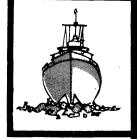


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594



Doc NTSB AMM 78 20

BRIEFS OF ACCIDENTS INVOLVING AMATEUR/HOME BUILT AIRCRAFT

0.3. 197 <u>A</u>

;В И U.S. GENERAL AVIATION 1977 <u>AMM-78-20</u> c.1 E.R.A.U. LIBRARY

UNITED STATES GOVERNMENT

and the second second

A Constant of the second s

YRARALL U.A.R.2

TECHNICAL REPORT DOCUMENTATION PAGE

| | 1 - 011112 01 | IL KLEOKT DOCUMENTATION PAGE | | | | | | |
|--|---|--|--|--|--|--|--|--|
| 1. Report No. NTSB-AMM-78-20 | 2.Government Accession No. | 3.Recipient's Catalog No. | | | | | | |
| 4. Title and Subtitle Briefs of Accidents Invo | 5.Report Date December 19, 1978 | | | | | | | |
| Aircraft, U.S. General A | 6.Performing Organization Code | | | | | | | |
| 7. Author(s) | | 8.Performing Organization | | | | | | |
| | | Report No. | | | | | | |
| 9. Performing Organization Bureau of Technology | Name and Address | 10.Work Unit No. 2534 | | | | | | |
| National Transportation Washington, D.C. 20594 | Safety Board | 11.Contract or Grant No. | | | | | | |
| | | 13.Type of Report and Period Covered | | | | | | |
| 12.Sponsoring Agency Name | and Address | Accident Reports in Brief | | | | | | |
| | | Format - U.S. General | | | | | | |
| NATIONAL TRANSPORTAT | ON SAFETY BOARD | Aviation Amateur/Home | | | | | | |
| Washington, D. C. 20 | | Built Aircraft, 1977 14.Sponsoring Agency Code | | | | | | |
| | | rational and a second sec | | | | | | |
| 15.Supplementary Notes | | | | | | | | |
| | | | | | | | | |
| 16 Abstract | | | | | | | | |
| 16.Abstract This publication contains reports of U.S. general aviation accidents involving amateur/home built aircraft occurring in 1977. Included are 106 accident Briefs, 21 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. | | | | | | | | |
| 17.Key Words U.S. General amateur/home built airc: | 18.Distribution Statement This document is available | | | | | | | |
| factor(s), type of accid | to the public through the National Technical Infor- | | | | | | | |
| kind of flying, aircraf | mation Service, Springfield, | | | | | | | |
| uata | | Virginia 22151 | | | | | | |
| 19. Security Classification | | 21.No. of Pages 22.Price | | | | | | |
| (of this report) | (of this page) UNCLASSIFIED | 71 | | | | | | |
| UNCLASSIFIED | | | | | | | | |

NTSB Form 1765.2 (Rev. 9/74)

.

FOREWORD

This report contains U.S. General Aviation accident Briefs involving amateur/home built aircraft 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. amateur/home built aircraft were involved in 106 accidents, 21 of which were fatal. In comparison, the entire General Aviation fleet incurred 4,286 total accidents 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.

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

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

Requests for reproduction should be forwarded to the:

NATIONAL TRANSPORTATION SAFETY BOARD Public Inquiries Section (AD-46) Washington, D.C. 20594 · ·

~

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

 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.
 Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage" for the purpose of this part.

EXPLANATORY NOTES

INJURY INDEX

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

TYPE OF ACCIDENT

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

Gear Collapsed

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

Gear Retracted

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

Airframe Failure

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

Engine Failure/Malfunction

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

PHASE OF OPERATION

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

KIND OF FLYING

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

1. <u>Instructional Flying</u> Refers to flying accomplished in supervised training under the direction of an accredited instructor.

KIND OF FLYING

2. Noncommerical 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 - 5 | 99,650 pounds) |
| 272,001 | ~ | kilograms and greater | (599,651 pound | ls 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.

ABBREVIATION

MEANING

AERIAL ADVERTISE ATR FLIGHT INSTR. AIR SHOW/RACING AIR TAXI-CARGO AIR TAXI-PASSG APPROACH CTL-DEPARTURE APR CTL-TOW ENRT CTL SRV ASSOC CROP CTL ACTIVITIES ASSOC FIRE CTL ACTIVITIES COMMERCIAL, FLIGHT. INSTR. CORP /E XEC CR-CTR CARGO-D CTR CARGO-I CTR PASSG-D CTR PASSG-I LAST ENROUTE STOP MAPPING/PHOTO MIL CONTRACT CARGO INTL MIL CONTRACT PASS6 INTL MILITARY CTR CARGO DOM MILITARY CTR PASSG DOM MIL/CTR CARGO MIL/CTR PASSG NR . NS CTR CARGO NS CTR PASSG NS/CTR REVENUE CARGO DOM NS/CTR REVENUE CARGO INTL NS/CTR REVENUE PASSG DOM NS/CTR REVENUE PASSG INTL 0T-**PARAJUMP** PRIVATE, FL.INST R. PX-RADAR CTL/SURVEILLANCE SCHED CARGO SRV SCHED DOM CARGO SRV SCHED DOM PASSG SRV SCHED INTERNATL CARGO SRV SCHED INTERNATL PASSG SRV SCHED PASSG SRV S-D S- I UNK/NR

AERIAL ADVERTISING AIRLINE TRANSPORT INSTRUCTOR AIR SHOW/AIR RACING AIR TAXI-CARGO OPERATIONS AIR TAXI-PASSENGER OPERATIONS APPROACH CONTROL-DEPARTURE APPROACH CONTROL-TOWER EN ROUTE CONTROL SERVICE ASSOCIATED CROP CONTROL ACTIVITIES ASSOCIATED FIRE CONTROL ACTIVITIES COMMERCIAL FLIGHT INSTRUCTOR CORPORATION/EXECUTIVE CREW CONTRACT/CHARTER-CARGO-DOMESTIC CONTRACT/ CHARTER-CARGO- INTERNATIONAL CONTRACT/CHARTER-PASS ENGER-DOME STIC CONTRACT/CHARTER-PASS ENGER-INTERNATIONAL LAST PLANNED EN ROUTE LANDING POINT AERIAL MAPPING/PHOTOGRAPHY MILITARY CONTRACT-CARGO-INTERNATIONAL MILITARY CONTRACT-PASSENGER-INTERNATIONAL MILITARY CONTRACT-CARGO-DOMESTIC MILITARY CONTRACT-PASSENGER-DOMESTIC MILITARY CONTRACT-CARGO MILITARY CONTRACT-PASSENGER NEAR NONSCHEDULED/CHARTER REVENUE CARGO-INTRA-STATE NONSCHEDULED/CHARTER REVENUE PASSENGER-INTRA-STATE NONSCHEDULED/CHARTER REVENUE CARGO-DOMESTIC NONSCHEDULED/CHARTER REVENUE CARGO-INTERNATIONAL NONSCHEDULED/CHARTER REVENUE PASSENGER-DOMESTIC NONSCHEDULED/ CHARTER REVENUE PASSENGER-INTERNATL CTHER AIRCRAFT AND GROUND PARACHUTE JUMP PRIVATE FLIGHT INSTRUCTOR PASSENGERS RADAR CONTROL/SURVEILLANCE SCHEDULED CARGO SERVICE SCHEDULED DOMESTIC CARGO SERVICE SCHEDULED DOMESTIC PASSENGER SERVICE SCHEDULED INTERNATIONAL CARGO SERVICE SCHEDULED INTERNATIONAL PASSENGER SERVICE SCHEDULED PASSENGER SERVICE SCHEDULED-DOMESTIC SCHEDULED-INTERNATIONAL UNKNOWN/NOT REPORTED

.

