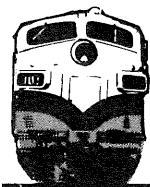


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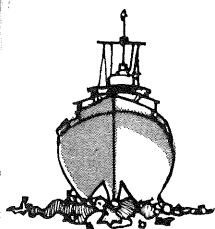
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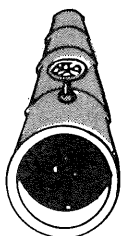
BRIEFS OF ACCIDENTS INVOLVING CORPORATE/EXECUTIVE AIRCRAFT



U.S. GENERAL AVIATION

1977

AMM-78-19



UNITED STATES GOVERNMENT

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16. Abstract This publication contains reports of U.S. general aviation corporate/executive aircraft accidents occurring in 1977. Included are 60 accident Briefs, 18 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.			
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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 8 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	38,600,000	4,286	11.10	702	1.82
U.S. General Aviation Accidents Involving Corporate/Executive Aircraft	4,246,000	60	1.41	18	0.42

1/ Source: This source has historically been provided by the Federal Aviation Administration as compiled from the aircraft owners completion of AC Form 8050-73. In 1977 the FAA instituted a new statistical sampling procedure to gather exposure data. At the time of this publication the exposure data from this new sampling procedure had not yet been released by the FAA. As a result, the statistical table covering accident rates for particular corporate/executive aircraft makes/models has been deleted from this year's publication. The FAA has, however, provided forecast hours flown, per aviation mode and kind of flying, for calendar year 1977 which have been used to compute the accident rate information contained in this publication. This rate data may be subject to revision at such time the FAA releases final exposure figures for 1977 general aviation operations.

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 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. Noncommerial 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

Corporate/Executive Accidents
U.S. General Aviation
 1970 - 1977

<u>Year</u>	<u>Corporate/Executive Hours Flown 1/</u>	<u>Total Accidents</u>	<u>Total Accident Rate 2/</u>	<u>Fatal Accidents</u>	<u>Fatal Accident Rate 2/</u>	<u>Fatalities</u>
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
1977	4,246,000	60	1.41	18	0.42	51

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
1977

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	16	4	6	34		60
COPILOT	5	4	2	7		18
DUAL STUDENT						
CHECK PILOT						
FLIGHT ENGINEER						
NAVIGATOR						
CABIN ATTENDANT						
EXTRA CREW						
PASSENGERS	28	6	7	52		93
TOTAL	49	14	15	93	ABOARD	171
* OTHER AIRCRAFT	2					2
OTHER GROUND			1			1
GRAND TOTAL	51	14	16	93		174

INVOLVES 60 TOTAL ACCIDENTS
INVOLVES 18 FATAL ACCIDENTS

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

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

FIRST TYPE OF ACCIDENT	PILOT CERTIFICATE							RECORDS	ACCIDENTS	PERCENT
	STUDENT	PRIVATE	COMMERCIAL	ATR	COMMERCIAL/ FL. INSTR.	ATR/ FL. INSTR.	OTHER			
GROUND-WATER LOOP-SWERVE			1		1			2	2	3.33
DRAGGED WINGTIP POD OR FLOAT										
WHEELS-UP LANDING		3	1		1			5	5	8.33
WHEELS-DOWN LANDING IN WATER										
GEAR COLLAPSED		1			1			2	2	3.33
GEAR RETRACTED		1	1					2	2	3.33
HARD LANDING		2	1					3	3	5.00
NOSE OVER/DOWN										
ROLL OVER										
OVERSHOOT			2		1			3	3	5.00
UNDERSHOOT		2	1		1			4	4	6.67
<u>COLLISION BETWEEN AIRCRAFT</u>										
BOTH IN FLIGHT					1			1	1	1.67
ONE AIRBORNE										
BOTH ON GROUND										
<u>COLLISION WITH GROUND/WATER</u>										
CONTROLLED		1	2		1			4	4	6.67
UNCONTROLLED		1	1		1	1		4	4	6.67
<u>COLLIDED WITH</u>										
WIRES/POLES					2	2		4	4	6.67
TREES		2	2		1	1		6	6	10.00
RESIDENCE/S										
BUILDING/S		1	1					2	2	3.33
FENCE, FENCEPOSTS					2			2	2	3.33
ELECTRONIC TOWERS										
RUNWAY OR APPROACH LIGHTS										
AIRPORT HAZARD		1						1	1	1.67
ANIMALS										
CROP										
FLAGMAN LOADER										
DITCHES										
SNOWBANK										
PARKED AIRCRAFT (UNATTENDED)										
AUTOMOBILE					1			1	1	1.67
DIRT BANK						1		1	1	1.67
OTHER										

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

FIRST TYPE OF ACCIDENT	PILOT CERTIFICATE							RECORDS	ACCIDENTS	PERCENT
	STUDENT	PRIVATE	COMMERCIAL	ATR	COMMERCIAL / FL. INSTR.	ATR / FL. INSTR.	OTHER			
BIRD STRIKE										
<u>STALL</u>										
SPIN										
SPIRAL										
MUSH										
<u>FIRE OR EXPLOSION</u>										
IN FLIGHT										
ON GROUND					1			1	1	1.67
<u>AIRFRAME FAILURE</u>										
IN FLIGHT			1					1	1	1.67
ON GROUND										
ENGINE TEARAWAY										
ENGINE FAILURE OR MALFUNCTION		5	3		2			10	10	16.67
<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					1			1	1	1.67
HAIL DAMAGE TO AIRCRAFT										
LIGHTNING STRIKE										
EVASIVE MANEUVER										
UNCONTROLLED ALT DEVIATION										
DITCHING										
MISSING ACFT NOT RECOVERED										
MISCELLANEOUS/OTHER										
UNDETERMINED										
RECORDS		20	17		10	13		60		
ACCIDENTS		20	17		10	13			60	
PERCENTS	.0	.0	33.3	28.3	16.7	21.7	.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	2		2	2	3.33
DRAGGED WINGTIP POD OR FLOAT					
WHEELS-UP LANDING	5		5	5	8.33
WHEELS-DOWN LANDING IN WATER					
GEAR COLLAPSED	2		2	2	3.33
GEAR RETRACTED	2		2	2	3.33
HARD LANDING	3		3	3	5.00
NOSE OVER/DOWN					
ROLL OVER					
OVERSHOOT	2	1	3	3	5.00
UNDERSHOOT		4	4	4	6.67
<u>COLLISION BETWEEN AIRCRAFT</u>					
BOTH IN FLIGHT		1	1	1	1.67
ONE AIRBORNE					
BOTH ON GROUND					
<u>COLLISION WITH GROUND/WATER</u>					
CONTROLLED	4		4	4	6.67
UNCONTROLLED	4		4	4	6.67
<u>COLLIDED WITH</u>					
WIRES/POLES	2	2	4	4	6.67
TREES	4	2	6	6	10.00
RESIDENCE/S					
BUILDING/S	1	1	2	2	3.33
FENCE, FENCEPOSTS		2	2	2	3.33
ELECTRONIC TOWERS					
RUNWAY OR APPROACH LIGHTS					
AIRPORT HAZARD		1	1	1	1.67
ANIMALS					
CROP					
FLAGMAN LOADER					
DITCHES					
SNOWBANK					
PARKED AIRCRAFT (UNATTENDED)					
AUTOMOBILE		1	1	1	1.67
DIRT BANK		1	1	1	1.67
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>							
SPIN							
SPIRAL							
MUSH							
<u>FIRE OR EXPLOSION</u>							
IN FLIGHT							
ON GROUND	1				1	1	1.67
<u>AIRFRAME FAILURE</u>							
IN FLIGHT	1				1	1	1.67
ON GROUND							
ENGINE TEARAWAY							
ENGINE FAILURE OR MALFUNCTION	6	4			10	10	16.67
<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	1				1	1	1.67
HAIL DAMAGE TO AIRCRAFT							
LIGHTNING STRIKE							
EVASIVE MANEUVER							
UNCONTROLLED ALT DEVIATION							
DITCHING							
MISSING ACFT NOT RECOVERED							
MISCELLANEOUS/OTHER							
UNDETERMINED							
RECORDS	26	33	1		60		
ACCIDENTS	26	33	1			60	
PERCENTS	43.3	55.0	1.7	.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			1		1	1	1.67
IDLING ENGINE/S							
ENGINE RUNUP							
IDLING ROTORS			1		1	1	1.67
PARKED-ENGINES NOT OPERATING							
OTHER							
<u>TAXI</u>							
TO TAKEOFF							
FROM LANDING			1		1	1	1.67
OTHER							
GROUND TAXI TO TAKEOFF							
GROUND TAXI FROM LANDING							
GROUND TAXI, OTHER							
AERIAL TAXI TO TAKEOFF							
AERIAL TAXI TO/FROM LANDING			1		1	1	1.67
AERIAL TAXI, OTHER							
<u>TAKEOFF</u>							
RUN	1		1		2	2	3.33
INITIAL CLIMB	3	1	2		6	6	10.00
VERTICAL							
RUNNING (ROTORCRAFT/VTOL-STOL)							
ABORTED (FIXED-WING)			2		2	2	3.33
ABORTED (ROTORCRAFT/VTOL)							
ABORTED (ROTORCRAFT/STOL)							
OTHER							
<u>INFLIGHT</u>							
CLIMB TO CRUISE	3		1		4	4	6.67
NORMAL CRUISE	2	2	1		5	5	8.33
DESCENDING							
HOLDING (IFR)							
HOVERING							
POWER-ON DESCENT (ROTORCRAFT)							
AUTOROTATIVE DESCENT							
ACROBATICS							
BUZZING							

