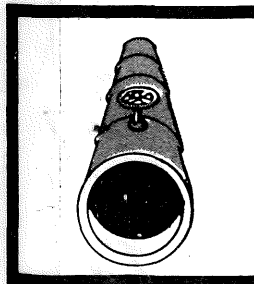
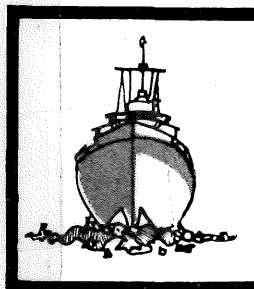
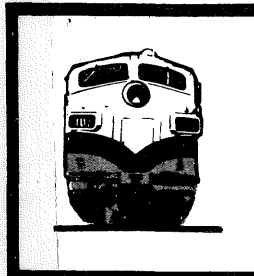


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**BRIEFS OF ACCIDENTS
INVOLVING
ALCOHOL AS A CAUSE/FACTOR**

**U.S. GENERAL AVIATION
1977**

AMM-78-17

UNITED STATES GOVERNMENT

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16. Abstract This publication contains reports on all U.S. general aviation accidents, occurring in 1977, involving alcohol impairment as a cause/factor. Included are 47 accident Briefs, 41 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 Briefs of 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 1977, U.S. General Aviation aircraft were involved in 47 total and 41 fatal accidents where alcohol impairment was a cause/factor. In comparison, the entire General Aviation fleet incurred 4,286 total and 702 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:

"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 cowlings, 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

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

1977

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	39	2	3	3		47
COPILOT	3	1	1			5
DUAL STUDENT	1					1
CHECK PILOT						
FLIGHT ENGINEER						
NAVIGATOR						
CABIN ATTENDANT						
EXTRA CREW						
PASSENGERS	20	5	1	5		31
TOTAL	63	8	5	8	ABOARD	84
OTHER AIRCRAFT						
OTHER GROUND						
GRAND TOTAL	63	8	5	8		84

INVOLVES 47 TOTAL ACCIDENTS
INVOLVES 41 FATAL ACCIDENTS

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

KIND OF FLYING	PILOT CERTIFICATE								RECORDS	ACCIDENTS
	STUDENT	PRIVATE	COMMERCIAL	ATR	COMMERCIAL/ FL INSTR.	ATR / FL INSTR.	OTHER	NONE		
<u>INSTRUCTIONAL</u>										
DUAL										
SOLO	1								1	2.13
CHECK										
TRAINING										
<u>NONCOMMERCIAL</u>										
PLEASURE	6	15	10	2	1	1	2		37	78.72
PRACTICE					1	1			2	4.26
BUSINESS		1							1	2.13
CORPORATE/EXECUTIVE										
AERIAL SURVEY		1							1	2.13
COMPANY FLIGHT										
OTHER										
<u>COMMERCIAL</u>										
AERIAL APPLICATION						1			1	2.13
CROP CONTROL RELATED FLIGHT					1				1	2.13
FIRE CONTROL										
FIRE CONTROL RELATED FLIGHT										
AERIAL MAPPING/PHOTOGRAPHY										
AERIAL ADVERTISING										
POWER AND PIPELINE PATROL										
FISH SPOTTING										
AIR TAXI-PASSENGER OPERATIONS										
AIR TAXI-CARGO OPERATIONS										
CONSTRUCTION WORK										
SCHEDULED PASSENGER SERVICE										
SCHEDULED CARGO SERVICE										
INTRA-STATE CHARTER PASSG.										
INTRA-STATE CHARTER CARGO.										
MILITARY CONTRACT-PASSENGER										
MILITARY CONTRACT-CARGO										
CHARTER CARGO-DOMESTIC										
CHARTER PASSG-DOMESTIC										
CHARTER-CARGO-INTERNATIONAL										
CHARTER-PASSG-INTERNATIONAL										
OTHER										

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

KIND OF FLYING	PILOT CERTIFICATE								RECORDS	ACCIDENTS	PERCENT
	STUDENT	PRIVATE	COMMERCIAL	ATR	COMMERCIAL / FL INSTR.	ATR / FL INSTR.	OTHER	NONE			
UNKNOWN/NOT REPORTED											
MISCELLANEOUS											
EXPERIMENTATION											
TEST											
DEMONSTRATION											
FERRY											
SEARCH AND RESCUE											
AIR SHOW/AIR RACING				1					1	1	2.13
PARACHUTE JUMP											
PARACHUTE JUMP-AIR SHOW											
TOWING GLIDERS											
SEEDING CLOUDS											
HUNTING											
POLICE PATROL											
HIGHWAY TRAFFIC ADVISORY											
ALL OTHER PUBLIC FLYING											
OTHER				1					1	1	2.13
UNKNOWN/NOT REPORTED								1	1	1	2.13
RECORDS	8	17	11	2	3	3	3		47		
ACCIDENTS	8	17	11	2	3	3	3			47	
PERCENTS	17.0	36.2	23.4	4.3	6.4	6.4	.0	6.4	.0		

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
GROUND-WATER LOOP-SWERVE							
DAGGED WINGTIP PDD OR FLOAT							
WHEELS-UP LANDING							
WHEELS-DOWN LANDING IN WATER							
GEAR COLLAPSED							
GEAR RETRACTED							
HARD LANDING	1				1	1	2.13
NOSE OVER/DOWN							
ROLL OVER							
OVERSHOOT	1				1	1	2.13
UNDERSHOOT		1			1	1	2.13
<u>COLLISION BETWEEN AIRCRAFT</u>							
BOTH IN FLIGHT							
ONE AIRBORNE							
BOTH ON GROUND							
<u>COLLISION WITH GROUND/WATER</u>							
CONTROLLED	8				8	8	17.02
UNCONTROLLED	10				10	10	21.28
<u>COLLIDED WITH</u>							
WIRES/POLES	1	2			3	3	6.38
TREES	1				1	1	2.13
RESIDENCE/S							
BUILDING/S							
FENCE, FENCEPOSTS							
ELECTRONIC TOWERS							
RUNWAY OR APPROACH LIGHTS							
AIRPORT HAZARD							
ANIMALS							
CROP							
FLAGMAN LOADER							
DITCHES							
SNOWBANK							
PARKED AIRCRAFT (UNATTENDED)							
AUTOMOBILE							
DIRT BANK							
OTHER							