INJURIES, ACCIDENTS U.S. GENERAL AVIATION AMATEUR/HOME BUILT AIRCRAFT 1077

| - 1 | ~ | | |
|-----|---|--|--|
| | | | |

| | | | INJURIES | | | |
|---------|-------------------------|---|---|--|--|---|
| FATAL | SERIOUS | MINOR | NONE | UNKNOWN | , a, a, a, a, a , a, | TOTAL |
| 19 1 | 23 1 | 17 | 47 | | | 106 2 |
| 4 | 2 | 2 | 10 | | | 18 |
| 24 | 26 | 19 | 57 | | ABOARD | 126 |
| 1 | · · · · | | 2 | | | 3 |
| 25 | 26 | 19 | 59 | | | 129 |
| | 19 1 4 24 1 | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ | FATAL SERIOUS MINOR NONE 19 23 17 47 1 1 1 47 4 2 2 10 24 26 19 57 1 2 2 2 | FATAL SERIOUS MINOR NONE UNKNOWN 19 23 17 47 1 1 1 47 4 2 2 10 24 26 19 57 1 2 2 2 | FATAL SERIOUS MINOR NONE UNKNOWN 19 23 17 47 4 2 2 10 24 26 19 57 ABOARD 1 2 2 10 1 1 |

INVOLVES 106 TOTAL ACCIDENTS INVOLVES 21 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.

PAGE

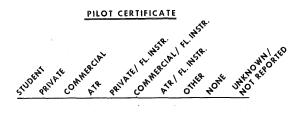
-

,

HOURS IN TYPE BY PILOT CERTIFICATE

| | PILOT | | |
|-----------------------|---------------------------|------------------|---------------------------|
| | STUDENT PRIVATE OMMERCIAL | CONNECCALI DINGR | al 160 108 |
| HOURS IN TYPE | | | RECORDS ACCIDENTS PERCENT |
| NONE | 1 5 3 | 1 1 | 11 11 10.38 |
| 1 - 5 | 7 6 | . 2 | 15 15 14.15 |
| 6 - 25 | 3 7 7 1 | 2 | 20 20 18.87 |
| 26 - 50 | 1 5 2 1 | | 9 9 8.49 |
| 51 - 100 | 2 10 5 | 1 1 | 19 19 17.92 |
| 101 - 300 | 1 11 4 | 2 | 18 18 16.98 |
| 301 - 500 | 1 2 1 | • | 4 4 3.77 |
| 501 - 1000 | 1 | | 1 1 •94 |
| 1001 - 2000 | 1 | | 1 . 1 .94 |
| 2001 - 3000 | | | • * * · · · · · · |
| + 3000 | | | 1 |
| UNKNOWN/ NOT REPORTED | 1 4 2 | 1 | . 8 8 7 . 55 |
| OTHER | | | |
| | | | |
| | | | |
| | | · . | |
| RECORD C | | | |
| RECORDS | 10 52 31 2 | 8 3 | 106 |
| ACCIDENTS | 10 52 31 2 | 8 3 | 106 |
| PERCENTS | 9.4 49.1 29.2 1.9 | 7.5 2.8 .0 .0 .0 | |

KIND OF FLYING BY PILOT CERTIFICATE



RECORDS ACCIDENTS PERCENT

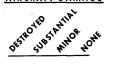
KIND OF FLYING

| INSTRUCTIONAL | | |
|-------------------------------|---------------|-------------|
| DUAL | | |
| SOLO | | |
| CHECK | | |
| TRAINING | 1 | 1 1 •94 |
| NONCOMMERCIAL | | |
| PLEASURE | 6 40 20 2 3 2 | 73 73 68.87 |
| PRACTICE | 2 3 2 1 | 8 8 7.55 |
| BUSINESS | | |
| CORPORATE/EXECUTIVE | | |
| AERIAL SURVEY | | |
| COMPANY FLIGHT | | |
| OTHER | | 213. - |
| COMMERCIAL | | |
| AERIAL APPLICATION | | |
| CROP CONTROL RELATED FLIGHT | | |
| FIRE CONTROL . | | |
| FIRE CONTROL RELATED FLIGHT | | |
| AERIAL MAPPING/PHOTOGRAPHY | | |
| AERIAL ADVERTISING | | |
| POWER AND PIPELINE PATROL | | |
| FISH SPOTTING | | |
| AIR TAXI-PASSENGER OPERATIONS | | |
| AIR TAXI-CARGO OPERATIONS | | |
| 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 | | |
| UNKNOWN/NOT REPORTED | | |

KIND OF FLYING BY PILOT CERTIFICATE

| | PILO | CERTIFICATE | | |
|--------------------------|---------------------------------------|---------------------|--|---------------------|
| KIND OF FLYING | SUDEN COMMECCAL | PRIATE OFFER | No teo | S ACCIDENTS PÊRCENT |
| MISCELLANEOUS | · · · · · · · · · · · · · · · · · · · | | | |
| EXPERIMENTATION | . 2 | 1 | 3 | 3 2.83 |
| TEST | 1 4 4 | 1 | 10 | 10 9.43 |
| DEMONSTRATION | 1 | | 1 | 1 .94 |
| FERRY | 3 | 3 | 6 | 6 5.66 |
| SEARCH AND RESCUE | | | | |
| AIR SHOW/AIR RACING | 1 2 | | 3 | 3 2.83 |
| PARACHUTE JUMP | • | | | |
| PARACHUTE JUMP-AIR SHOW | | | | |
| TOWING GLIDERS | | | | |
| SEEDING CLOUDS | | | | |
| HUNTING | | | | |
| POLICE PATROL | | | | |
| HIGHWAY TRAFFIC ADVISORY | | | | |
| ALL OTHER PUBLIC FLYING | | | en e | |
| OTHER | 1 | | 1 | 1.94 |
| UNKNOWN/NOT REPORTED | | | • | |
| | | | | , |
| RECORDS | 10 52 31 2 | 8 3 | 106 | · . |
| ACCIDENTS | 10 52 31 2 | 8 3 | | 106 |
| PERCENTS | 9.4 49.1 29.2 1.9 | .0 7.5 2.8 .0 .0 .0 | • | |
| | 1 | | • | • · |