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
UNCONTROLLED DESCENT	4				4	4	6.67
EMERGENCY DESCENT							
LOW PASS							
OTHER	1				1	1	1.67
EN ROUTE TO TREAT CROP							
EN ROUTE TO RELOADING AREA							
SURVEY FIELD/AREA							
STARTING SWATH RUN							
SWATH RUN							
FLAREOUT FOR SWATH RUN							
PULLUP FROM SWATH RUN							
PROCEDURE TURNAROUND							
CLEANUP SWATH							
MANEUVER TO AVOID OBSTRUCTION							
RETURN TO STRIP							
<u>LANDING</u>							
TRAFFIC PATTERN-CIRCLING							
FINAL APPROACH (VFR)	1		4		5	5	8.33
INITIAL APPROACH	2	1			3	3	5.00
FINAL APPROACH (IFR)	2		1		3	3	5.00
LEVEL OFF/TOUCHDOWN	1	2	7		10	10	16.67
ROLL (FIXED WING)	2		5		7	7	11.67
ROLL-ON/RUN-ON (ROTORCRAFT)							
POWER-ON LANDING (ROTORCRAFT)			2		2	2	3.33
POWER-OFF AUTOROTATIVE LGD							
GO-AROUND (VFR)							
MISSED APPROACH (IFR)	1		1		2	2	3.33
OTHER							
UNKNOWN/NOT REPORTED							
RECORDS	18	6	5	31	60		
ACCIDENTS	18	6	5	31		60	
PERCENTS	30.0	10.0	8.3	51.7			

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

1977

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 55 TOTAL ACCIDENTS
INVOLVES 15 FATAL ACCIDENTS

PAGE 9

BROAD CAUSE/FACTOR -----	FATAL ACCIDENTS -----			NONFATAL ACCIDENTS -----			ALL ACCIDENTS -----		
	CAUSE -----	FACTOR -----	TOTAL* -----	CAUSE -----	FACTOR -----	TOTAL* -----	CAUSE -----	FACTOR -----	TOTAL* -----
PILOT	12 80.00	2 13.33	12 80.00	29 72.50	3 7.50	30 75.00	41 74.55	5 9.09	42 76.36
PERSONNEL	.00	2 13.33	2 13.33	4 10.00	.00	4 10.00	4 7.27	2 3.64	6 10.91
AIRFRAME	.00	.00	.00	.00	.00	.00	.00	.00	.00
LANDING GEAR	.00	.00	.00	3 7.50	1 2.50	4 10.00	3 5.45	1 1.82	4 7.27
POWERPLANT	3 20.00	1 6.67	3 20.00	3 7.50	1 2.50	4 10.00	6 10.91	2 3.64	7 12.73
SYSTEMS	.00	.00	.00	1 2.50	1 2.50	2 5.00	1 1.82	1 1.82	2 3.64
INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	.00	.00	.00	1 2.50	1 2.50	.00	1 1.82	1 1.82
ROTORCRAFT	.00	.00	.00	.00	.00	.00	.00	.00	.00
AIRPORT/AIRWAYS/FACILITIES	.00	.00	.00	1 2.50	6 15.00	7 17.50	1 1.82	6 10.91	7 12.73
WEATHER	.00	10 66.67	10 66.67	1 2.50	9 22.50	10 25.00	1 1.82	19 34.55	20 36.36
TERRAIN	.00	2 13.33	2 13.33	.00	5 12.50	5 12.50	.00	7 12.73	7 12.73
MISCELLANEOUS	.00	.00	.00	1 2.50	.00	1 2.50	1 1.82	.00	1 1.82
UNDETERMINED	3 20.00	.00	3 20.00	2 5.00	.00	2 5.00	5 9.09	.00	5 9.09

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

1977

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 55 TOTAL ACCIDENTS

INVOLVES 15 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **									
PILOT IN COMMAND									
ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT		1	1		1	1		2	2
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS		1	1					1	1
DELAYED ACTION IN ABORTING TAKEOFF				1	1	1	1		1
DELAYED IN INITIATING GO-AROUND				2	2	2	2		2
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT				2	2	2	2		2
FAILED TO EXTEND LANDING GEAR				2	2	2	2		2
INADVERTENTLY RETRACTED GEAR				1	1	1	1		1
FAILED TO SEE AND AVOID OTHER AIRCRAFT	1		1				1		1
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS				4		4	4		4
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	3		3				3		3
FAILED TO MAINTAIN ADEQUATE ROTOR RPM				2		2	2		2
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC				2		2	2		2
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS				1		1	1		1
IMPROPER OPERATION OF FLIGHT CONTROLS	1		1	1		1	2		2
IMPROPER LEVEL OFF				1		1	1		1
IMPROPER IFR OPERATION	3		3	2		2	5		5
IMPROPER IN-FLIGHT DECISIONS OR PLANNING	1		1	1		1	2		2
IMPROPER COMPENSATION FOR WIND CONDITIONS				2		2	2		2
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	1	1	2	4	1	5	5	2	7
INADEQUATE SUPERVISION OF FLIGHT				2		2	2		2
LACK OF FAMILIARITY WITH AIRCRAFT				1	1	2	1	1	2
MISMANAGEMENT OF FUEL	2		2	1		1	3		3
EXERCISED POOR JUDGMENT	2		2				2		2
FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED				1		1	1		1
INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS	3		3				3		3
MISJUDGED DISTANCE AND SPEED				2		2	2		2
MISJUDGED DISTANCE AND ALTITUDE				2		2	2		2
MISJUDGED CLEARANCE	1		1	2		2	3		3
MISUSED OR FAILED TO USE FLAPS		1	1					1	1
FAILED TO MAINTAIN DIRECTIONAL CONTROL				1		1	1		1
SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND				2		2	2		2
FAILED TO INITIATE GO-AROUND				1		1	1		1
SUBTOTAL	18	4	22	43	3	46	61	7	68
COPILOT									
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS				1		1	1		1
MISJUDGED DISTANCE AND ALTITUDE				1		1	1		1
SUBTOTAL				2		2	2		2
** PERSONNEL **									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL)				1		1	1		1
IMPROPER MAINTENANCE(OWNER PERSONNEL)		1	1					1	1
OPERATIONAL SUPERVISORY PERSONNEL									
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
AIRPORT SUPERVISORY PERSONNEL									
IMPROPER/INADEQUATE SNOW REMOVAL				1		1	1		1
OTHER		1	1					1	1
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
POOR/INADEQUATE DESIGN				1		1	1		1
MISCELLANEOUS-PERSONNEL									
DRIVER OF VEHICLE				1		1	1		1
THIRD PILOT									