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
BIRD STRIKE							
<u>STALL</u>	3	1			4	4	8.51
SPIN	3	1			4	4	8.51
SPIRAL	1				1	1	2.13
MUSH	1	2			3	3	6.38
<u>FIRE OR EXPLOSION</u>							
IN FLIGHT							
ON GROUND							
<u>AIRFRAME FAILURE</u>							
IN FLIGHT	2				2	2	4.26
ON GROUND							
ENGINE TEARAWAY							
ENGINE FAILURE OR MALFUNCTION	4	4			8	8	17.02
<u>PROPELLER/ROTOR FAILURE</u>							
PROPELLER							
TAIL ROTOR							
MAIN ROTOR							
PROP ROTOR ACNT TO PERSON							
JET INTAKE/EXH ACNT TO PERS							
PROPELLER/JET/ROTOR BLAST							
TURBULENCE							
HAIL DAMAGE TO AIRCRAFT							
LIGHTNING STRIKE							
EVASIVE MANEUVER							
UNCONTROLLED ALT DEVIATION							
DITCHING							
MISSING ACFT NOT RECOVERED							
MISCELLANEOUS/OTHER							
UNDETERMINED							
RECORDS	35	12			47		
ACCIDENTS	35	12				47	
PERCENTS	74.5	25.5	.0	.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							
FROM LANDING							
OTHER							
GROUND TAXI TO TAKEOFF							
GROUND TAXI FROM LANDING							
GROUND TAXI, OTHER							
AERIAL TAXI TO TAKEOFF							
AERIAL TAXI TO/FROM LANDING							
AERIAL TAXI, OTHER							
<u>TAKEOFF</u>							
RUN							
INITIAL CLIMB	4	1			5	5	10.64
VERTICAL							
RUNNING (ROTORCRAFT/VTOL-STOL)							
ABORTED (FIXED-WING)							
ABORTED (ROTORCRAFT/VTOL)							
ABORTED (ROTORCRAFT/STOL)							
OTHER	1				1	1	2.13
<u>INFLIGHT</u>							
CLIMB TO CRUISE	2	1			3	3	6.38
NORMAL CRUISE	9		1		10	10	21.28
DESCENDING							
HOLDING (IFR)							
HOVERING							
POWER-ON DESCENT (ROTORCRAFT)							
AUTOROTATIVE DESCENT							
ACROBATICS	2				2	2	4.26
BUZZING	10				10	10	21.28

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
UNCONTROLLED DESCENT	5				5	5	10.64
EMERGENCY DESCENT							
LOW PASS	3				3	3	6.38
OTHER	2				2	2	4.26
EN ROUTE TO TREAT CRCP							
EN ROUTE TO RELOADING AREA							
SURVEY FIELD/AREA							
STARTING SWATH RUN							
SWATH RUN							
FLAREOUT FOR SWATH RUN							
PULLUP FROM SWATH RUN	1				1	1	2.13
PROCEDURE TURNAROUND							
CLEANUP SWATH							
MANEUVER TO AVOID OBSTRUCTION							
RETURN TO STRIP							
<u>LANDING</u>							
TRAFFIC PATTERN-CIRCLING		1			1	1	2.13
FINAL APPROACH (VFR)			1		1	1	2.13
INITIAL APPROACH							
FINAL APPROACH (IFR)							
LEVEL OFF/TOUCHDOWN	1		1		2	2	4.26
ROLL (FIXED WING)							
ROLL-ON/RUN-ON (ROTORCRAFT)							
POWER-ON LANDING (ROTORCRAFT)							
POWER-OFF AUTOROTATIVE LDG							
GO-AROUND (VFR)							
MISSED APPROACH (IFR)							
OTHER	1				1	1	2.13
UNKNOWN/NOT REPORTED							
RECORDS	41	3	3		47		
ACCIDENTS	41	3	3			47	
PERCENTS	87.2	.0	6.4	6.4			

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

1977
(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 47 TOTAL ACCIDENTS
INVOLVES 41 FATAL ACCIDENTS

PAGE 8

BROAD CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT	39 95.12	16 39.02	41 100.00	5 83.33	2 33.33	5 83.33	44 93.62	18 38.30	46 97.87
PERSONNEL	3 7.32	.00	3 7.32	.00	.00	.00	3 6.38	.00	3 6.38
AIRFRAME	1 2.44	.00	1 2.44	.00	.00	.00	1 2.13	.00	1 2.13
LANDING GEAR	.00	.00	.00	.00	.00	.00	.00	.00	.00
POWERPLANT	3 7.32	.00	3 7.32	.00	.00	.00	3 6.38	.00	3 6.38
SYSTEMS	.00	.00	.00	1 16.67	.00	1 16.67	1 2.13	.00	1 2.13
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	6 14.63	6 14.63	.00	1 16.67	1 16.67	.00	7 14.89	7 14.89
TERRAIN	1 2.44	3 7.32	4 9.76	.00	.00	.00	1 2.13	3 6.38	4 8.51
MISCELLANEOUS	2 4.88	1 2.44	3 7.32	1 16.67	.00	1 16.67	3 6.38	1 2.13	4 8.51
UNDETERMINED	.00	.00	.00	.00	.00	.00	.00	.00	.00

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

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

CAUSE/FACTOR TABLE
U.S. GENERAL AVIATION ACCIDENTS
INVOLVING ALCOHOL AS A CAUSE/FACTOR
1977
(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 47 TOTAL ACCIDENTS