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE



FIRST

TYPE OF ACCIDENT

RECORDS ACCIDENTS PERCENT

.

| | 102 | | | | | |
|---|------------------------------|--------|--|-----|-----|-------|
| | GROUND-WATER LOOP-SWERVE | 7. | | 7 | ר ' | 6.60 |
| | DRAGGED WINGTIP POD OR FLOAT | | | | • | |
| | WHEELS-UP LANDING | • • | | | | |
| | WHEELS-OOWN LANDING IN WATER | 1 | | 1 | 1 | •94 |
| | GEAR COLLAPSED | 3 | | • 3 | 3 | 2.83 |
| | GEAR RETRACTED | | | | | |
| | HARD LANDING | 4 1 | | 5 | 5 | 4.72 |
| | NOSE OVER/DOWN | 4 | | 4 | 4 | 3.77 |
| | ROLL OVER | | | | • | |
| | OVERSHOOT | 2 | | 2 | 2 | 1.89 |
| | UNDERSHOOT | 3 | | 3 | 3 | 2.83 |
| | COLLISION BETWEEN AIRCRAFT | | | | | |
| | BOTH IN FLIGHT | . 1 1 | | 2 | 2 | 1.89 |
| | ONE AIRBORNE | | | | | |
| | BOTH ON GROUND | | | | | |
| | COLLISION WITH GROUND/WATER | | | | | |
| | CONTROLLED | 3 | | 3 | . 3 | 2 .83 |
| | UNCONTROLLED | 10 3 | | 1.3 | 13 | 12.26 |
| | COLLIDED WITH | | | | | |
| | WIRES/POLES | 2 2 | | 4 | 4 | 3.77 |
| | TREES | 1 2 | | 3 | 3 | 2.83 |
| | RESIDENCE/S | • | | | | |
| | BUILDING/S | | | | | |
| | FENCE, FENCEPOSTS | | | | | |
| | ELECTRONIC TOWERS | | | • | | |
| | RUNWAY OR APPROACH LIGHTS | · | | | | |
| | AIRPORT HAZARD | | | | | |
| | ANIMALS | 1 | | 1 | 1 | •94 |
| | CROP | | | | | |
| | FLAGMAN LOADER | | | | | |
| • | DITCHES | | | | | |
| | SNOWBANK | | | | | |
| | PARKED AIRCRAFT (UNATTENDED) | | | | | |
| | AUTOMOBILE | | | | | |
| | DIRT BANK | | | | | |
| | OTHER | | | | | |
| | BIRD STRIKE | | | | | |
| | | | | | | |

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

| FIRST | 54 ² | IROTED SUB | MINOR NON | ç. | | | | | |
|-------------------------------|-----------------|------------|-----------|----|--|---------|----|-------------|--|
| TYPE OF ACCIDENT | | | <u> </u> | | | RECORDS | | NTS PERCENT | |
| STALL | 3 | 1 | | | | 4 | 4 | 3.77 | |
| SPIN | 5 | 1 | | | | 6 | 6 | 5.66 | |
| SPIRAL | | | | | | | | | |
| MUSH | 1 | 2 | | | | 3 | 3 | 2.83 | |
| FIRE OR EXPLOSION | | | | | | | | | |
| IN FLIGHT | | | | | | | | | |
| ON GROUND | | | | | | | | | |
| AIRFRAME FAILURE | | | | | | | | | |
| IN FLIGHT | 4 | | | | | 4 | 4 | 3.77 | |
| ON GROUND | | 1 | | | | 1 | 1 | .94 | |
| ENGINE TEARAWAY | | | | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | 6 | 27 | | | | 33 | 33 | 31.13 | |
| PROPELLER/ROTOR FAILURE | | | | | | | | | |
| PROPELLER | | 3 | | | | 3 | 3 | 2.83 | |
| TAIL ROTOR | | | | | | | | | |
| MAIN ROTOR | | | | | | | | | |
| PROP ROTOR ACONT TO PERSON | | | | | | | | | |
| JET INTAKE/EXH ACONT TO PERS | | | | | | | | | |
| PROPELLER/JET/ROTOR BLAST | | | | | | | | | |
| TURBULENCE | | | | | | | | | |
| HAIL DAMAGE TO AIRCRAFT | | | | | | | | | |
| LIGHTNING STRIKE | | | | | | | | | |
| EVASIVE MANEUVER | | | | | | | | | |
| UNCONTROLLED ALT DEVIATION | | | | | | | | | |
| DITCHING | | | | | | | | | |
| MISSING ACFT NOT RECOVERED | | | | | | | | | |
| MISCELL ANEOUS/OTHER | 1 | | | | | 1 | 1 | .94 | |
| UNDETERMINED | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | • | | |
| RECORDS | 37 | 67 | 2 | | | 106 | · | | |

| RECORDS | 37 | 57 2 | |
|-----------|---------|--------|-----|
| ACCIDENTS | 37 (| 57 2 | |
| PERCENTS | 34.9 63 | .2 1.9 | • 0 |

106

FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

FIRST OPERATIONAL PHASE

FATAL SERIOUS NOR ONE

RECORDS ACCIDENTS PERCENT

| STATIC | | | |
|--------------------------------|---------------------------------------|----|----------|
| STARTING ENGINE/S | | | |
| IDLING ENGINE/S | | | |
| ENGINE RUNUP | | | |
| IDLING ROTORS | | | |
| PARKED-ENGINES NOT OPERATING | | | |
| OTHER. | | | |
| TAXI | | | |
| TO TAKEOFF | | | |
| FROM LANDING | | | |
| OTHER | '1 | 1 | 1.94 |
| GROUND TAXI TO TAKEOFF | | | |
| GROUND TAXI FROM LANDING | 1 | 1 | 1 .94 |
| GROUND TAXI, OTHER | | | |
| AERIAL TAXI TO TAKEOFF | | | |
| AERIAL TAXI TO/FROM LANDING | | | |
| AERIAL TAXI, OTHER | · · · · · · · · · · · · · · · · · · · | | |
| TAKEOFF | | | |
| RUN | 1 4 | 5 | 5 4.72 |
| INITIAL CLIMB | 2 10 3 5 | 20 | 20 18.87 |
| VERTICAL | | | |
| RUNNING (ROTORCRAFT/VTOL-STOL) | | | |
| ABORTED (FIXED-WING) | | | |
| ABORTED (ROTORCRAFT/VTOL) | | | |
| ABORTED (ROTORCRAFT/STOL) | | | |
| OTHER | | | |
| INFLIGHT | | | |
| CLIMB TO CRUISE | 1 | -1 | 1 .94 |
| NORMAL CRUISE | 3 1 4 7 | 15 | 15 14.15 |
| DESCENDING | 1 1 2 | 4 | 4 3.77 |
| HOLDING (IFR) | | | |
| HOVERING | | | |
| POWER-ON DESCENT (ROTORCRAFT) | | | |
| AUTOROTATIVE DESCENT | | | |
| ACROBATICS | 6 4 | 10 | 10 9.43 |
| BUZZING | 1 | 1 | 1 .94 |
| UNCONTROLLED DESCENT | 2 1 | 3 | 3 2.83 |
| | | | |

FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

| | | | | ج. | • | | | | |
|----|-------------------------------|------|----------|-----------------|---------|--|----------|-----------|---------|
| OP | FIRST ERATIONAL PHASE | 4P | I A L SU | 4 ¹⁰ | 1408 NE | | Records. | ACCIDENTS | PERCENT |
| | EMERGENCY DESCENT | | | | | | | | |
| | LOW PASS | | | | | | | | |
| | OTHER | 2 | 1 | 3 | 1 | | 7. | 7 | 6.60 |
| | EN ROUTE TO TREAT CROP | | | | ." | | | | |
| | EN ROUTE TO RELOADING AREA | | | | | | | | |
| | SURVEY FIELD/AREA | | | | | | | | |
| | STARTING SWATH RUN | | | | | | | | |
| | SWATH RUN | | | | | | | | |
| | FLAREOUT FOR' SWATH RUN | | | | | | | | |
| | PULLUP FROM SWATH RUN | | | | | | | | |
| | PROCEDURE TURNAROUND | | | | | | | | |
| | CLEANUP SWATH | | | | | | | | |
| | MANEUVER TO AVOID OBSTRUCTION | | | | | | | | |
| | RETURN TO STRIP | | | | | | | | |
| | LANDING | | | | | | | | |
| | TRAFFIC PATTERN-CIRCLING | 3 | 3 | | 2 | | 8 | 8 | 7.55 |
| | FINAL APPROACH (VFR) | | 2 | 1 | 6 | | 9 | 9 | 8.49 |
| | INITIAL APPROACH | | • | | | | | | |
| | FINAL APPROACH (IFR) | | | | | | | | |
| | LEVEL OFF/TOUCHDOWN | | 1 | 3 | 7 | | 11 | 11 1 | 0.38 |
| | ROLL (FIXED WING) | | | | 7 | | 7 | 7 | 5.60 |
| | ROLL-ON/RUN-ON (ROTORCRAFT) | | | | | | | | |
| | POWER-ON LANDING (ROTORCRAFT) | | | | | | | | |
| | POWER-OFF AUTOROTATIVE LDG | | | | | | | | |
| | GO-AROUND (VFR) | | 1 | | | | 1 | 1 | •94 |
| | MISSED APPROACH (IFR) | | | | | | | | |
| | OTHER | | | | | | | | |
| | | | | | | | | | |
| | | 2 | | | | | · 2 | . 2 | 1.89 |
| | RECORDS | 21 | 22 | 17 | 46 | | 106 | | |
| | ACCIDENTS | 21 | 22 | 17 | 46 | | | 106 | |
| | PERCENTS | 19.8 | 20.8 | 16.0 | 43.4 | | | | |

AMATEUR/HOME BUILT AIRCRAFT

U.S. GENERAL AVIATION ACCIDENTS 1977 (EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 106 TOTAL ACCIDENTS

INVOLVES 21 FATAL ACCIDENTS

PAGE 9

| | FAT | AL ACCID | ENTS | NONFA | TAL ACCI | DENTS | AL | L ACCIDE | NTS |
|-------------------------------------|---------------|-----------|-------------|---------------|-------------|-------------|-------------|-------------|-------------|
| BROAD CAUSE/FACTOR | CAUSE | FACTOR | TOTAL* | CAUSE | FACTOR | 101AL* | CAUSE | FACTOR | TOTAL* |
| PILOŤ | 14 · 66•67 | 2 9.52 | 15 71.43 | 56 65.88 | 7 8.24 | 56 65.88 | 70 66.04 | 9 8.49 | 71 66•98 |
| PERSONNEL | 2 9•52 | 1 4.76 | 3 14.29 | $10 \\ 11.76$ | 1 1.18 | 11 12•94 | 12 11•32 | 2 1•89 | 14 13•21 |
| AIRFRAME | 2 9•52 | 1 4.76 | 3 14.29 | 1 1.18 | 1 1.18 | 2 2•35 | 3 2.83 | 2 1.89 | 5 4.72 |
| LANDING GEAR | •00 | •00 | •00 | 5 5.88 | .00 | 5 5.88 | 5 4.72 | •00 | 5 4.72 |
| POWERPLANT | 1 4.76 | .00 | 1 4.76 | 18 21.18 | 1 1.18 | 19 22.35 | 19 17.92 | 1 •94 | 20 18.87 |
| SYSTEMS | •00 | •00 | •00 | 1 1.18 | .00 | 1 1.18 | 1 •94 | .00 | 1 •94 |
| INSTRUMENTS/EQUIPMENT & ACCESSORIES | •00 | •00 | •00 | .00 | 1 1.18 | 1 1.18 | •00 | 1 •94 | 1 •94 |
| ROTORCRAFT | 1 4.76 | •00 | 1 4.76 | .00 | •00 | •00 | 1 •94 | •00 | 1 •94 |
| AIRPORT/AIRWAYS/FACILITIES | •00 | .00 | .00 | .00 | 4 4.71 | 4 4.71 | •00 | 4 3.77 | 4 3.77 |
| WEATHER | •00 | 1 4.76 | 4.76 | 1 1.18 | 13 15•29 | 14 16.47 | 1 •94 | 14 13.21 | 15 14.15 |
| TERRAIN | 1 4.76 | .00 | 1 4.76 | 7 8.24 | 17 20.00 | 24 28.24 | 8 7.55 | 17 16.04 | 25 23.58 |
| MISCELLANEOUS | .00 | •00 | .00 | 5 5.88 | 1 1.18 | 6 7.06 | 5 .4.72 | 1 •94 | 6 5.66 |
| UNDETERMINED | 4 19.05 | •00 | 4 19.05 | 4 4.71 | •00 | 4 4.71 | 8 7.55 | .00 | 8 7.55 |

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 DNCE UNDER THE TOTAL FOR THAT CATEGORY

AMATEUR/HOME BUILT AIRCRAFT

U.S. GENERAL AVIATION ACCIDENTS 1977 (EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES

106 TOTAL ACCIDENTS

I NVOL VES 21 FATAL ACCIDENTS

| | FAT | AL ACCID | ENTS | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|---------------------------------|----------|--|---|---------|--|---|-------------|--|
| DETAILED CAUSE/FACTOR | CAUSE | FACTOR | TO TAL | CAUSE | FAC TOR | TOTAL | CAUSE | FAC TOR | TO TAL |
| ** PILOT ** | | | | | | | | | |
| ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT BECAME LOST/DISORIENTED CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS DELAYED IN INITIATING GO-ARDUND FAILED TO RETRACT LANDING GEAR FAILED TO SEE AND AVOID OTHER AIRCRAFT FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FAILED TO USE OR INCORRECTLY USED MISC EOUIPMENT IMPROPER OPERATION OF FOMERPLANT + POWERPLANT CONTROLS IMPROPER OPERATION OF FOMERPLANT + POWERPLANT CONTROLS IMPROPER OPERATION OF FLIGHT CONTROLS SELECTED UNSUITABLE TERRAIN MISJUDGED DISTANCE, SPEED, AND ALTITUDE MISJUDGED DISTANCE AND SPEED MISJUDGED DISTANCE AND ALTITUDE MISJUDGED DISTANCE AND ALTITUDE MISJUDGED DISTANCE AND ALTITUDE MISJUDGED DISTANCE AND ALTITUDE MISJUDGED OSTANCE AND ALTITUDE SELECTED WARNA FROM BOUNCED LANDING FAILED TO MAINTAIN DIRECTIONAL CONTROL SELECTED WANG RUWWAY RELATIVE TO EXISTING WIND FAILED TO ADORT AKEOFF FAILED TO ADORT AKEOFF FAILED TO ANDTAIN DIRECTIONAL CONTROL | 1 4 4 1 1 1 1 | . 2 | 1 4 4 1 1 1 1 1 1 2 | 1 1 1 1 1 1 1 1 1 1 1 1 2 5 1 1 7 5 6 5 1 2 1 3 1 2 6 1 2 2 5 1 2 1 3 1 2 6 1 2 2 5 2 5 1 2 1 3 1 2 5 6 6 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 | 1 | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 7 7 1 2 6 1 2 1 3 1 2 6 1 2 2 2 | 1 1 1 2 5 17 1 3 1 9 2 5 1 8 6 7 1 5 1 2 1 3 1 4 2 6 1 2 2 2 | 1 7 2 | 1 1 1 1 2 5 17 1 1 3 17 1 1 3 17 1 1 5 5 1 1 1 5 1 1 1 2 2 2 2 2 2 2 2 2 |
| SUBTOTAL | 18 | ° 2 | zó | 84 | 8 | 92 | 102 | 10 | 112 |
| OPILOT FAILURE TO RELINQUISH CONTROL | 1 | | 1 | | | | 1 | | 1 |
| SUB TOTAL | 1 | | 1 | | | | 1 | | 1 |
| ** PERSONNEL ** | | | | | | | | | |
| LIGHT INSTRUCTOR AINTENANCE, SERVICING, INSPECTION IMPROPERLY SERVICED AIRCRAFT(OWNER-PILOT) IMADEQUATE MAINTENANCE AND INSPECTION DPERATIONAL SUPERVISORY PERSONNEL REATHER PERSONNEL RAFFIC CONTROL PERSONNEL IRPORT SUPERVISORY PERSONNEL VIRWAYS FACILITIES PERSONNEL VIRWAYS FACILITIES PERSONNEL | 2 | | 2 | 1 2 | . I | 1 3 | 1 4 | 1 | 1 5 |
| PODR/INADEQUATE DESIGN OTHER | | | | 3 2 | | . 2 | 3 2 | | 3 2 |
| NISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT OTHER HIRD PILOT | | 1 | 1 | 1 | | 1 | 1 | 1 | 1 |

| PERSONNEL (CONTINUED) | | TAL ACCIE | | | TAL ACCI | | ALL ACCIDENTS | | |
|---|---------|-----------|--------|--------|----------|--------|---------------|--------|----------|
| DETAILED CAUSE/FACTOR | C AU SE | FACTOR | TO TAL | | FAC TOR | TOTAL | | FACTOR | TOTAL |
| FLIGHT PERSONNEL DISPATCHING (AIR CARRIER ONLY) | | | | | | | | | |
| S UB T OT AL | 2 | 1 | з | 10 | 1 | 11 | 12 | 2 | 14 |
| ** AIRFRAME ** | | | | | | | | | |
| WINGS SKIN AND ATTACHMENTS | 1 | | 1 | | | | 1 | | 1 |
| FUSELAGE WINDSHIELDS, WINDOWS, CANOPIES | | | | | 1 | 1 | | 1 | 1 |
| LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC | | | | 3 | | 3 | · 3 | | 3 |
| NOSEWHEEL ASSEMBLIES GEAR LOCKING MECHANISM FLIGHT CONTROL SURFACES | | | | 1 1 | | 1 1 | 1 1 | | . 1 |
| ELEVATOR, ASSEMBLY ATTACHMENTS RUDDER, SURFACES ATTACHMENTS | 1 | 1 | 1 1 | | | | 1 | 1 | 1 1 |
| AILERON, SURFACES ATTACHMENTS VERTICAL STABILIZER, ATTACHMENTS | . 1 | | 1 | 1 | | 1 | 1 | | 1 1 |
| SUB THAL | 3 | 1 | 4 | 6 | 1 | 7 | 9 | 2 | 11 |
| ** POWERPLANT ** | | | | | | | | | |
| ENGINE STRUCTURE MASTER AND CONNECTING RODS | | | | 1 | | 1 | 1 | | 1 |
| PISTON, PISTON RINGS VALVE ASSEMBLIES | | | | 3 | | 3 | 3 2 | | 3 |
| IGNITION SYSTEM MAGNETOES | | | | . 1 | | 1 | 1 | | 1 |
| SPARK PLUG FUEL SYSTEM | | | | 2 | | 2 | 2 | | 2 |
| TANKS PUMPS | | | | 1 1 | | 1 1 | 1 | | 1 |
| VENTS, DRAINS, TANK CAPS OTHER | | | | 1 | 1 | 1 1 | 1 | 1 | 1 1 |
| LUBRICATING SYSTEM COOLING SYSTEM PROPELLER AND ACCESSORIES | | | | | | | | | |
| BLADES BLADE RETENTION MECHANISM | | | | 2 1 | | 2 1 | 2 1 | | , 2 1 |
| EXHAUST SYSTEM ENGINE ACCESSORIES | | | | - | | - | - | | - |
| ENGINE CONTROLS THROTTLE-POWER LEVER ASSEMBLIES | | | | 2 | | 2 | . 2 | | 2 |
| POWERPLANT-INSTRUMENTS MISCELLANEOUS | | | | | | | | | |
| POWERPLANT FAILURE FOR UNDETERMINED REASONS REDUCTION GEAR ASSEMBLY | 1 | | 1 | 3 | | 3 | 4. | | 4 |
| COMPRESSOR ASSEMBLY COMBUSTION ASSEMBLY TURBINE ASSEMBLY | | | | | | | | | |
| LUBR CATING SYSTEM | | | | | | | | | |
| SAFETY SYSTEM | | | | | | | | | |
| IGNITION SYSTEM Torquemeter | | | | | | | | | |
| AIR BLEED EXHAUST SYSTEM | | | | | | | | | |
| THRUST REVERSER PROPELLER SYSTEM | | | | | | | | | |
| CONSTANT SPEED DRIVE POWER LEVER PROPELLER LEVER | | | | | | | | | |
| REVERSE THRUST LEVER ENGINE INDICATING EQUIPMENT | | | | | | | | | |
| ENGINE INSTALLATION | | | | | | | | | |
| SUBTOTAL | 1 | | 1 | 20 | 1 | 21 | 21 | 1 | 22 |
| ** SYSTEMS ** | | | | | | | | | |
| ELECTRICAL SYSTEM Hydraulic System | | | | | | | | | |