CAUSE/FACTOR TABLE

PERSONNEL (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL		2	2	4		4	4	2	6
** AIRFRAME **									
WINGS									
FUSELAGE									
LANDING GEAR									
WHEELS, TIRES, AXLES				1		1	1		1
BRAKING SYSTEM (NORMAL)				1		1	1		1
LANDING GEAR WARNING AND INDICATING COMPONENTS					1	1		1	1
OTHER				1		1	1		1
FLIGHT CONTROL SURFACES									
SUBTOTAL				3	1	4	3	1	4
** POWERPLANT **									
ENGINE STRUCTURE									
IGNITION SYSTEM									
SPARK PLUG	1		1				1		1
FUEL SYSTEM									
LUBRICATING SYSTEM									
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
OTHER		1	1					1	1
EXHAUST SYSTEM									
BAFFLES				1		1	1		1
ENGINE ACCESSORIES									
ENGINE CONTROLS									
POWERPLANT-INSTRUMENTS									
FUEL QUANTITY GAUGE					1	1		1	1
MISCELLANEOUS									
POWERPLANT FAILURE FOR UNDETERMINED REASONS	1		1	2		2	3		3
BIRD INGESTION	1		1				1		1
REDUCTION GEAR ASSEMBLY									
COMPRESSOR ASSEMBLY									
COMBUSTION ASSEMBLY									
TURBINE ASSEMBLY									
ACCESSORY DRIVE ASSEMBLY									
LUBRICATING SYSTEM									
FUEL SYSTEM									
SAFETY SYSTEM									
IGNITION SYSTEM									
TORQUEMETER									
AIR BLEED									
EXHAUST SYSTEM									
THRUST REVERSER									
PROPELLER SYSTEM									
CONSTANT SPEED DRIVE									
POWER LEVER									
PROPELLER LEVER									
REVERSE THRUST LEVER									
ENGINE INDICATING EQUIPMENT									
ENGINE INSTALLATION									
SUBTOTAL	3	1	4	3	1	4	6	2	8
** SYSTEMS **									
ELECTRICAL SYSTEM									
HYDRAULIC SYSTEM									
HYDRAULIC PUMPS					1	1		1	1
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	2	1	1	2

CAUSE/FACTOR TABLE

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** INSTRUMENTS/EQUIPMENT AND ACCESSORIES **									
FLIGHT AND NAVIGATION INSTRUMENTS									
OTHER					1	1		1	1
COMMUNICATIONS AND NAVIGATION EQUIPMENT									
MISCELLANEOUS EQUIPMENT									
SUBTOTAL					1	1		1	1
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
AIRPORT CONDITIONS									
WET RUNWAY					1	1		1	1
ICE/SLUSH ON RUNWAY					1	1		1	1
SNOW ON RUNWAY				1	2	3	1	2	3
SNOW WINDROWS					2	2		2	2
HIDDEN HAZARD				1	1	1	1	1	1
OTHER					2	2		2	2
AIRWAYS FACILITIES									
SUBTOTAL				2	8	10	2	8	10
** WEATHER **									
LOW CEILING		6	6		4	4		10	10
RAIN		1	1		2	2		3	3
FOG		5	5		3	3		8	8
SNOW		1	1		1	1		2	2
ICING CONDITIONS--INCLUDES SLEET, FREEZING RAIN, ETC		2	2		1	1		3	3
UNFAVORABLE WIND CONDITIONS					1	1		1	1
WIND SHEAR				1	1	1	1	1	1
DOWNDRAFTS, UPDRAFTS					1	1		1	1
SUBTOTAL		15	15	1	13	14	1	28	29
** TERRAIN **									
HIGH OBSTRUCTIONS		2	2		5	5		7	7
SUBTOTAL		2	2		5	5		7	7
** MISCELLANEOUS **									
UNDETERMINED	3		3	2		2	5		5
DIRECT ENTRIES				2		2	2		2
SUBTOTAL	3		3	4		4	7		7
GRAND TOTAL	24	24	48	63	33	96	87	57	144
** MISCELLANEOUS ACTS, CONDITIONS **									
BRAKES FROZEN				1		1	1		1
DOWNWIND					2	2		2	2
BINDING				1		1	1		1
ERRATIC					1	1		1	1
FRAYED				1		1	1		1
INTENTIONAL WHEELS UP				2		3	2		3
RAN OFF END OF RUNWAY					5	5		5	5
DISREGARD OF GOOD OPERATING PRACTICE					1	1		1	1
IMPROPER EMERGENCY PROCEDURES		1	1	1		1	1	1	2
NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA				1		1	1		1
UNWARRANTED LOW FLYING				1		1	1		1
INATTENTIVE TO FUEL SUPPLY	2		2				2		2
POORLY PLANNED APPROACH					2	2		2	2
MISCALCULATED FUEL CONSUMPTION				1		1	1		1
IMPROPERLY SECURED				1		1	1		1
HYDRAULIC FAILURE					1	1		1	1
FAILURE OF TWO OR MORE ENGINES					1	1		1	1
FIRE IN ENGINE					1	1		1	1
PILOT FATIGUE	1		1					1	1
FUEL EXHAUSTION					2	2	2		2
AIRFRAME ICE	1		1		1	1		2	2
ICE-WINDSHIELD		1	1					1	1
SIMULATED CONDITIONS					1	1		1	1
HYDROPLANING ON WET RUNWAY					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
OVERLOAD FAILURE				1	4	5	1	4	5
MATERIAL FAILURE				3	1	4	3	1	4
FUEL STARVATION	1		1				1		1

DIRECT ENTRY CAUSES

INADOT TRNG ACFT MFCR-INADOT SUPVSD TRNG-OPRTR

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
1977
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 0064	N411HG	012177	ARTESIA,NM	CESSNA	411	NONE
3 0067	N421MF	011277	SANDPOINT, ID	CESSNA	421A	NONE
3 0111	N4651P	020177	LOUISVILLE, KY	PIPER	PA-23	NONE
3 0415	N87126	022377	BATAVIA, NY	CESSNA	402B	NONE
3 0496	N252LD	010677	NKIOWA, CO	AERO COMDR	500-U	MINOR
3 0536	N9406Q	022877	CHESTERFIELD, MO	BEECH	58	NONE
3 0563	N777MA	031877	NAUSTIN, TX	MITSUBISHI	MU-2B	FATAL
3 0671	N3100L	010377	ROCKFORD, IL	CESSNA	310J	FATAL
3 0750	N555AM	020277	RIVERSIDE, CA	SWEARINGEN	SA226T	NONE
3 0788	N400KK	042477	COALINGA, CA	MITSUBISHI	MU-2B	NONE
3 0848	N17BT	012477	LAWRENCEVILLE, GA	CESSNA	402B	NONE
3 0951	N3380Q	022377	SODA SPRINGS, ID	CESSNA	421B	MINOR
3 0975	N234BC	040677	BRIDGEPORT, CT	MITSUBISHI	MU-2B	NONE
3 1082	N34SM	020377	NBECKMAM, TX	SWEARINGEN	SA266T	FATAL
3 1295	N9203F	061977	WALLER, TX	HUGHES	369HS	FATAL
3 1406	N854Q	010777	ROCHESTER, MN	MITSUBISHI	MU-2B	FATAL
3 1410	N59442	060277	WAHOO, NE	BELL	206B	NONE
3 1418	N610JP	060577	HAWTHORNE, NV	BEECH	V35A	MINOR
3 1524	N54797	061577	MINNEAPOLIS, KS	PIPER	PA-23	NONE
3 1697	N2653	072877	NVENICE, LA	BELL	206B	NONE

LISTING OF ACCIDENTS
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U.S. GENERAL AVIATION
1977
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FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 1735	N8695Y	062477	NWICHITA,KS	PIPER	PA-30	NONE
3 1752	N12LC	042777	CHARLOTTE,NC	AEROSTAR	601P	NONE
3 1763	N7439L	050677	TAPLIN,WV	PIPER	PA-31	FATAL
3 1809	N303E	031277	NMT. CLEMENS, MI	ROCKWELL	500-S	SERIOUS
3 1847	N9100V	040177	SPRING VALLEY,CA	CESSNA	411A	FATAL
3 1900	N1930G	071977	CHILLICOTHE,MO	CESSNA	421B	NONE
3 2035	N4624Q	081977	BECKWOURTH,CA	CESSNA	210L	NONE
3 2202	N100EP	100577	AMARILLO,TX	LEAR	25B	NONE
3 2222	N34F	031077	KANKAKEE,IL	BEECH	A90	SERIOUS
3 2252	N321MA	040477	YPSILANTI,MI	MITSUBISHI	MU-2B	SERIOUS
3 2705	N297Q	091377	FAYETTEVILLE,NC	ENSTROM	F28A	NONE
3 2843	N725MC	092677	GAITHERSBURG,MD	BEECH	200	NONE
3 2855	N60MB	040377	NDENVER,CO	AVIONS MRCL	DA-10	FATAL
3 2888	N46683	092077	DUBOIS,ID	CESSNA	180J	NONE
3 2937	N301JT	092877	CLEARFIELD,PA	BELL	206B	NONE
3 3008	N8319F	092777	MEXICO,MO	HUGHES	369H	NONE
3 3040	N3960X	083177	GREENWICH,CT	PIPER	PA-28R	FATAL
3 3213	N44HH	081377	NPAWHUSKA,OK	HOWARD	500	SERIOUS
3 3227	N971H	121477	GROTON,CT	LEARJET	35	NONE
3 3402	N117HC	100877	VANCOUVER,WA	PIPER	PA-31P	FATAL