INVOLVES 41 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		2				2		2
BECAME LOST/DISORIENTED	1		1				1		1
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT	1		1				1		1
EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT	1		1				1		1
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS	2		2				2		2
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	13		13	1		1	14		14
IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS	2		2				2		2
IMPROPER OPERATION OF FLIGHT CONTROLS	1		1				1		1
PREMATURE LIFT OFF	1		1				1		1
IMPROPER LEVEL OFF				2		2	2		2
IMPROPER IN-FLIGHT DECISIONS OR PLANNING	1	1	2				1	1	2
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	2		2	1		1	3		3
MISMANAGEMENT OF FUEL	2		2	1		1	3		3
EXERCISED POOR JUDGMENT	2		2				2		2
MISJUDGED DISTANCE, SPEED, AND ALTITUDE	1		1				1		1
MISJUDGED ALTITUDE AND CLEARANCE	2		2				2		2
MISJUDGED ALTITUDE	1		1				1		1
MISJUDGED CLEARANCE	2		2				2		2
IMPROPER RECOVERY FROM BOUNCED LANDING				1		1	1		1
INCAPACITATION	4		4				4		4
PHYSICAL IMPAIRMENT	21	14	35	2	2	4	23	16	39
SPATIAL DISORIENTATION	4		4				4		4
SUBTOTAL	66	15	81	8	2	10	74	17	91
COPILOT									
LACK OF FAMILIARITY WITH AIRCRAFT		1	1					1	1
SUBTOTAL		1	1					1	1
** PERSONNEL **									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
IMPROPER MAINTENANCE(OWNER PERSONNEL)	1		1				1		1
INADEQUATE INSPECTION OF AIRCRAFT(MAINTENANCE PERSONNEL)	1		1				1		1
INADEQUATE MAINTENANCE AND INSPECTION	1		1				1		1
OPERATIONAL SUPERVISORY PERSONNEL									
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
AIRPORT SUPERVISORY PERSONNEL									
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
MISCELLANEOUS-PERSONNEL									
THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL	3		3				3		3
** AIRFRAME **									
WINGS									
SKIN AND ATTACHMENTS	1		1				1		1
FUSELAGE									
LANDING GEAR									
FLIGHT CONTROL SURFACES									
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
** POWERPLANT **									
ENGINE STRUCTURE									
IGNITION SYSTEM									
FUEL SYSTEM									
LINES AND FITTINGS	1		1				1		1
OTHER	1		1				1		1
LUBRICATING SYSTEM									
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
EXHAUST SYSTEM									
MUFFLERS	1		1				1		1
ENGINE ACCESSORIES									
ENGINE CONTROLS									
POWERPLANT-INSTRUMENTS									
MISCELLANEOUS									
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	3		3				3		3
** SYSTEMS **									
ELECTRICAL SYSTEM									
HYDRAULIC SYSTEM									
FLIGHT CONTROL SYSTEMS									
ANTI-ICING, DE-ICING SYSTEMS									
CARBURETOR DE-ICING SYSTEM				1		1	1		1
AIR CONDITION, HEATING AND PRESSURIZATION									
AUTO PILOT									
FIRE WARNING SYSTEM									
FIRE EXTINGUISHER SYSTEM									
OXYGEN SYSTEM									
OTHER SYSTEMS									
SUBTOTAL				1		1	1		1
** WEATHER **									
FOG		1	1					1	1
SNOW		1	1					1	1
CONDITIONS CONDUCTIVE TO CARB/INDUCTION SYSTEM ICING		2	2		1	1		3	3
DOWNDRAFTS, UPDRAFTS		2	2					2	2
HIGH DENSITY ALTITUDE		1	1					1	1
THUNDERSTORM ACTIVITY		1	1					1	1
SUBTOTAL		8	8		1	1		9	9
** TERRAIN **									
HIGH OBSTRUCTIONS	1	3	4				1	3	4
SUBTOTAL	1	3	4				1	3	4
** MISCELLANEOUS **									
EVASIVE MANEUVER TO AVOID COLLISION	1	1	2				1	1	2
UNQUALIFIED PERSON OPERATED AIRCRAFT	1		1	1		1	2		2
SUBTOTAL	2	1	3	1		1	3	1	4
GRAND TOTAL	76	28	104	10	3	13	86	31	117

CAUSE/FACTOR TABLE

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** MISCELLANEOUS ACTS, CONDITIONS **									
DISCONNECTED				1		1	1		1
ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE	2		2				2		2
UNWARRANTED LOW FLYING	8	2	10				8	2	10
INATTENTIVE TO FUEL SUPPLY				1		1	1		1
FLEW INTO BLIND CANYON	1		1				1		1
STOLEN OR UNAUTHORIZED USE OF AIRCRAFT		2	2		1	1		3	3
WRONG PART	1		1				1		1
FUEL EXHAUSTION	2		2	1		1	3		3
ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT	25	16	41	2	4	6	27	20	47
CARBON MONOXIDE POISONING	1		1				1		1
ICE-CARBURETOR	2		2	1		1	3		3
IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG		1	1					1	1
AIRCRAFT CAME TO REST IN WATER		3	3					3	3
OVERLOAD FAILURE		1	1		2	2		3	3
MATERIAL FAILURE	2		2				2		2
FUEL STARVATION	2		2				2		2