| SYSTEMS (CONTINUED) | | AL ACCID | | | TAL ACCI | | | L ACCIDE | NTS |
|--|----|----------|-----|-----------------------|--------------------------------------|--------------------------------------|-----------------------|----------------------------|---------------------------------|
| DETAILED CAUSE/FACTOR · | | F AC TOR | | | FACTOR | | | FAC TOR | TOTAL |
| FLIGHT CONTROL SYSTEMS ANTI-ICING, DE+ICING SYSTEMS CARBURETOR DE+ICING SYSTEM AIR CONDITION, HEATING AND PRESSURIZATION AUTO PILOT FIRE MARNING SYSTEM FIRE EXTINGUISHER SYSTEM DAYGEN SYSTEM OTHER SYSTEMS | | | | .1 | | 1 | 1 | | 1 |
| SUBTOTAL | | | | 1 | | . 1 | 1 | | 1 |
| ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** | | | | | • | | | | |
| FLIGHT AND NAVIGATION INSTRUMENTS Airspeed Communications and navigation equipment Miscellaneous equipment | | | | | 1 | 1 | | 1 | 1 |
| SUBTOTAL | | | | | 1 | 1 | | 1 | 1 |
| ** ROTORCRAFT ** | | | | | | ·. · | | • | |
| ROTOR ASSEMBLIES TRANSMISSION ROTOR DRIVE SYSTEM OTHER FLIGHT CONTROL SYSTEMS MISCELLANEOUS UNITS AND ASSEMBLIES | 1 | | 1- | | · | | 1 | | 1 |
| SUBTOTAL | 1 | | 1 | | | | · 1 · | | 1 |
| ** AIRPORTS/AIRWAYS/FACILITIES ** | | | | | | | | | |
| AIRPORT FACILITIES AIRPORT CONDITIONS WET RUNWAY ROUGH WATER SOFT RUNWAY OTHER AIRWAYS FACILITIES | | | · | | 1 1 1 2 | 1 1 1 2 | | 1 1 1 2 | 1 1 1 2 |
| SUB TOT AL | | | | | 5 | 5 | | 5 | 5 |
| ** WEATHER ** | | | | | | | | | ·• . |
| RAIN CONDITIONS CONDUCIVE TO CARB/INDUCTION SYSTEM ICING UNFAVORABLE WIND CONDITIONS WIND SHEAR SUDDEN WINDSHIFT HIGH TEMPERATURE HIGH DENSITY ALTITUDE OTHER | | 1 | 1 | 1 | 1 2 5 1 1 1 1 1 | 1 2 5 1 2 1 1 1 | 1 | 1 6 1 1 1 1 | 1 2 6 1 2 1 1 |
| SUBTOTAL | | · 1 | 1 | 1 | 13 | 14 | 1 | 14 | 15 |
| ** TERRAIN ** | | | | | | | • | | |
| WET, SOFT GROUND HIGH VEGETATION HIDDEN ORSTRUCTIONS ROUGH/UNEVEN HIGH OBSTRUCTIONS OTHER | 1 | | 1 | 1 3 1 1 2 | 2 2 5 7 1 | 3 5 1 6 9 1 | 1 3 1 2 2 | 2 2 5 7 1 | 3 5 1 7 9 1 |
| SUBTOTAL | 1 | | 1 | 8 | 17 | 25 | 9 | 17 | 26 |
| ** MISCELLANEDUS ** | | | | | | | | | |
| FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS UNDETERMINED VORTEX TURBULENCE ANIMAL(S) ON RUNWAY/TAXIWAY/RAMP EVASIVE MANEUVER TO AVOID COLLISION | 4 | | 4 . | 1 4 1 4 | 1 | 1 4 1 1 4 | 1 8 1 4 | 1 | 1 8 1 1 4 |
| SUB TOTAL | 4 | | 4 | 10 | 1 | 11 | 14 | | |
| GRAND TOTAL | 31 | 5 | 36 | 140 | 48 | 188 | 171 | 53 | 224 |

| | FATAL ACCIDENTS | | | NONEA | TAL ACCI | DENTS | ALL ACCIDENTS | | |
|--|-----------------|--------|-------|-------|----------|-------|---------------|---------|-------|
| DETAILED CAUSE/FACTOR | CAUSE | FACTOR | TOTAL | CAUSE | FAC TOR | TOTAL | CAUSE | FAC TOR | TOTAL |
| ** MISCELLANEOUS ACTS, CONDITIONS ** | | | | | | | | | |
| UNAPPROVED MODIFICATION | | 1 | 1 | | | | | 1. | · 1 |
| POOR WELD | | | | 1 | | 1 | 1 | | ં 1 |
| L EAK / L EAKAGE | | | | | 1 | 1 | | 1 | 1 |
| LOW COMPRESSION | | | | 4 | | 4 | 4 | | 4 |
| LOOSE, PART/FITTING | | | | 2 | | 2 | 2 | | 2 |
| DISCONNECTED | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| ERRATIC | | | | | 1 | 1 | • | 1 | 1 |
| IMPROPERLY INSTALLED | 1 | | 1 | | | | 1 | | · 1 |
| JAMMED | 1 | | 1 | | | | 1 | | 1 |
| OBSTRUCTED | | | | 1 | | 1 | 1 | | 1 |
| PRESSURE, NONE | | | | 1 | | 1 | 1 | | 1 |
| ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE | | | | 1 | | 1 | 1 | | 1 |
| CHECKLIST-FAILED TO USE | | | | | 1 | 1 | | 1 | · 1 |
| UNWARRANTED LOW FLYING | | 1 | 1 | . 2 | | 2 | 2 | 1 | 3 |
| INATTENTIVE TO FUEL SUPPLY | | | | i | | 1 | 1 | | 1 |
| IMPROPERLY SECURED | | | | | 1 | 1 | | 1 | 1 |
| FUEL GRADE-IMPROPER | | | | 1 | | 1 | . 1 | | 1 |
| WRONG PART | | | | 1 | | 1 | 1 | | 1 |
| SEPARATION IN FLIGHT | | 1 | 1 | _ | 3 | З | | 4 | 4 |
| FUEL EXHAUSTION | | | | 4 | | 4 | 4 | | 4 |
| FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL | | | | 3 | | -3 | 3 | | 3 |
| ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | 1 | 1 | | | | | 1 | 1 |
| ICE-CARBURETOR | | | | 2 | | 2 | 2 | | 2 |
| SUNGLARE | | | | | 1 | ī | | 1 | - 1 |
| WATER IN FUEL | | | | 3 | - | 3 | 3 | | 3 |
| AIRCRAFT CAME TO REST IN WATER | | 1 | 1 | | 4 | 4. | | 5 | 5 |
| OVERLOAD FAILURE | | - | - | 1 | 3 | 4 | 1 | 3 | 4 |
| MATERIAL FAILURE | 2 | | 2 | 7 | | 7 | 9 | | 9 |
| FUEL STARVATION | ĩ | | ĩ | ģ | | 9 | · 10 | | 10 |