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

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE ----	LOCATION -----	AIRCRAFT MAKE ----	MODEL -----	INJURY INDEX -----
3 3442	N125WE	072077	EUREKA,CA	BEECH	95-B55	FATAL
3 3455	N847	042377	CHICAGO,IL	AERO COMDR	690A	FATAL
3 3462	N1388G	112777	FT WAYNE,IN	CESSNA	340A	MINOR
3 3476	N72W	110277	ALBANY,NY	BEECH	58	NONE
3 3647	N74177	101377	MIAMI,FL	CURTIS-WRT	C-46F	NONE
3 3863	N9104F	123177	HARAHAN,LA	HUGHES	369HS	NONE
3 3894	N40PC	042877	MCLEAN,VA	BEECH	HS.125	FATAL
3 3939	N8305G	121677	BAY MINETTE,AL	CESSNA	421C	NONE
3 4035	N925BD	092777	AUBURN,AL	BEECH	100	FATAL
3 4154	N19X	120977	ONEONTA,NY	BEECH	60	NONE
3 4205	N999HG	090877	SANFORD,NC	LEARJET	25B	FATAL
3 4231	N77AP	110777	NEW ORLEANS,LA	N.AMERICAN	NA-265	FATAL
3 4233	N6NR	042777	WHEELING,IL	N.AMERICAN	265-80	SERIOUS
3 4244	N8NR	093077	DETROIT,MI	N.AMERICAN	265	NONE
3 4252	N17530	101977	NVALPARAISO,IN	BEECH	200	FATAL
3 4256	N1045V	121777	GARRETTSVILLE,OH	CESSNA	U206F	FATAL
3 4262	N414BA	120877	NVALPARAISO,IN	CESSNA	414	NONE
3 4265	N399TL	110777	NEWPORT NEWS,VA	BEECH	60	NONE
3 4266	N501PS	052677	DETROIT,MI	LEAR JET	25B	SERIOUS
6 0015	N96155	062077	KUSAIE ISL,KOSRAE	DORNIER	28A1	MINOR

LISTING OF ACCIDENTS
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U.S. GENERAL AVIATION
1977
(IN MAKE/MODEL SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
-----	-----	-----	-----	-----	-----	-----
3 0496	N252LD	010677	NKIOWA, CO	AERO COMDR	500-U	MINOR
3 1809	N303E	031277	NMT. CLEMENS, MI	ROCKWELL	500-S	SERIOUS
3 3455	N847	042377	CHICAGO, IL	AERO COMDR	690A	FATAL
3 1418	N610JP	060577	HAWTHORNE, NV	BEECH	V35A	MINOR
3 2222	N34F	031077	KANKAKEE, IL	BEECH	A90	SERIOUS
3 3442	N125WE	072077	EUREKA, CA	BEECH	95-B55	FATAL
3 3476	N72W	110277	ALBANY, NY	BEECH	58	NONE
3 0536	N9406Q	022877	CHESTERFIELD, MO	BEECH	58	NONE
3 4154	N19X	120977	ONEONTA, NY	BEECH	60	NONE
3 4265	N399TL	110777	NEWPORT NEWS, VA	BEECH	60	NONE
3 4252	N17530	101977	NVALPARAISO, IN	BEECH	200	FATAL
3 4035	N925BD	092777	AUBURN, AL	BEECH	100	FATAL
3 2843	N725MC	092677	GAITHERSBURG, MD	BEECH	200	NONE
3 2937	N301JT	092877	CLEARFIELD, PA	BELL	206B	NONE
3 1697	N2653	072877	NVENICE, LA	BELL	206B	NONE
3 1410	N59442	060277	WAHOO, NE	BELL	206B	NONE
3 2888	N46683	092077	DUBOIS, ID	CESSNA	180J	NONE
3 2035	N4624Q	081977	BECKWOURTH, CA	CESSNA	210L	NONE
3 0671	N3100L	010377	ROCKFORD, IL	CESSNA	310J	FATAL
3 3462	N1388G	112777	FT WAYNE, IN	CESSNA	340A	MINOR

LISTING OF ACCIDENTS
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CORPORATE/EXECUTIVE AIRCRAFT
U.S. GENERAL AVIATION
1977
(IN MAKE/MODEL SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 4256	N1045V	121777	GARRETTSVILLE, OH	CESSNA	U206F	FATAL
3 4262	N414BA	120877	NVALPARAISO, IN	CESSNA	414	NONE
3 0415	N87126	022377	BATAVIA, NY	CESSNA	402B	NONE
3 0848	N17BT	012477	LAWRENCEVILLE, GA	CESSNA	402B	NONE
3 0064	N411HG	012177	ARTESIA, NM	CESSNA	411	NONE
3 1847	N9100V	040177	SPRING VALLEY, CA	CESSNA	411A	FATAL
3 1900	N1930G	071977	CHILLICOTHE, MO	CESSNA	421B	NONE
3 0951	N3380Q	022377	SODA SPRINGS, ID	CESSNA	421B	MINOR
3 0067	N421MF	011277	SANDPOINT, ID	CESSNA	421A	NONE
3 3939	N8305G	121677	BAY MINETTE, AL	CESSNA	421C	NONE
3 3647	N74177	101377	MIAMI, FL	CURTIS-WRT	C-46F	NONE
3 3894	N40PC	042877	MCLEAN, VA	BEECH	HS.125	FATAL
3 3863	N9104F	123177	HARAHAN, LA	HUGHES	369HS	NONE
3 1295	N9203F	061977	WALLER, TX	HUGHES	369HS	FATAL
3 3008	N8319F	092777	MEXICO, MO	HUGHES	369H	NONE
3 4244	N8NR	093077	DETROIT, MI	N.AMERICAN	265	NONE
3 4231	N77AP	110777	NEW ORLEANS, LA	N.AMERICAN	NA-265	FATAL
3 4233	N6NR	042777	WHEELING, IL	N.AMERICAN	265-80	SERIOUS
3 0111	N4651P	020177	LOUISVILLE, KY	PIPER	PA-23	NONE
3 1524	N54797	061577	MINNEAPOLIS, KS	PIPER	PA-23	NONE

LISTING OF ACCIDENTS
INVOLVING
CORPORATE/EXECUTIVE AIRCRAFT

U.S. GENERAL AVIATION
1977
(IN MAKE/MODEL SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 3040	N3960X	083177	GREENWICH, CT	PIPER	PA-28R	FATAL
3 1735	N8695Y	062477	NWICHITA, KS	PIPER	PA-30	NONE
3 1763	N7439L	050677	TAPLIN, WV	PIPER	PA-31	FATAL
3 3402	N117HC	100877	VANCOUVER, WA	PIPER	PA-31P	FATAL
3 2855	N60MB	040377	N DENVER, CO	AVIONS MRCL	DA-10	FATAL
6 0015	N96155	062077	KUSAIE ISL, KOSRAE	DORNIER	28A1	MINOR
3 3213	N44HH	081377	NPAWHUSKA, OK	HOWARD	500	SERIOUS
3 2202	N100EP	100577	AMARILLO, TX	LEAR	25B	NONE
3 3227	N971H	121477	GROTON, CT	LEARJET	35	NONE
3 4266	N501PS	052677	DETROIT, MI	LEAR JET	25B	SERIOUS
3 4205	N999HG	090877	SANFORD, NC	LEARJET	25B	FATAL
3 2705	N297Q	091377	FAYETTEVILLE, NC	ENSTROM	F28A	NONE
3 2252	N321MA	040477	YPSILANTI, MI	MITSUBISHI	MU-2B	SERIOUS
3 0788	N400KK	042477	COALINGA, CA	MITSUBISHI	MU-2B	NONE
3 0563	N777MA	031877	NAUSTIN, TX	MITSUBISHI	MU-2B	FATAL
3 1406	N854Q	010777	ROCHESTER, MN	MITSUBISHI	MU-2B	FATAL
3 0975	N234BC	040677	BRIDGEPORT, CT	MITSUBISHI	MU-2B	NONE
3 0750	N555AM	020277	RIVERSIDE, CA	SWEARINGEN	SA226T	NONE
3 1082	N34SM	020377	NBECKMAM, TX	SWEARINGEN	SA266T	FATAL
3 1752	N12LC	042777	CHARLOTTE, NC	AEROSTAR	601P	NONE