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
1977
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE ----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 0115	N44152	021677	LAS VEGAS NV	TAYLORCRAFT	BC12D1	FATAL
3 0424	N180SP	022077	TAMPA, FL	PIPER	PA-28	FATAL
3 0433	N5321A	010877	FREMONT, CA	CESSNA	310	FATAL
3 0541	N8390S	040877	TONELE, UT	CESSNA	182H	FATAL
3 0626	N50883	040977	ALBION, MI	CESSNA	150J	FATAL
3 0673	N51226	022077	CARLETON, MI	CESSNA	150J	FATAL
3 0753	N8429V	031277	BRAWLEY, CA	AERO COMDR	600S2R	FATAL
3 0776	N2974A	041077	NEWDALE, ID.	CESSNA	180	FATAL
3 0822	N4997X	042677	NMAXWELL, CA	AERO-COMDR	S-2R	FATAL
3 0860	N6355H	052477	NJAY, OK	PIPER	J-3	FATAL
3 0918	N64522	030577	NENGLEWOOD, CO	CESSNA	172M	FATAL
3 1088	N50290	053077	YELM, WA.	TAYLORCRAFT	L-2B	FATAL
3 1237	N79005	061377	NANTUCKET, MA	CESSNA	172K	FATAL
3 1439	N8410R	060577	NAMPA, ID	PIPER	PA-28	NONE
3 1537	N1507A	061777	ONIDA, SD	PIPER	PA-20	FATAL
3 1616	N9373L	060277	ATLANTA, GA	GRUM AMER	AA-1A	FATAL
3 1741	N1293R	060677	ROBINSON CREEK, KY	BELLANCA	14-19	FATAL
3 1907	N6310S	071177	ABERDEEN, MD	CESSNA	150G	MINOR
3 2000	N67690	081977	MORRISVILLE, PA	DEHAVILLAND	DHC-2	FATAL
3 2185	N1204U	080777	BIG BEAR CITY, CA	CESSNA	172M	FATAL

LISTING OF ACCIDENTS
INVOLVING
ALCOHOL AS A CAUSE/FACTOR

U.S. GENERAL AVIATION
1977
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE ----	LOCATION -----	AIRCRAFT MAKE ----	MODEL -----	INJURY INDEX -----
3 2201	N17346	092877	NMASON, TX	RYAN	ST-A	FATAL
3 2640	N86709	073077	PRAIRIE DU CHN, WI	BELLANCA	14-13	FATAL
3 2670	N83535	070677	NSTERLING, AK	AERONCA	7AC	FATAL
3 2740	N5912F	080277	NWICHITA FALLS, TX	PIPER	PA-28	FATAL
3 2844	N43485	090777	NDANVILLE, GA	PIPER	PA-28	FATAL
3 3032	N87046	110377	BEAVERTON, MI	ERCO	415-C	NONE
3 3061	N7315G	092077	CONCORD, CA	CESSNA	150L	FATAL
3 3099	N6578G	091777	CLARKSTON, WA	CESSNA	150L	FATAL
3 3194	N1263H	072477	TAHOE PARADISE, CA	PIPER	PA-32R	FATAL
3 3406	N7087S	061377	BENTON, IL	CESSNA	150H	FATAL
3 3411	N4404C	082877	MT HOLLEY SPGS, PA	CESSNA	195B	FATAL
3 3431	N9116U	101477	CEDAR KEY, FL	CESSNA	150	FATAL
3 3443	N7291	112477	FRESNO, CA	NAVION	B	NONE
3 3538	N3547J	102677	OGDEN, UT	CESSNA	150E	MINOR
3 3557	N24497	092677	NDELRAY BEACH, FL	CESSNA	152	FATAL
3 3685	N42321	101177	TERRELL, TX	PIPER	J3C-65	FATAL
3 3695	N20883	031277	GIRDWOOD, AK	CESSNA	185	MINOR
3 3704	N18636	112277	CARMI, IL	CESSNA	150H	FATAL
3 3720	N3702E	091877	GRAND RAPIDS, MN	AERONCA	7AC	FATAL
3 3890	N2992Z	090277	NANCHORAGE, AK	PIPER	PA-18	FATAL

LISTING OF ACCIDENTS
INVOLVING
ALCOHOL AS A CAUSE/FACTOR

U.S. GENERAL AVIATION
1977
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 3942	N10608	122377	PLANTATION, FL	CESSNA	150	FATAL
3 3953	N8097N	101477	BRUNSWICK, GA	PIPER	PA-28	FATAL
3 3971	N24945	123177	NOJAI, CA	CESSNA	152	FATAL
3 4036	N6589T	121777	DAUPHIN ISLAND, AL	CESSNA	150	FATAL
3 4098	N1054	061177	SALEM, IL	TOLMAN	SA-3AM	FATAL
3 4109	N6488A	120877	SOCORRO, NM	CESSNA	182	FATAL
3 4174	N24404	081877	KAKHONAK, AK	TAYLORCRAFT	BC-12D	FATAL