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

AMATEUR/HOME BUILT AIRCRAFT

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

| FILE NUMBER | AIRCRAF REGIST. | T DATE | LOCATION | AIRCRAF MAKE | T MODEL | INJURY INDEX |
|----------------|--------------------|---------------|-------------------|-----------------|--------------|-----------------|
| 3 0034 | N5150V | 011677 | EL MIRAGE,CA | BENSEN | B-8 | NONE |
| 3 0037 | N76GS | 010877 | MONTCLAIR,CA | STARDUSTER | SA-200 | SERIOUS |
| 3 0133 | N819 | 020577 | ADDISON, TX | DER JAGER | DIX | MINOR |
| 3 0134 | N260SB | 020977 | MULESHOE,TX | SKYBOLT | 260 | NONE |
| 3 0164 | N2259C | 011977 | DAVENPORT.CA | PITTS SPEC | S 1C | NONE |
| 3 0223 | N9488 | 030377 | FREMONT,CA | BREELIEB | | NONE |
| 3 0308 | N292J | 031677 | PECOS+TX | SMITH-MINI | | MINOR |
| 3 0335 | N91706 | 031077 | HENDERSONVILLE.NC | ACE | Е | NONE |
| 3 0342 | N28210 | 030577 | NMESA,AZ | HATCHER | KR-1 | NONE |
| 3 0445 | N2237 | 030177 | GLENDALE, AZ | HICKS & SHU | SPECL | MINOR |
| 3 0605 | N3658 | 041377 | HOUSTON, MO | TEENIE | SPCL | SERIOUS |
| 3 0704 | N9228 | 022677 | JULIAN, PA | VOLKSPLANE | VP- <u>1</u> | NONE |
| 3 0728 | NGBH | 040377 | RENSSELAER, IN | STARDUSTER | S A 2 00 | SERIOUS |
| 3 0763 | N5016J | 032477 | SELMA,AL | HELTON LARK | 95 | NONE |
| 3 0779 | N8157 | 040577 | BISBEE, AZ | STITS | S A-3 A | FATAL |
| 3 0799 | N135SS | 050777 | SPICEWOOD, TX | ASTIR | 1 | NONE |
| 3 0811 | N8161 | 040777 | NFERNLEY,NV | SCHNEIDER | ES-60 | NONE |
| 3 0958 | N219H | 032177 | OREGON CITY.OR | HARMON | STITS | NONE |
| 3 0962 | N117JS | 032477 | LANGLEY,WA | VOLMER | VT22 | MINOR |
| 3 1018 | N2JL | 043077 | NCAMDEN + SC- | STARDUSTER | 2 | FATAL |
| | | | | | | |

AMATEUR/HOME BUILT AIRCRAFT

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

| FILE NUMBER | AIRCRAF REGIST. | T DATE | | AIRCRAF MAKE | MODEL | INJURY INDEX |
|----------------|--------------------|-----------|------------------|-----------------|-------------|-----------------|
| | | - | | | | |
| 3 1069 | N475V | 040877 | BEALETON, VA | STAMPE | SV4C | MINOR |
| 3 1075 | N68107 | 061177 | TUCSON, AZ | TAILWIND | 1 | SER I OUS |
| 3 1099 | N88C | 061277 | NEUDORA,KS | HUEY-SMITH | H-1 | NONE |
| 3 1182 | N19EW | 052177 | MAYER, AZ | TAILWIND | W-8A | FATAL |
| 3 1218 | N3121 | 061177 | BERRYVILLE,AR | BENSEN | B8M | FATAL |
| 3 1239 | N164 | 052177 | GARDNER, MA | CASSUTT | 3 | NONE |
| 3 1297 | N13GH | 060977 | ALVORD, TX | STARDUSTER | T 00 | FATAL |
| 3 1332 | N50JE | 062277 | CORONA,CA | CASSUTT | SPORT | SERIOUS |
| 3 1400 | N9TJ | 051877 | OLATHE,KS | PITTS | S 1S | NONE |
| 3 1 5 1 6 | N14AE | 071277 | NLOMPOC, CA | EBEL VAREZE | 10 | MINOR |
| 3 1517 | N21HM | 071077 | GOLETA,CA | SPEZIO | 1 | NONE |
| 3 1550 | N8274 | 071877 | SIMI VALLEY.CA | AEROSPORT | QUAIL | MINOR |
| 3 1623 | N1BF | 070277 | KILLINGWORTH,CT | HEBEL | B-1 | SERIOUS |
| 3 1681 | N5596 | 071877 | FERNDALE, WA | WULLE | VP2 | MINOR |
| 3 1682 | N9EG | 060577 | ALBANY,OR | TAILWIND | W8 | SERIOUS |
| 3 1683 | N168K | 050177 | KENNEWICK, WA | EAA BIPLANE | Ρ | SERIOUS |
| 3 1725 | N46834 | 072377 | BEARDSTOWN , IL | STITS | PLYBOY | NONE |
| 3 1726 | N14527 | 071777 | JACKSONVILLE, IL | WOOLUMS | KR-2 | NONE |
| 3 1732 | N90RM | 061777 | WINTERSET, IA | MORRIS CASS | 111M | FATAL |
| 3 1769 | N64613 | 041677 | NPALATKA,FL | BENSEN | BM-8 | FATAL |
| | • | | | | | |