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING

CORPORATE/EXECUTIVE AIRCRAFT

U.S. GENERAL AVIATION

1977

(IN STATE AND DATE ORDER)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
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BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4035	9/27/77 TIME - 0740	AUBURN,AL	BEECH 100 N9258D DAMAGE-DESTROYED	CR- 1 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 51, 15000 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - AUBURN-OPELIKA DEPARTURE POINT BIRMINGHAM,AL TYPE OF ACCIDENT COLLIDED WITH TREES		INTENDED DESTINATION AUBURN,AL PHASE OF OPERATION LANDING FINAL APPROACH		
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION						
FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF WEATHER CONDITIONS IFR FIRE AFTER IMPACT		CEILING AT ACCIDENT SITE 200 PRECIPITATION AT ACCIDENT SITE DRIZZLE TEMPERATURE-F 68 TYPE OF FLIGHT PLAN IFR		
REMARKS- TREES IN AREA OF FIRST IMPACT ARE ABT 73FT BELOW ARPT ELEVATION & 650FT BELOW MDA.						
3-3939	12/16/77 TIME - 0705	BAY MINETTE,AL	CESSNA 421C N8305G DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 31, 4687 TOTAL HOURS, 51 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - BAY MINETTE DEPARTURE POINT BAY MINETTE,AL TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS		INTENDED DESTINATION DESTIN.FL PHASE OF OPERATION TAKEOFF ABORTED		
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY						
REMARKS- L FORWARD BAGGAGE DOOR OPENED DRG LIFT-OFF.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0750	2/2/77 TIME - 0720	RIVERSIDE,CA	SWEARINGEN SA226T N555AM DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 75, 18480 TOTAL HOURS, 162 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - RIVERSIDE DEPARTURE POINT INTENDED DESTINATION ONTARIO,CA RIVERSIDE,CA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH DIRT BANK LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- LNDD TO LEFT OF RWY.						
3-1847	4/1/77 TIME - 1703	SPRING VALLEY,CA	CESSNA 411A N9100V DAMAGE-DESTROYED	CR- 1 0 0 PX- 6 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 44, 3242 TOTAL HOURS, 1058 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION ORANGE COUNTY,CA LOGAN,UT TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALY CORRECT MISSING AIRCRAFT - LATER RECOVERED SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE ZERO NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 32 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 230 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN BELOW MINIMUMS VFR REMARKS- RECOVERY DATE 4/2/77.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0788	4/24/77 TIME - 1300	COALINGA, CA	MITSUBISHI MU-2B N400KK DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 46, 4200 TOTAL HOURS, 9 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - COALINGA DEPARTURE POINT ALBUQUERQUE, NM TYPE OF ACCIDENT GEAR RETRACTED	INTENDED DESTINATION COALINGA, CA			PHASE OF OPERATION LANDING ROLL	
	PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED					
3-3442	7/20/77 TIME - 0640	EUREKA, CA	BEECH 95-B55 N125WE DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 27, 2300 TOTAL HOURS, 25 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - MURRAY FIELD DEPARTURE POINT EUREKA, CA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	INTENDED DESTINATION SACRAMENTO, CA UNCONTROLLED			PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE	
	PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT					
	SKY-CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN IFR				CEILING AT ACCIDENT SITE 750 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 50 TYPE OF WEATHER CONDITIONS IFR	
	REMARKS- LOSS OF CONTROL FOR UNDETERMINED REASONS IN ADVERSE WEATHER.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2035	8/19/77 TIME - 1710	BECKWOURTH,CA	CESSNA 210L N4624Q DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 25, 520 TOTAL HOURS, 12 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BECKWOURTH DEPARTURE POINT INTENDED DESTINATION BECKWOURTH,CA ARCATA,CA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - EXHAUST SYSTEM BAFFLES MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ALL BAFFLES IN CORE ASSEMBLY,MUFFLER,LEFT HAND FAILED,PT NO 650-43.						
3-0496	1/6/77 TIME - 1525	NR.KIOWA,CO	AERO COMDR 500-U N252LD DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 55, 13000 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION ARDMORE,OK DENVER,CO TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT POWERPLANT - POWERPLANT-INSTRUMENTS FUEL QUANTITY GAUGE MISCELLANEOUS ACTS,CONDITIONS - ERRATIC MISCELLANEOUS ACTS,CONDITIONS - FAILURE OF TWO OR MORE ENGINES COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL GAGES KNOWN TO BE INACCURATE.TANKS NOT TOPPED PRIOR TO FLT.FLT TIME THIS FLT 3.25HRS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2855	4/3/77 TIME - 0452	NR.DENVER.CO	AVIONS MRCL DA-10 N60MB DAMAGE-DESTROYED	CR- 2 0 0 PX- 2 1 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 55, 16122 TOTAL HOURS, 800 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT DENVER.CO	INTENDED DESTINATION RETURN			LAST ENROUTE STOP CHEYENNE,WY	
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED			PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
	PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FIRE AFTER IMPACT					
3-0975	4/6/77 TIME - 1713	BRIDGEPORT,CT	MITSUBISHI MU-2B N234BC DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 33, 2679 TOTAL HOURS, 2428 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - SIKORSKY MEMORIAL DEPARTURE POINT YORK,PA	INTENDED DESTINATION BRIDGEPORT,CT				
	TYPE OF ACCIDENT WHEELS-UP				PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT					
	FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED					
	SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 29 TYPE OF FLIGHT PLAN IFR				CEILING AT ACCIDENT SITE 4500 PRECIPITATION AT ACCIDENT SITE SNOW SHOWERS WIND DIRECTION-DEGREES 290 TYPE OF WEATHER CONDITIONS VFR	
	REMARKS- PCT CONCERNED WITH FUEL SCHEDULE ON L ENG.WIND GUSTING 39K.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3040	8/31/77 TIME - 0126	GREENWICH,CT	PIPER PA-28R N3960X DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 58, 5600 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - WESTCHESTER CO DEPARTURE POINT INTENDED DESTINATION WHITE PLAINS,NY CLIFFORD,PA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES HAZE 90 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 12 BELOW MINIMUMS TYPE OF FLIGHT PLAN NONE						
3-3227	12/14/77 TIME - 1934	GROTON,CT	LEARJET 35 N971H DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 30, 5400 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TRUMBULL FIELD DEPARTURE POINT INTENDED DESTINATION NEW YORK,NY GROTON,CT TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) WEATHER - WIND SHEAR WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 600 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES FOG 220 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 18 BELOW MINIMUMS TYPE OF FLIGHT PLAN IFR						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3647	10/13/77 TIME - 1333	MIAMI, FL	CURTIS-WRT C-46F N74177 DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 30, 7182 TOTAL HOURS, 659 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MIAMI INTL DEPARTURE POINT INTENDED DESTINATION SAN JUAN, PR MIAMI, FL TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES FACTOR(S) SYSTEMS - HYDRAULIC SYSTEM HYDRAULIC PUMPS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - HYDRAULIC FAILURE REMARKS- #2 ENG HYD PUMP RUPTURED.						
3-0848	1/24/77 TIME - 0905	LAWRENCEVILLE, GA	CESSNA 402B N178T DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 42, 2845 TOTAL HOURS, 114 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GWINNETT COUNTY DEPARTURE POINT INTENDED DESTINATION LAWRENCEVILLE, GA STATESBORO, GA TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP TAKEOFF ABORTED COLLIDED WITH TREES TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY FIRE AFTER IMPACT REMARKS- ACFT LOADED TO WITHIN 100LBS OF GROSS TKOF WT. APPROX ONE AND ONE HALF INCHES SNOW ON RWY.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0067	1/12/77 TIME - 0800	SANDPOINT, ID	CESSNA 421A N421MF DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 28, 4378 TOTAL HOURS, 1135 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CITY-COUNTY ARPT DEPARTURE POINT INTENDED DESTINATION SANDPOINT, ID HELENA, MT TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN COLLIDED WITH SNOWBANK TAKEOFF ABORTED PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - BRAKES FROZEN FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS REMARKS- RT BRAKE LOCKED. ACFT SWERVED RT INTO SNOWBANK.						
3-0951	2/23/77 TIME - 1300	SODA SPRINGS, ID	CESSNA 421B N3380Q DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 31, 3181 TOTAL HOURS, 800 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SODA SPRINGS MUNI DEPARTURE POINT INTENDED DESTINATION SODA SPRINGS, ID SALT LAKE CITY, UT TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH FENCE, FENCEPOSTS TAKEOFF ABORTED PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 2 ENGINES REMARKS- DROP IN MANIFOLD PR AT 98MPH, ABORTED TKOF. ELEV 5842FT. RWY LENGTH 3500FT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2888	9/20/77 TIME - 1200	DUBOIS,ID	CESSNA 180J N46683 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 39, 7313 TOTAL HOURS, 169 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - KATSEANES FARM DEPARTURE POINT WINNEMUCCA,NV INTENDED DESTINATION DUBOIS,ID TYPE OF ACCIDENT UNDERSHOOT PHASE OF OPERATION COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- LDG ON ROAD,HIT PWR LINES.						
3-0671	1/3/77 TIME - 0144	ROCKFORD,IL	CESSNA 310J N3100L DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 31, 3500 TOTAL HOURS, 355 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GREATER ROCKFORD TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION PHASE OF OPERATION COLLIDED WITH TREES LANDING FINAL APPROACH LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY PILOT IN COMMAND - MISMANAGEMENT OF FUEL FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.						
SKY CONDITION OVERCAST CEILING AT ACCIDENT SITE 2300 VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) PRECIPITATION AT ACCIDENT SITE SNOW SHOWERS OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND TAIL WIND 158-202 DEGREES BLOWING SNOW WIND DIRECTION-DEGREES 200 TEMPERATURE-F 16 TYPE OF WEATHER CONDITIONS VFR WIND VELOCITY-KNOTS 7 TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- FUEL SEL VALVES FOUND IN AUX TANK POSITION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2222	3/10/77 TIME - 1515	KANKAKEE,IL	BEECH A90 N34F DAMAGE-SUBSTANTIAL	CR- 0 1 1 PX- 0 2 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 56, 8754 TOTAL HOURS, 1510 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GREATER KANKAKEE DEPARTURE POINT INTENDED DESTINATION GARY,IN KANKAKEE,IL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH DIRT BANK LANDING GO-AROUND PROBABLE CAUSE(S) COPILOT - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH REMARKS- WINDS GUSTING TO 26KTS.NOSE WHEEL STRUCK GROUND 33FT SHORT OF R/W THRESHOLD.						
3-3455	4/23/77 TIME - 1550	CHICAGO,IL	AERD COMDR 690A N847 DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 41, 6707 TOTAL HOURS, 1200 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MEIGS FIELD DEPARTURE POINT INTENDED DESTINATION CHICAGO,IL HARRISBURG,IL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF RUN STALL SPIN LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT POWERPLANT - MISCELLANEOUS BIRD INGESTION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PERSONNEL - AIRPORT SUPERVISORY PERSONNEL OTHER MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELPT. REMARKS- PLT ADVISED OF SEAGULLS ON RWY.INEFFECTIVE BIRD REMOVAL TECHNIQUE.FAILED TO RETRACT FLAPS.						
3-4233	4/27/77 TIME - 1336	WHEELING,IL	N.AMERICAN 265-80 N6NR DAMAGE-DESTROYED	CR- 0 1 1 PX- 0 0 0 OT- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 49, 7331 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PAL WAUKEE DEPARTURE POINT INTENDED DESTINATION PONTIAC,MI WHEELING,IL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH BUILDING(S) LANDING ROLL REMARKS- UNDER INVESTIGATION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4252	10/19/77	NR. VALPARAISO, IN TIME - 2300	BEECH 200 N17530 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 39, 7715 TOTAL HOURS, 911 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PORTER COUNTY DEPARTURE POINT INTENDED DESTINATION DALLAS, TX VALPARAISO, IN TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE GROUND FOG WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN IFR REMARKS- DSCNDD BELOW MDA. HIT PWR LINES ABT 1MI FRM ARPT. PATCHES OF GROUND FOG IN AREA.						
				PHASE OF OPERATION LANDING INITIAL APPROACH		
				CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 40 TYPE OF WEATHER CONDITIONS VFR		