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING

ALCOHOL AS A CAUSE/FACTOR

U.S. GENERAL AVIATION

1977

(IN STATE AND DATE ORDER)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4036	12/17/77 TIME - 0013	DAUPHIN ISLAND, AL	CESSNA 150 N6589T DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 55, 350 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT DAUPHIN ISLAND, AL	INTENDED DESTINATION PASCAGOULA, MS	PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
REMARKS- AIRCRAFT PLACARDED FOR DAY VFR ONLY, BLOOD-ALCOHOL LEVEL .17 PERCENT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3695	3/12/77 TIME - 0400	GIRDWOOD, AK	CESSNA 185 N20883 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	ATP, FLIGHT INSTR., AGE 34, 7000 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED. <i>AS4011</i>
		NAME OF AIRPORT - GIRDWOOD DEPARTURE POINT GIRDWOOD, AK TYPE OF ACCIDENT STALL MUSH	INTENDED DESTINATION ANCHORAGE, AK	PHASE OF OPERATION TAKEOFF INITIAL CLIMB		
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- PIC OBSERVED DRINKING WINE WITHIN 2 HOURS OF ACCIDENT.						
3-2670	7/6/77 TIME - 1926	NR. STERLING, AK	AERONCA 7AC N83535 DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 53, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT MOOSE RIVER LODGE TYPE OF ACCIDENT STALL MUSH	INTENDED DESTINATION UNKNOWN/NOT REPORTED	LAST ENROUTE STOP UNKNOWN/NOT REPORTED PHASE OF OPERATION IN FLIGHT BUZZING		
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 REMARKS- BLOOD ALCOHOL LEVEL-.176%. SEAT BELT NOT USED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4174	8/18/77 TIME - 1925	KAKHONAK, AK	TAYLORCRAFT RC-12D N24404 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 36, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - KAKHONAK DEPARTURE POINT INTENDED DESTINATION KAKHONAK, AK UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE STALL SPIN LANDING OTHER PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM LINES AND FITTINGS MISCELLANEOUS ACTS, CONDITIONS - WRONG PART MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (OWNER PERSONNEL) 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 COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- WRONG FUEL LINE FITTING ON CARBURETOR. BLOOD ALCOHOL LEVEL 95MG%.						
3-3890	9/2/77 TIME - 1945	NR. ANCHORAGE, AK	PIPER PA-18 N2992Z DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL AERIAL SURVEY	PRIVATE, AGE 46, 1800 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - PRIVATE STRIP DEPARTURE POINT INTENDED DESTINATION ANCHORAGE, AK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- SPOTTING GAME. BUSH STRIP. PLT BLOOD ALCOHOL 56MG%.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0433	1/8/77 TIME - 1935	FREMONT, CA	CESSNA 310 N5321A DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	AIRLINE TRANSPORT, AGE 27, 3900 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
		DEPARTURE POINT OAKLAND, CA	INTENDED DESTINATION SAN JOSE, CA			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED	PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT		
PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
REMARKS- PIC ATP IN SEL ONLY. COMM PRIV MEL. PIC BLD ALCHL 0.15PC.						
3-0753	3/12/77 TIME - 1730	BRAWLEY, CA	AERO CMDR 600S2R N8429V DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	ATP, FLIGHT INSTR., AGE 44, 2212 TOTAL HOURS, 527 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT BRAWLEY, CA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT STALL		PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
SPECIAL DATA						
TOTAL HOURS IN CROP CONTROL - 527			KIND OF OPERATION - SPRAYING CROPS			
KIND OF CROP - LETTUCE			TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC			
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED			GLOVES - NOT USED			
GOGGLES - NOT USED			CRASH HELMET - AVAILABLE-NOT USED			
COCKPIT CRASHPAD - INSTALLED			CRASH BAR - INSTALLED			
TANK/HOPPER-LOCATION - FORWARD OF PILOT			TERRAIN-TYPE - LEVEL, FLAT			
ELEVATION-AREA BEING TREATED- FEET - 150			SWATH RUN-HOW FLOWN - UPWIND			
FIRE AFTER IMPACT						
REMARKS- PLT BLOOD ALCOHOL LEVEL 0.06%.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0822	4/26/77	NR. MAXWELL, CA	AERO-COMDR S-2R N4997X DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, FL. INSTR., AGE 29, 8670 TOTAL HOURS, 2800 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT MAXWELL, CA	INTENDED DESTINATION LOCAL			
		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 FIRE AFTER IMPACT REMARKS- PLT BLOOD ALCOHOL LVL 0.20 GM%.						
3-3194	7/24/77	TAHOE PARADISE, CA	PIPER PA-32R N1263H DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 3 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 48, 191 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - LAKE TAHOE				
		DEPARTURE POINT TAHOE PARADISE, CA	INTENDED DESTINATION EL MONTE, CA			
		TYPE OF ACCIDENT STALL MUSH	PHASE OF OPERATION TAKEOFF INITIAL CLIMB			
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE						
		SKY CONDITION BROKEN/LOWER SCATTERED	CEILING AT ACCIDENT SITE 15000			
		VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE	TEMPERATURE-F 78			
		WIND DIRECTION-DEGREES 180	WIND VELOCITY-KNOTS 12			
		TYPE OF WEATHER CONDITIONS VFR	TYPE OF FLIGHT PLAN VFR			
FIRE AFTER IMPACT REMARKS- TURNED TOWARD RISING TERRAIN. PLT BLOOD ALCOHOL LVL 0.15%. D/A APRX 8500FT. GUSTING 20K.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2185	8/7/77 TIME - 1940	BIG BEAR CITY, CA	CESSNA 172M N1204U DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 28, 726 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
TYPE OF ACCIDENT STALL SPIN			PHASE OF OPERATION IN FLIGHT BUZZING			
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 FIRE AFTER IMPACT REMARKS- PLT LIVER TISSUE ALCOHOL LEVEL 0.28%.						
3-3061	9/20/77 TIME - 1826	CONCORD, CA	CESSNA 150L N7315G DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 46, 284 TOTAL HOURS, 208 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT CONCORD, CA TYPE OF ACCIDENT STALL SPIN			INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT BUZZING			
PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- BLOOD ALCOHOL LVL 0.06%.						
