHAFT MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS - EVASIVE MANEUVER 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- LNDG ON HIGHWAY, NO OBSTRUCTION. CAR ENTERED LANE, ACFT CROSSED MEDIAN HIT OVERPASS BRIDGE COLUMN.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1105	4/23/76 TIME - 2357	MITCHELL, SD	PIPER PA-39 N8884Y DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 45, 1665 TOTAL HOURS, 397 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MITCHELL MUNI DEPARTURE POINT INTENDED DESTINATION PIERRE, SD MITCHELL, SD TYPE OF ACCIDENT PHASE OF OPERATION STALL LANDING OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG LEFT CROSS WIND 248-292 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 44 40 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 8 IFR TYPE OF FLIGHT PLAN IFR REMARKS- IFR CIRCLING APCH						
3-3557	8/21/76 TIME - 1256	CARPENTER, SD	CESSNA 310L N3331X DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 46, 18575 TOTAL HOURS, 3050 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION SIOUX FALLS, SD ABERDEEN, SD TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE PROPELLER IN FLIGHT NORMAL CRUISE AIRFRAME FAILURE IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL OTHER POWERPLANT - PROPELLER AND ACCESSORIES HUBS MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR(S) POWERPLANT - ENGINE STRUCTURE MOUNT AND VIBRATION ISOLATORS MISCELLANEOUS ACTS, CONDITIONS - BENT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ENG COUNTERWEIGHT DAMPERS FOUND OUT OF TOLERANCE. ENGINE MOUNT STRUCTURE BENT, FATIGUED PROP HUB.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1207	5/26/76 TIME - 1100	PLAINS, TX	TED SMITH 601 N7461S DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGF 52, 13327 TOTAL HOURS, 2060 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - YOKUM COUNTY DEPARTURE POINT GRANDVIEW, TX TYPE OF ACCIDENT OVERSHOOT GEAR COLLAPSED	INTENDED DESTINATION PLAINS, TX	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL		
		PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - ROUGH/UNEVEN WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED				
		SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 75 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE REMARKS- RAN INTO DITCH & FENCE. GUSTING TO 15K.	CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES 270 TYPE OF WEATHER CONDITIONS VFR			
3-1622	6/14/76 TIME - 1120	EAGLE, TX	CESSNA T337B N2318S DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGF 60, 23800 TOTAL HOURS, 7 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - EAGLE PASS DEPARTURE POINT FT. WORTH, TX TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED	INTENDED DESTINATION EAGLE, TX	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN		
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- ACFT PORPOISED.				

BRIFFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0374	2/4/76 TIME - 1917	S BURLINGTON,VT	PIPER PA-23 N65TM DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 46, 13000 TOTAL HOURS, 4000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BURLINGTON INTL DEPARTURE POINT INTENDED DESTINATION S BURLINGTON,VT WHITEFIELD,NH TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT OTHER PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE PARTIAL OBSCURATION 3300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILFS OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS BLOWING SNOW VFR TYPE OF FLIGHT PLAN IFR REMARKS- PLT CLRD TO 10000 FT BY BTV RAPCON AFTER TKOF.CONTACT LOST.EXTENSIVE DESTRUCTION OF ACFT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2026	2/22/76 TIME - 1504	BURLINGTON,VT	GRUMMAN G-1159 N397F DAMAGE-DESTROYED	CR- 0 2 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 31, 4744 TOTAL HOURS, 754 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BURLINGTON INTL DEPARTURE POINT NEWARK,NJ INTENDED DESTINATION BURLINGTON,VT TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED			PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 350 TYPE OF WEATHER CONDITIONS VFR			CEILING AT ACCIDENT SITE 1200 PRECIPITATION AT ACCIDENT SITE SNOW SHOWERS RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES WIND VELOCITY-KNOTS 21 TYPE OF FLIGHT PLAN VFR			
REMARKS- COMMENCED OSCILLATING ROLL ON FINAL APPROACH RT WING STRUCK RUNWAY, THEN LFT WING, AIRCRAFT CARTWHEEL						
3-4129	9/26/76 TIME - 1038	HOT SPRINGS,VA	GRUMMAN G-1159 N500J DAMAGE-DESTROYED	CR- 3 0 0 PX- 8 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 54, 16982 TOTAL HOURS, 523 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - INGALLS FIELD DEPARTURE POINT TRENTON,NJ INTENDED DESTINATION HOT SPRINGS,VA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED			PHASE OF OPERATION LANDING FINAL APPROACH			
PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FIRE AFTER IMPACT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3968	10/24/76 TIME - 0805	HOT SPRINGS, VA	CESSNA 401 N2WP DAMAGE-DESTROYED	CR- 0 0 2 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 46, 6400 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - INGALS FIELD				
		DEPARTURE POINT		INTENDED DESTINATION		
		COLUMBIA, SC		HOT SPRINGS, VA		
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		COLLIDED WITH TREES		LANDING FINAL APPROACH		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - IMPROPER IFR OPERATION						
FACTOR(S)						
WEATHER - LOW CEILING						
WEATHER - RAIN						
WEATHER - FOG						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
SKY CONDITION				CEILING AT ACCIDENT SITE		
PARTIAL OBSCURATION				300		
VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE		
3 MILES OR LESS				RAIN		
OBSTRUCTIONS TO VISION AT ACCIDENT SITE				RELATIVE BEARING OF WIND		
FOG				LEFT CROSS WIND 248-292 DEGREES		
TEMPERATURE-F				WIND DIRECTION-DEGREES		
38				180		
WIND VELOCITY-KNOTS				TYPE OF WEATHER CONDITIONS		
10				IFR		
TYPE OF FLIGHT PLAN						
IFR						
FIRE AFTER IMPACT						
REMARKS- DSCND BELOW DH.						
3-3858	12/9/76 TIME - 1155	EAU CLAIRE, WI	BEECH C55 N551U DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 31, 4914 TOTAL HOURS, 256 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - EAU CLAIRE				
		DEPARTURE POINT		INTENDED DESTINATION		
		EAU CLAIRE, WI		SAINT PAUL, MN		
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		COLLIDED WITH FENCE, FENCEPOSTS		TAKEOFF ABORTED		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
MISCELLANEOUS ACTS, CONDITIONS - GUST LOCKS ENGAGED						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2114	4/8/76 TIME - 0715	NR. EVANSTON, WY	ENSTROM F-28C N539H DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 28, 2962 TOTAL HOURS, 155 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - LANDING AREA DEPARTURE POINT INTENDED DESTINATION EVANSTON, WY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING ROLL-ON/RUN-ON GEAR COLLAPSED LANDING ROLL-ON/RUN-ON PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) WEATHER - LOW CEILING WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND GROUND FOG LIGHT AND VARIABLE TEMPERATURE-F TYPE OF WEATHER CONDITIONS 40 VFR TYPE OF FLIGHT PLAN NONE REMARKS- DENSITY ALT 7000FT. WIND LIGHT. APPROACH MADE ON A SLIGHT DOWNSLOPE ROUTE.						

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NTSB
AMM
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1976
Corporate/Executive
Aircraft

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1503	5/15/76 TIME - 1157	SINCLAIR,WY	AERO COMDR 680 N6275D DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 33, 4518 TOTAL HOURS, 780 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - RAWLINS DEPARTURE POINT INTENDED DESTINATION SCOTTSBLUFF,NE EUGENE,OR TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLISION WITH GROUND/WATER CONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES FACTOR(S) WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, IN PERSON, LIMITED BY PILOT ACTION WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 1500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 35 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 20 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- VFR ON TOP,RT ENG OUT,FORCED TO DESCEND INTO ADVERSE WX,PROP NOT FEATHERED,GEAR & FLAPS EXTENDED.						
3-3748	12/28/76 TIME - 0735	GULF OF MEXICO	BELL 206B N49667 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 29, 2661 TOTAL HOURS, 1494 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION PATTERSON,LA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH DITCHING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM FUEL CONTROL MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- APPROACH TO OFFSHORE OIL RIG,FLOATS NOT INFLATED.						

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Chairman

/s/ FRANCIS H. McADAMS
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