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3462	11/27/77 TIME - 1920	FT WAYNE, IN	CESSNA 340A N1388G DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 30, 3166 TOTAL HOURS, 57 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BAER FIELD DEPARTURE POINT INTENDED DESTINATION BELLE VERONE, PA FT WAYNE, IN TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS SNOW, DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG HEAD WIND 338-022 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 30 210 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 7 IFR TYPE OF FLIGHT PLAN IFR REMARKS- ICE PRESENT ON LEADING EDGES OF WINGS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4262	12/8/77	NR. VALPARAISO, IN	CESSNA 414 N414BA DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 63, 20000 TOTAL HOURS, 1953 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PORTER COUNTY DEPARTURE POINT INTENDED DESTINATION WAUKEGON, IL VALPARAISO, IN TYPE OF ACCIDENT COLLIDED WITH AIRPORT HAZARD GEAR COLLAPSED LAST ENROUTE STOP GARY, IN PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - AIRPORT SUPERVISORY PERSONNEL IMPROPER/INADEQUATE SNOW REMOVAL AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIDDEN HAZARD AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY FACTOR(S) WEATHER - SNOW MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW WIND DIRECTION-DEGREES 270 TYPE OF WEATHER CONDITIONS IFR REMARKS- STRUCK RIDGE OF ICE ON RUNWAY COVERED WITH SNOW. CEILING AT ACCIDENT SITE 1000 PRECIPITATION AT ACCIDENT SITE SNOW TEMPERATURE-F 5 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN IFR						
3-1524	6/15/77	MINNEAPOLIS, KS	PIPER PA-23 N54797 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 35, 9529 TOTAL HOURS. 1315 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MINNEAPOLIS DEPARTURE POINT INTENDED DESTINATION MINNEAPOLIS, KS KANSAS CITY, MO TYPE OF ACCIDENT FIRE OR EXPLOSION ON GROUND PHASE OF OPERATION STATIC STARTING ENGINE(S) PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE FIRE AFTER IMPACT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1735	6/24/77	NR.WICHITA,KS TIME - 1230	PIPER PA-30 N8695Y DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 31, 4505 TOTAL HOURS, 116 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT KANSAS CITY,KS	INTENDED DESTINATION WICHITA,KS			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH WIRES/POLES	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
3-0111	2/1/77	LOUISVILLE,KY TIME - 1450	PIPER PA-23 N4651P DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 39, 3950 TOTAL HOURS, 1100 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - BOWMAN DEPARTURE POINT SPRINGFIELD,KY	INTENDED DESTINATION LOUISVILLE,KY			
		TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH SNOWBANK	PHASE OF OPERATION LANDING FINAL APPROACH LANDING LEVEL OFF/TOUCHDOWN			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- SNOW BANK ON END OF RUNWAY						
3-1697	7/28/77	NR.VENICE,LA TIME - 1329	BELL 206B N2653 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP,FLIGHT INSTR., AGE 27, 3600 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - MAIN PASS 92CF DEPARTURE POINT VENICE,LA	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH FENCE,FENCEPOSTS	PHASE OF OPERATION LANDING POWER-ON LANDING			
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4231	11/7/77 TIME - 1820	NEW ORLEANS, LA	N.AMERICAN NA-265 N77AP DAMAGE-DESTROYED	CR- 1 1 0 PX- 2 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 33, 6612 TOTAL HOURS, 243 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LAKE FRONT DEPARTURE POINT INTENDED DESTINATION NEW ORLEANS, LA FT. LAUDERDALE, FL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED TAKEOFF INITIAL CLIMB FIRE AFTER IMPACT REMARKS- UNDER INVESTIGATION.						
3-3863	12/31/77 TIME - 1230	HARAHAN, LA	HUGHES 369HS N9104F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 28, 1267 TOTAL HOURS, 206 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PHI HARAHAN DEPARTURE POINT INTENDED DESTINATION VENICE, LA HARAHAN, LA TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2843	9/26/77 TIME - 0855	GAITHERSBURG,MD	BEECH 200 N725MC DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 48, 20903 TOTAL HOURS, 250 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT WHITE PLAINS,NY	INTENDED DESTINATION GAITHERSBURG,MD	PHASE OF OPERATION LANDING MISSED APPROACH		
		TYPE OF ACCIDENT COLLIDED WITH TREES				
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION				
		FACTOR(S) WEATHER - LOW CEILING				
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE				
		WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION OBSCURATION		CEILING AT ACCIDENT SITE 200		
		VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS		PRECIPITATION AT ACCIDENT SITE NONE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG		TEMPERATURE-F 68		
		WIND DIRECTION-DEGREES 160		WIND VELOCITY-KNOTS 4		
		TYPE OF WEATHER CONDITIONS IFR		TYPE OF FLIGHT PLAN IFR		
		REMARKS- DESCENDED BELOW MDA.LNDD BWI OK.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1809	3/12/77 TIME - 2015	NR.MT. CLEMENS, MI	ROCKWELL 500-S N303E DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 28, 2600 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SELFRIDGE FIELD DEPARTURE POINT ALLENTOWN, PA INTENDED DESTINATION FRASER, MI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES PHASE OF OPERATION LANDING INITIAL APPROACH LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS OTHER WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 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 OBSCURATION VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 150 TYPE OF WEATHER CONDITIONS IFR REMARKS- PLT REPORTED LOW FUEL PRESSURE.						
CEILING AT ACCIDENT SITE 400 PRECIPITATION AT ACCIDENT SITE RAIN TEMPERATURE-F 50 WIND VELOCITY-KNOTS 5 TYPE OF FLIGHT PLAN IFR						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2252	4/4/77 TIME - 2004	YPSILANTI,MI	MITSUBISHI MU-2B N321MA DAMAGE-DESTROYED	CR- 0 2 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 51, 2993 TOTAL HOURS, 144 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WILLLOW RUN DEPARTURE POINT INTENDED DESTINATION BOSTON,MA YPSILANTI,MI TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING MISSED APPROACH PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) SYSTEMS - FLIGHT CONTROL SYSTEMS ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM MISCELLANEOUS ACTS,CONDITIONS - FRAYED MISCELLANEOUS ACTS,CONDITIONS - BINDING 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 OBSCURATION 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG RIGHT QUARTERING TAIL WIND 203-247 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 49 180 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 8 IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- MAINTENANCE CONDUCTED ON ELEVATOR TRIM TAB BRACKET ON 03/04/77.						