3-3443	11/24/77 TIME - 1245	FRESNO, CA	NAVION B N7291 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 50, 5117 TOTAL HOURS, 391 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SIERRA SKY PARK DEPARTURE POINT FRESNO, CA TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED			INTENDED DESTINATION LOCAL 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 PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3971	12/31/77	NR.OJAI,CA TIME - 1255	CESSNA 152 N24945 DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 57, 752 TOTAL HOURS, 34 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT SANTA PAULA,CA TYPE OF ACCIDENT STALL SPIN	INTENDED DESTINATION SACRAMENTO,CA		PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE	
		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 TERRAIN - HIGH OBSTRUCTIONS REMARKS- PLT BLOOD ALCOHOL LVL 0.05%.				
3-0918	3/5/77	NR.ENGLEWOOD.CO TIME - 1636	CESSNA 172M N64522 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	NO CERTIFICATE, AGE 44. UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT GOODLAND,KANSAS TYPE OF ACCIDENT STALL	INTENDED DESTINATION ENGLEWOOD.CO		LAST ENROUTE STOP UNKNOWN/NOT REPORTED PHASE OF OPERATION IN FLIGHT RUZZING	
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING REMARKS- PILOT BLOOD ALCOHOL 330 MG%. LICENSE REVOKED ON 09-19-75 FOR FLYING WHILE INTOXICATED.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0424	2/20/77 TIME - 1912	TAMPA, FL	PIPER PA-28 N180SP DAMAGE-DESTROYED	CR- 1 1 0 PX- 0 0 0	NONCOMMERCIAL PRACTICE	COMMERCIAL, FL INSTR., AGE 41, 492 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - MACDILL AFB DEPARTURE POINT INTENDED DESTINATION ST PETERSBURG, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE COLLIDED WITH ELECTRONIC TOWERS LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR POWERPLANT - FUEL SYSTEM OTHER PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) COPILOT - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER - CONDITIONS CONDUCTIVE TO CARR./INDUCTION SYSTEM ICING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.						
SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT CROSS WIND 248-292 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 49 320 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 10 VFR TYPE OF FLIGHT PLAN NONE REMARKS- PLT BLOOD ALCOHOL LEVEL 210MG%. MIXTURE CONTROL FOUND IN LEAN SETTING, VAPOR LOCK.						
3-3557	9/26/77 TIME - 0025	NR. DELRAY BEACH, FL	CESSNA 152 N24497 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 28, 209 TOTAL HOURS, 78 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION HOLLYWOOD, FL UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT REMARKS- PLT CRASHED, STOLEN ACFT ON HIGHWAY. PURPOSE OF FLIGHT NOT DETERMINED. BLOOD ALCOHOL LEVEL 0.21 GM%						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3431	10/14/77 TIME - 2148	CEDAR KEY, FL	CESSNA 150 N9116U DAMAGE-DESTROYED	CR- 0 1 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 26, 90 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - LEWIS AIRPORT DEPARTURE POINT INTENDED DESTINATION NEW SMYRNA BEACH, FL CEDAR KEY, FL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLISION WITH GROUND/WATER UNCONTROLLED LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. REMARKS- BLOOD ALCOHOL CONTENT .069%						
3-3942	12/23/77 TIME - 1715	PLANTATION, FL	CESSNA 150 N10608 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 59, 646 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION TAVERNIER, FL LOCAL 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 REMARKS- PILOT'S BLOOD ALCOHOL CONCENTRATION 593 MG PERCENT, CRASHED IN MANGROVE MARSH.						
3-1616	6/2/77 TIME - 0154	ATLANTA, GA	GRUM AMER AA-1A N9373L DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 0 1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 39, 3000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION ATLANTA, GA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- EXHAUSTED L TANK FUEL, PLT BLOOD-ALC LVL 233MG%.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2844	9/7/77 TIME - 2305	NR.DANVILLE,GA	PIPER PA-28 N43485 DAMAGE-DESTROYED	CR- 2 0 0 PX- 1 0 0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 38, 59 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT SAVANNAH,GA	INTENDED DESTINATION MACON,GA			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (MAINTENANCE PERSONNEL) MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE POWERPLANT - EXHAUST SYSTEM MUFFLERS MISCELLANEOUS ACTS,CONDITIONS - CARBON MONOXIDE POISONING						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- BLOOD ALCOHOL LEVEL 0.062% CARBON MONOXIDE 43% SATURATION						
3-3953	10/14/77 TIME - 1330	BRUNSWICK,GA	PIPER PA-28 N8097N DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 51, 1500 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT BRUNSWICK,GA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED	PHASE OF OPERATION IN FLIGHT BUZZING		
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 REMARKS- PLT LOST CONTROL WHILE EXECUTING STEEP TURNS AT NEAR TREETOP LEVEL. BLOOD ALCOHOL LEVEL .179%.						
3-0776	4/10/77 TIME - 1756	NEWDALE,ID.	CESSNA 180 N2974A DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 40, 65 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT NEELY RANCH ID	INTENDED DESTINATION ST ANTHONY,ID			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED	PHASE OF OPERATION IN FLIGHT LOW PASS		
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 REMARKS- BLOOD ALCOHOL LEVEL 0.153 PERCENT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1439	6/5/77 TIME - 0030	NAMPA, ID	PIPER PA-28 N8410R DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	NO CERTIFICATE, AGE 38, 4 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - NAMPA MUNI					
	DEPARTURE POINT	INTENDED DESTINATION				
	NAMPA, ID	LOCAL				
	TYPE OF ACCIDENT			PHASE OF OPERATION		
	UNDERSHOOT			LANDING FINAL APPROACH		
	COLLIDED WITH OBJECT			LANDING GO-AROUND		
	PROBABLE CAUSE(S)					
	MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT					
	FACTOR(S)					
	MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT					
	MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT					
	REMARKS- UNAUTHORIZED FLT. T/D 100YDS SHORT, STANDPIPE AND IRRIGATION PIPE.					
3-4098	6/11/77 TIME - 1515	SALEM, IL	TOLMAN SA-3AM N1054 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	MISCELLANEOUS AIR SHOW/RACING	COMMERCIAL, AGE 31, 798 TOTAL HOURS, 16 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT	INTENDED DESTINATION				
	SALEM, IL	LOCAL				
	TYPE OF ACCIDENT			PHASE OF OPERATION		
	AIRFRAME FAILURE IN FLIGHT			IN FLIGHT AEROBATICS		
	PROBABLE CAUSE(S)					
	AIRFRAME - WINGS SKIN AND ATTACHMENTS					
	MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE					
	PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION					
	FACTOR(S)					
	PILOT IN COMMAND - PHYSICAL IMPAIRMENT					
	MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT					
	REMARKS- PIC BLOOD ALCOHOL LEVEL .073%.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3406	6/13/77 TIME - 2245	BENTON, IL	CESSNA 150H N7087S DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 20, 23 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - BENTON MUNI DEPARTURE POINT INTENDED DESTINATION BENTON, IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE STALL IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 25000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F HAZE 74 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM VFR TYPE OF FLIGHT PLAN NONE REMARKS- STUD PLT-NOT FULL USE OF RT ARM.HAD PAX FLY A/C WHILE PLT OPERATED PRIMER..07% BLOOD ALCOHOL.						
3-3704	11/22/77 TIME - 2140	CARMI, IL	CESSNA 150H N18636 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	MISCELLANEOUS OTHER	STUDENT, AGE 38, 24 TOTAL HOURS, 23 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - CARMI MUNICIPAL DEPARTURE POINT INTENDED DESTINATION CARMI, IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT REMARKS- NO NIGHT TRAINING.BLOOD ALCOHOL LVL 0.179%. UNAUTHORIZED FLT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1741	6/6/77 TIME - 1310	ROBINSON CREEK, KY	BELLANCA 14-19 N1293R DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 36, 399 TOTAL HOURS, 302 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT BLUEFIELD, WV	INTENDED DESTINATION EVANSVILLE, IN			
		TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT		PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT		
PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OVERCAST	CEILING AT ACCIDENT SITE 1000			
		VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)	PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE	TYPE OF WEATHER CONDITIONS IFR			
		TYPE OF FLIGHT PLAN IFR				
		FIRE AFTER IMPACT				
REMARKS- IFR FP. PLT ACCEPTED VECTORS THRU LINE OF THUNDERSTORMS. PLT ALCOHOL LVL 173MG%.						
3-1907	7/11/77 TIME - 2050	ABERDEEN, MD	CESSNA 150G N6310S DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 53, 6875 TOTAL HOURS, 11 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - PHILLIPS DEPARTURE POINT CLEARFIELD, PA	INTENDED DESTINATION NEW HAVEN, CT			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES		PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING FINAL APPROACH		
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION						
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						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1237	6/13/77 TIME - 0140	NANTUCKET, MA	CESSNA 172K N79005 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	AIRLINE TRANSPORT, AGE 31, 5506 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - MEMORIAL DEPARTURE POINT INTENDED DESTINATION NANTUCKET, MA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED TAKEOFF OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER MISSING AIRCRAFT - LATER RECOVERED REMARKS- PLT OBSERVED DRINKING ALCOHOL, SMOKING MARIJUANA PRIOR TO FLT. INJ INDEX PRESUMED. RECOVERED 6/21/77.						
3-0673	2/20/77 TIME - 0226	CARLETON, MI	CESSNA 150J N51226 DAMAGE-DESTROYED	CR- 0 1 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 26, 176 TOTAL HOURS, 77 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION GRAND HAVEN, MI DETROIT, MI TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH WIRES/POLES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - SNOW WEATHER - FOG COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST/LOWER SCATTERED 4000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 23 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- PLT HAD TWO DRINKS BEFORE FLT. PLT STATED HE LOST SIGHT OF GROUND ENROUTE.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0626	4/9/77 TIME - 1230	ALBION, MI	CESSNA 150J N50883 DAMAGE-DESTROYED INTENDED DESTINATION UNKNOWN/NOT REPORTED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 77, 89 TOTAL HOURS, 86 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT JONESVILLE, MI						
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED			PHASE OF OPERATION IN FLIGHT BUZZING			
PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- BLOOD ALCOHOL LEVEL 0.35%.						
3-3032	11/3/77 TIME - 1600	BEAVERTON, MI	ERCO 415-C N87046 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 54, 1500 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT RAPID CITY, MI			INTENDED DESTINATION PLYMOUTH, MI			
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL			
PROBABLE CAUSE(S) SYSTEMS - ANTI-ICING, DE-ICING SYSTEMS CARBURETOR DE-ICING SYSTEM MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR PILOT IN COMMAND - PHYSICAL IMPAIRMENT PILOT IN COMMAND - IMPROPER LEVEL OFF MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SKY CONDITION SCATTERED			CEILING AT ACCIDENT SITE UNLIMITED			
VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)			PRECIPITATION AT ACCIDENT SITE NONE			
ORSTRUCTIONS TO VISION AT ACCIDENT SITE NONE			TYPE OF WEATHER CONDITIONS VFR			
TYPE OF FLIGHT PLAN NONE						
REMARKS- CLAMP FOR HEAT TUBE FROM MUFFLER WAS MISSING. PILOT LANDED NOSE FIRST. BREATHALYZER TESTS .15/.17%						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3720	9/18/77 TIME - 1740	GRAND RAPIDS, MN	AERONCA 7AC N3702E DAMAGE-SUBSTANTIAL	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 54, 414 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - JAY GOULD LAKE DEPARTURE POINT INTENDED DESTINATION GRAND RAPIDS, MN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF INITIAL CLIMB 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 MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION REMARKS- FLOAT EQPD. SHARP PULL-UP OVR TREES. PLT BLOOD ALCOHOL LVL 102 MG%.						
3-0115	2/16/77 TIME - 1818	LAS VEGAS NV	TAYLORCRAFT BC12D1 N44152 DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 52, 200 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION PAHRUMP, NV LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT NORMAL CRUISE 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 REMARKS- BLOOD ALCOHOL LEVEL .228%						
3-4109	12/8/77 TIME - 2140	SOCORRO, NM	CESSNA 182 N6488A DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 29, 193 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION SOCORRO, NM LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING MISSING AIRCRAFT - LATER RECOVERED REMARKS- PLT BLOOD ALCOHOL 206MG%, STOMACH CONTENTS 400MG%. RECOVERY DATE 12/9/77.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0860	5/24/77 TIME - 2005	NR.JAY.OK	PIPER J-3 N6355H DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 44, 200 TOTAL HOURS, 128 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT MAYSVILLE,AR						
TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES			PHASE OF OPERATION IN FLIGHT LOW PASS			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS.CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
FIRE AFTER IMPACT						
REMARKS- BLOOD ALCOHOL LEVEL 76MG PERCENT.						
3-2000	8/19/77 TIME - 1500	MORRISVILLE,PA	DEHAVILLAND DHC-2 N67690 DAMAGE-DESTROYED INTENDED DESTINATION UNKNOWN/NOT REPORTED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 53, 6875 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT TITUSVILLE,PA						
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						
FIRE AFTER IMPACT						
REMARKS- ALCOHOL LVL 0.149 PCT, TISSUE FLUID. STRUCK CATENARY LINES OF AMTRAK RAILROAD.						
3-3411	8/28/77 TIME - 2045	MT HOLLEY SPGS.PA	CESSNA 195B N4404C DAMAGE-DESTROYED INTENDED DESTINATION MANASSAS,VA	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 55, 7200 TOTAL HOURS, 815 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT CARLISLE,PA						
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED			PHASE OF OPERATION IN FLIGHT OTHER			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS						
PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS.CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
REMARKS- BLOOD ALCOHOL LVL 225MG%. HIGH SDD IMPACT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1537	6/17/77 TIME - 2130	ONIDA,SD	PIPER PA-20 N1507A DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR., AGE 30, 2402 TOTAL HOURS, 320 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ONIDA,SD	INTENDED DESTINATION GETTYSBURG,SD	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
		TYPE OF ACCIDENT STALL SPIN				
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 FIRE AFTER IMPACT REMARKS- BLOOD-ALCOHOL LVL 126MG%.						
3-2740	8/2/77 TIME - 1400	NR.WICHITA FALLS,TX	PIPER PA-28 N5912F DAMAGE-DESTROYED	CR- 1 0 1 PX- 0 0 0	NONCOMMERCIAL PRACTICE	ATP,FLIGHT INSTR., AGE 42, 2665 TOTAL HOURS, 1724 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - TOM DANAHER AIRPO DEPARTURE POINT WICHITA FALLS,TX	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT BUZZING		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- PLT BLOOD ALCOHOL LVL 263MG%.						
3-2201	9/28/77 TIME - 1750	NR.MASON,TX	RYAN ST-A N17346 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 46, 2470 TOTAL HOURS, 28 IN TYPF, INSTRUMENT RATED.
		DEPARTURE POINT POLK RANCH STRIP	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT ACROBATICS		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING REMARKS- BLOOD ALCOHOL LVL 118MG%,URINE 197MG%.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3685	10/11/77	TERRELL, TX	PIPER J3C-65 N42321 DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 39, 700 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - WALLACE DEPARTURE POINT - TERRELL, TX INTENDED DESTINATION - LOCAL TYPE OF ACCIDENT - STALL SPIRAL PHASE OF OPERATION - IN FLIGHT BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- BUZZED FLD IMMEDIATELY AFT TKOF. AVOIDED PWR LINES. PLT BLOOD ALCOHOL LEVEL 0.255%.						
3-0541	4/8/77	TONELE, UT	CESSNA 182H NR3905 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 37, 282 TOTAL HOURS, 53 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - TONELE DEPARTURE POINT - SALT LAKE CITY, UT INTENDED DESTINATION - WENDOVER, UT TYPE OF ACCIDENT - COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION - IN FLIGHT NORMAL CRUISE 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 FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED MISSING AIRCRAFT - LATER RECOVERED SKY CONDITION - CLEAR CEILING AT ACCIDENT SITE - UNLIMITED VISIBILITY AT ACCIDENT SITE - 5 OR OVER (UNLIMITED) PRECIPITATION AT ACCIDENT SITE - NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE - NONE TEMPERATURE - F - 40 WIND DIRECTION - DEGREES - 135 WIND VELOCITY - KNOTS - 20 TYPE OF WEATHER CONDITIONS - VFR TYPE OF FLIGHT PLAN - NONE FIRE AFTER IMPACT REMARKS- PLT BLOOD ALCOHOL LVL 209 MG%. CLEAR MOONLIT NIGHT. SFC WINDS GUSTING 50MPH. RECOVERED 4/9/77.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3538	10/26/77 TIME - 2337	OGDEN,UT	CESSNA 150E N3547J DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 44, 465 TOTAL HOURS, 324 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - OGDEN MUNI DEPARTURE POINT OGDEN,UT INTENDED DESTINATION LOCAL TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- PILOT BLOOD ALCOHOL .15 % ON BREATH TEST.						
3-1088	5/30/77 TIME - 1815	YELM,WA.	TAYLORCRAFT L-2B N50290 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 31, 72 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT YELM,WA. 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 PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- PLTS BLOOD ALCOHOL LEVEL - .071 %.						
3-3099	9/17/77 TIME - 2010	CLARKSTON,WA	CESSNA 150L N6578G DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	INSTRUCTIONAL SOLO	STUDENT, AGE 41, 133 TOTAL HOURS, 54 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT LEWISTON,ID INTENDED DESTINATION UNKNOWN/NOT REPORTED TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- DARK NIGHT,FLEW INTO UNLIGHTED RISING TERRAIN.BLOOD-ALCOHOL LEVEL 170MG%.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2640	7/30/77 TIME - 0830	PRAIRIE DU CHN, WI	BELLANCA 14-13 N86709 DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 0 0 0	MISCELLANEOUS UNKNOWN/NOT REPORTED	NO CERTIFICATE, AGE 69. UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT RICHLAND CENTER, MI	INTENDED DESTINATION UNKNOWN/NOT REPORTED			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING FINAL APPROACH			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - MISMANAGEMENT OF FUEL						
MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION						
MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT						
TERRAIN - HIGH OBSTRUCTIONS						
FACTOR(S)						
PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- PRIVATE CERTIFICATE WAS REVOKED, MEDICAL HAD EXPIRED, BLOOD ALCOHOL LVL 57MG%.						

NTSB

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1977

Alcohol as a Cause/
Factor

EMBRY-RIDDLE AERO U. DAYTONA BEACH



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