3-4266	5/26/77 TIME - 0840	DETROIT,MI	LEAR JET 25B N501PS DAMAGE-DESTROYED	CR- 0 1 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGF 41, 9291 TOTAL HOURS, 218 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DETROIT CITY DEPARTURE POINT INTENDED DESTINATION YPSILANTI,MI DETROIT,MI TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING ROLL COLLIDED WITH FENCE,FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN INADOT TRNG ACFT MFCR-INADOT SUPVSD TRNG-OPRTR PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS FIRE AFTER IMPACT REMARKS- TR SYTM-FAA&MFCR FLD TO RCNIZ&CRRCT DSN PRBLM						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4244	9/30/77 TIME - 1205	DETROIT,MI	N.AMERICAN 265 N8NR DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 42, 10450 TOTAL HOURS, 830 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DETROIT CITY DEPARTURE POINT INTENDED DESTINATION PITTSBURGH,PA DETROIT,MI TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. COPILOT - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- PIC TURNED ON THRUST REV SW DRG FINAL.C/P PREMATURELY DEPLOYED REVERSERS 30-50FT ABV RWY.						
3-1406	1/7/77 TIME - 1918	ROCHESTER,MN	MITSUBISHI MU-2B N854Q DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 50, 8000 TOTAL HOURS, 4000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MUNICIPAL DEPARTURE POINT INTENDED DESTINATION ROCHESTER,MN LINCOLN,NE TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB STALL SPIN TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS WEATHER - LOW CEILING WEATHER - SNOW COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F BLOWING SNOW 3 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 160 17 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- FLAPS FULL DOWN.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0536	2/28/77 TIME - 1615	CHESTERFIELD,MO	BEECH 58 N94060 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 34, 3200 TOTAL HOURS, 710 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SPIRIT OF ST LOUI DEPARTURE POINT INTENDED DESTINATION WASHINGTON,MO CHESTERFIELD,MO TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT REMARKS- PILOT WAS SPACING ON ANOTHER AIRCRAFT IN TRAFFIC AND FAILED TO LOWER THE LANDING GEAR						
3-1900	7/19/77 TIME - 1745	CHILLICOTHE,MO	CESSNA 421B N1930G DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 31, 4800 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - CHILLICOTHE MUN DEPARTURE POINT INTENDED DESTINATION WICHITA,KS CHILLICOTHE,MO TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR WHEELS,TIRES,AXLES MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE REMARKS- TIRE DEFLATED AND JAMMED NOSE WHEEL RESULTING IN NOSE GEAR COLLAPSE.						
3-3008	9/27/77 TIME - 2130	MEXICO,MO	HUGHES 369H N8319F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 52, 8052 TOTAL HOURS, 247 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MEXICO MEMORIAL DEPARTURE POINT INTENDED DESTINATION COLUMBIA,MO MEXICO,MO TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH BUILDING(S) TAXI AERIAL TAXI TO/FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- UN USE LDG LITE DUE DUST STIRRED UP BY ROTOR WASH.T/R HIT HANGAR DOOR.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1410	6/2/77 TIME - 0815	WAHOO,NE	BELL 206B N59442 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 50, 5813 TOTAL HOURS, 1263 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT LINCOLN,NE	INTENDED DESTINATION WAHOO,NE			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES	PHASE OF OPERATION LANDING FINAL APPROACH			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
3-1418	6/5/77 TIME - 1700	HAWTHORNE,NV	BEECH V35A N610JP DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 26, 1883 TOTAL HOURS, 136 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT FRESNO,CA	INTENDED DESTINATION HAWTHORNE,NV			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS						
MISCELLANEOUS ACTS,CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE						
REMARKS- FLT BLD WIRES						
3-0064	1/21/77 TIME - 2045	ARTESIA,NM	CESSNA 411 N411HG DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 30, 4600 TOTAL HOURS, 53 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - ARTESIA	INTENDED DESTINATION ARTESIA,NM			
		DEPARTURE POINT ALBUQUERQUE,NM				
		TYPE OF ACCIDENT GEAR COLLAPSED	PHASE OF OPERATION TAXI FROM LANDING			
PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR OTHER						
MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE						
MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE						
REMARKS- LEFT GEAR BELL CRANK ASSY PN5041001-1 BROKEN.TT ON PART 3085HRS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0415	2/23/77 TIME - 1005	BATAVIA,NY	CESSNA 402B N87126 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP,FLIGHT INSTR., AGE 33, 4404 TOTAL HOURS, 327 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GENESEE COUNTY DEPARTURE POINT INTENDED DESTINATION MIDDLETOWN,DE BATAVIA,NY TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS REMARKS- PLT ADVISED E WIND ELECTED TO LND RWY 28.VASI LGTS INSTLD THIS RWY NOT ON DUE RWY 10 ACTIVE.						
3-3476	11/2/77 TIME - 1620	ALBANY,NY	BEECH 58 N72W DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 49, 10660 TOTAL HOURS, 3 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ALBANY COUNTY DEPARTURE POINT INTENDED DESTINATION ITHACA,NY ALBANY,NY TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4154	12/9/77 TIME - 1020	ONEONTA,NY	BEECH 60 N19X DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 29, 2600 TOTAL HOURS, 202 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ONEONTA MUNI DEPARTURE POINT INTENDED DESTINATION FLUSHING,NY ONEONTA,NY TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 270 TYPE OF WEATHER CONDITIONS VFR REMARKS- WIND WAS GUSTING TO 30 KNOTS.						
CEILING AT ACCIDENT SITE 2500 PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN IFR						
3-1752	4/27/77 TIME - 1350	CHARLOTTE,NC	AEROSTAR 601P N12LC DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP,FLIGHT INSTR., AGE 25, 1572 TOTAL HOURS, 75 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DOUGLAS MUNICIPAL DEPARTURE POINT INTENDED DESTINATION WINSTON-SALEM,NC CHARLOTTE,NC TYPE OF ACCIDENT WHEELS-UP PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FACTOR(S) AIRFRAME - LANDING GEAR LANDING GEAR WARNING AND INDICATING COMPONENTS REMARKS- GRN LTS APPEAR WITH GR HANDLE 1INCH FM DN POSITION.						
PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4205	9/8/77 TIME - 2020	SANFORD, NC	LEARJET 25B N999HG DAMAGE-DESTROYED	CR- 2 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 40, 9364 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
NAME OF AIRPORT - SANFORD-LEE CNTY DEPARTURE POINT INTENDED DESTINATION SANFORD, NC FLINT, MI TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT FIRE AFTER IMPACT REMARKS- UNDER INVESTIGATION.						
3-2705	9/13/77 TIME - 1545	FAYETTEVILLE, NC	ENSTRON F28A N297Q DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 36, 3098 TOTAL HOURS, 161 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - COMPANY HELD PAD DEPARTURE POINT INTENDED DESTINATION FAYETTEVILLE, NC UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- SETTLED INTO WIRES.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4256	12/17/77 TIME - 1923	GARRETSVILLE, OH	CESSNA U206F N1045V DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 1 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 35, 568 TOTAL HOURS, 40 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT PHILADELPHIA, PA	INTENDED DESTINATION DETROIT, MI	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN		
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH DIRT BANK				
PROBABLE CAUSE(S)						
PILOT IN COMMAND - MISMANAGEMENT OF FUEL						
MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY						
MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION						
FACTOR(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT						
PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS						
WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC.						
MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE						
MISCELLANEOUS ACTS, CONDITIONS - ICE-WINDSHIELD						
WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED						
SKY CONDITION OVERCAST				CEILING AT ACCIDENT SITE 1500		
VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED)				PRECIPITATION AT ACCIDENT SITE FREEZING RAIN		
OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE				TEMPERATURE-F 32		
WIND DIRECTION-DEGREES 220				WIND VELOCITY-KNOTS 11		
TYPE OF WEATHER CONDITIONS VFR				TYPE OF FLIGHT PLAN NONE		
REMARKS- RAN R TANK DRY. APRX 2IN ICE ACCUMULATED. NO DEICING EQPT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3213	8/13/77 TIME - 1120	NR.PAWHUSKA,OK	HOWARD 500 N44HH DAMAGE-DESTROYED	CR- 0 1 1 PX- 0 2 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 43, 8950 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - PAWHUSKA MUNI DEPARTURE POINT HOUSTON, TX TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH OBJECT	INTENDED DESTINATION PAWHUSKA,OK	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL		
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND				
		FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - HYDROPLANING ON WET RUNWAY MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TEMPERATURE-F 75 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN VFR FIRE AFTER IMPACT		CEILING AT ACCIDENT SITE 600 PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS RELATIVE BEARING OF WIND TAIL WIND 158-202 DEGREES WIND DIRECTION-DEGREES 360 TYPE OF WEATHER CONDITIONS VFR		
3-2937	9/28/77 TIME - 1430	CLEARFIELD, PA	BELL 206B N301JT DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 38, 7138 TOTAL HOURS, 1610 IN TYPE, NOT INSTRU- MENT RATED.
		DEPARTURE POINT WOODLAWN, PA TYPE OF ACCIDENT COLLIDED WITH AUTOMOBILE	INTENDED DESTINATION CLEARFIELD, PA	PHASE OF OPERATION STATIC IDLING ROTORS		
		PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL DRIVER OF VEHICLE REMARKS- HIT BY TRUCK.				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1082	2/3/77 TIME - 0054	NR.BECKMAM,TX	SWEARINGEN SA266T N34SM DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 56, 18812 TOTAL HOURS, 283 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT SEATTLE,WA	INTENDED DESTINATION SAN ANTONIO,TX	PHASE OF OPERATION LANDING INITIAL APPROACH		
		TYPE OF ACCIDENT COLLIDED WITH TREES				
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION						
FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OBSCURATION	CEILING AT ACCIDENT SITE 200			
		VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS	PRECIPITATION AT ACCIDENT SITE DRIZZLE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG	TEMPERATURE-F 49			
		WIND DIRECTION-DEGREES 20	WIND VELOCITY-KNOTS 7			
		TYPE OF WEATHER CONDITIONS IFR	TYPE OF FLIGHT PLAN IFR			
FIRE AFTER IMPACT REMARKS- CLRD FOR ILS APCH RWY 12R,NAV RCVR TUNED TO FREQ FOR ILS APCH RWY 3R.						
3-0563	3/18/77 TIME - 1602	NR.AUSTIN,TX	MITSUBISHI MU-2B N777MA DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 53, 10800 TOTAL HOURS, 3900 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT SAN ANGELO,TX	INTENDED DESTINATION HOUSTON,TX	PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED				
PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FIRE AFTER IMPACT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA
				F	S	M/N		
3-1295	6/19/77 TIME - 1625	WALLER, TX	HUGHES 369HS N9203F DAMAGE-MINOR	CR- PX- QT-	0 0 2	1 1 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 30, 2232 TOTAL HOURS, 92 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - SKY LAKES DEPARTURE POINT HOUSTON, TX TYPE OF ACCIDENT COLLISION WITH AIRCRAFT	INTENDED DESTINATION TEMPLE, TX BOTH IN FLIGHT				PHASE OF OPERATION IN FLIGHT NORMAL CRUISE	
		PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT						
		SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN. AV.-SMALL US GEN. AV. REMARKS- CROSSED ARPT ABT 200FT OVR RWY.						
3-2202	10/5/77 TIME - 1943	AMARILLO, TX	LEAR 25B N100EP DAMAGE-DESTROYED	CR- PX-	0 0	2 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 32, 3250 TOTAL HOURS, 920 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - AMARILLO INTL DEPARTURE POINT AMARILLO, TX TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	INTENDED DESTINATION HOUSTON, TX CONTROLLED				PHASE OF OPERATION TAKEOFF INITIAL CLIMB	
		PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS FIRE AFTER IMPACT REMARKS- PIC, NON CFI, PULLED ENG AT VR, CO-PLT WITH NO LEAR DUAL INSTRUCTION MADE TKOF, ACFT VEERED, CRASHED.						
3-3894	4/28/77 TIME - 2038	MCLEAN, VA	BEECH HS.125 N40PC DAMAGE-DESTROYED	CR- PX-	2 2	0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 34, 7807 TOTAL HOURS, 1900 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT BIRMINGHAM, AL TYPE OF ACCIDENT AIRFRAME FAILURE	INTENDED DESTINATION RETURN IN FLIGHT				LAST ENROUTE STOP WASHINGTON, DC PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
		FIRE AFTER IMPACT REMARKS- UNDER INVESTIGATION.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4265	11/7/77 TIME - 1948	NEWPORT NEWS, VA	BEECH 60 N399TL DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 36, 6929 TOTAL HOURS, 1400 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PAT HENRY INTL DEPARTURE POINT INTENDED DESTINATION CHARLOTTESVILLE, VA NEWPORT NEWS, VA TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH RUNWAY OR APPROACH LIGHTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3/4 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 150 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR VFR						
3-3402	10/8/77 TIME - 0825	VANCOUVER, WA	PIPER PA-31P N117HC DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 52, 7200 TOTAL HOURS, 700 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PEARSON AIRPARK DEPARTURE POINT INTENDED DESTINATION VANCOUVER WA PENDICTON BC TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB STALL TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) POWERPLANT - IGNITION SYSTEM SPARK PLUG PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (OWNER PERSONNEL) POWERPLANT - PROPELLER AND ACCESSORIES OTHER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND DIRECTIONAL CONTROL PROBLEM FIRE AFTER IMPACT REMARKS- PROP SLOW TO FEATHER, NO AIRCHARGE, PLT UNABLE TO MAINTAIN DIR CONTROL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1763	5/6/77 TIME - 0615	TAPLIN, WV	PIPER PA-31 N7439L DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 55, 18000 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MCDONALD FIELD DEPARTURE POINT INTENDED DESTINATION TAPLIN, WV AMBLER, PA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - FDG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FDG IFR TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT REMARKS- CRASHED APRX 1/2MI EAST OF FIELD.						
6-0015	6/20/77 TIME - 1045	KUSAIE ISL, KOSRAE	DORNIER 28A1 N96155 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 35, 2403 TOTAL HOURS, 343 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TAFUNSAK DEPARTURE POINT INTENDED DESTINATION PONAPE KUSAIE ISL, KOSRAE TYPE OF ACCIDENT PHASE OF OPERATION TURBULENCE LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH TREES LANDING GO-AROUND REMARKS- INVEST UNDER JURISDICTION OF GOVT OF KOSRAE.						



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