- PAGE 15

AMATEUR/HOME BUILT AIRCRAFT

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

| FILE NUMBER | AIRCRAF REGIST. | T DATE | LOCATION | A I RCRAF MAKE | T MODEL | INJURY INDEX |
|----------------|----------------------|-----------|---|-------------------|-------------------|-----------------|
| ~ * * * * * | un in fè 10 un es in | | \$ 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 | | میں میں میں جب جب | *** |
| 3 1796 | N68959 | 072477 | LIVERMORE,CA | NELSON PERL | PG-185 | SERIOUS |
| 3 1816 | N12FD | 072477 | FALL RVR MILLS.CA | BABY | 1 | NONE |
| 3 1936 | N91706 | 090277 | ALLENDALE,SC | AMATEUR | AC E-E | MINOR |
| 3 2049 | N7752 | 073177 | TONOPAH,NV | FOURNIER | RF4D | NONE |
| 3 2088 | N43TS | 072477 | ARLINGTON • WA | KR-2 | | FATAL |
| 3 2097 | N77VL | 070377 | BENNINGTON • VT | SCHNEIDER | LS-1F | SERIOUS |
| 3 2228 | N6141U | 090377 | CLINTON, IN | MIDGET | MUSTNG | MINOR |
| 3 2241 | N7105 | 061777 | NFLINT,MI | FLY BABY | 1-A | NONE |
| 3 2263 | N2300 | 092977 | IRWINOOH | STOLP | STARLE | NONE |
| 3 2265 | N72TD | 072977 | BARNESVILLE, OH | STARDUSTER | SA-300 | NONE |
| 3 2273 | NIORB | 090577 | COLUMBUS, OH | STARDŮSTER | SA-300 | NONE |
| 3 2313 | N3263 | 082077 | GROVE CITY,PA | STARDUSTER | T00 | NONE |
| 3 2364 | N14921 | 052577 | SHINGLEHOUSE, PA | SPEZIO | TU HOL | NONE |
| 3 2400 | N10E | 072477 | OPA LOCKA,FL | HOME BUILT | DG-1 | NONE |
| 3 2473 | N5987 | 080677 | ΜΔΝΚΑΤΟ, ΜΝ | PIETENPOL-A | SCOUT | NONE |
| 3 2480 | N52DS | 070777 | GRAND RAPIDS,MN | BABY GRT LK | S-2 | NONE |
| 3 2543 | N65165 | 053077 | LAKELAND, FL | BABY GR LKS | BGL B1 | MINOR |
| 3 2557 | N3120 | 060477 | NST AUGUSTINE,FL | BENSEN | B-8-MG | FATAL |
| 3 2598 | N2 RL | 062077 | NLOCKPORT,IL | PITTS | S 1 | NONE |
| 3 2608 | N16655 | 072777 | NCHESTER TON , IN | VOLKSPLANE | VP-IFD | SERIOUS |
| | | | PAGE 16 | • | | |

AMATEUR/HOME BUILT AIRCRAFT

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

| FILE NUMBER | AIRCRAF REGIST. | T DATE | | A I R C R A F MAK E | T MODEL | INJURY INDEX |
|----------------|--------------------|-----------|-------------------|------------------------|------------|-----------------|
| - · . | · · | - · | | · · | | |
| 3 2614 | N65209 | 082077 | SPEEDWAY, IN | EVANS | VP-1 | SERIOUS |
| 3 2619 | N375JK | 080477 | DETROIT,MI | BEDE | 8D-4 | NONE |
| 3 2623 | N57VB | 042677 | LORAIN, OH | VERN BOARD | MINI | FATAL |
| 3 2628 | N60089 | 090377 | CLEVELAND.OH | FALCK | SPEC | FATAL |
| 3 2638 | N9BR | 080577 | PARDEEVILLE, WI | STARDUSTER | BR-2 | NONE |
| 3 2651 | NONE | 091177 | MONTAGUE,MI | BENSON | GYRO | SERIOUS |
| 3 2763 | N3274 | 011377 | NLONGMONT, CO | STITS | SA-11A | FATAL |
| 3 2786 | N8DE | 082877 | LAKEWOOD CTR,WA | ANDERSON | KGFSHR | SERIOUS |
| 3 2793 | N75MB | 072377 | WILLSONVILLE.OR | BUFFUM MINI | COUPE | NONE |
| 3 2850 | N7886 | 030677 | ROYAL PALM BCH.FL | SCORPION | II | SERIOUS |
| 3 2864 | N11RF | 092477 | SONOMA . CA | BREEZY | RLU-1 | NONE |
| 3 2871 | N2811J | 082177 | WAGONER . OK | JODETTE | JD-9 | SERIOUS |
| 3 2877 | NIIKG | 080477 | HEBRON, TX | GERSBACH | SDWNDR | FATAL |
| 3 2902 | N65360 | 071977 | SHELTON, WA | TAYLOR | B 8M | FATAL |
| 3 2936 | N4671T | 091877 | EBENSBURG, PA | MINIPLANE | DS | SERIOUS |
| 3 2970 | N9HD | 091577 | REDDING,CA | HOME BUILT | KR1 | MINOR |
| 3 2990 | N65029 | 101577 | SHERIDAN, IN | MOORE | KR-1 | MINOR |
| 3 3012 | N7723 | 042877 | CENTRAL CITY, NE | SPORTAVIA | RF4-D | NONE |
| 3 3064 | N3727 | 101977 | LAKEPORT.CA | KEOSKE EXP | DIX | NONE |
| 3 3065 | N51911 | 101377 | WATSONVILLE CA | AMSEL-ROBBI | · | SERIOUS |
| | | | | | | |

AMATEUR/HOME BUILT AIRCRAFT

ų.

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

| FILE NUMBER | AIRCRAF REGIST. | | | A I RCRAF MAKE | MODEL | INJURY INDEX |
|----------------|--------------------|--------|-------------------|-------------------|---------------|-----------------|
| | | | | | | |
| 3 3077 | N18811 | 111377 | WHEATLEY . AR | MUSTANG | II | NONE |
| 3 3103 | N73T | 081377 | PLAIN,WA | BUSHBY MIDG | MUSTNG | SERIOUS |
| 3 3110 | N30059 | 082177 | VANCOUVER • WA | PITTS | MR1 | FATAL |
| 3 3118 | N67272 | 090577 | NSUSITNA LODGE,AK | WILLBIRD | 01 | NONE |
| 3 31 32 | N4600 | 070277 | HUMP ISLAND. AK | VOLMER | U J-22 | MINOR |
| 3 3145 | N5653 | 072577 | ROCKFORD, IL | BENSEN | B8M | MINOR |
| 3 3146 | N2785 | 080177 | VALPARAISO, IN | TURNER | T-40A | FATAL |
| 3 3300 | N107D | 112277 | CREVE COEUR,MO | COOT | Α | MINOR |
| 3 3302 | N3622G | 111877 | KIMBERLING, MO | TERRILL | SPEC-L | NONE |
| 3 3316 | N9052 | 082677 | WASHINGTON , PA | BLUMFELDT | SPORT | NONE |
| 3 3317 | N5550 | 060477 | OXFORD, PA | FLY-BABY | 1 A | FATAL |
| 3 3349 | N4477M | 103077 | LODI,CA | MARSKE | MONARC | SERIOUS |
| 3 3359 | N5240 | 111177 | BOULDER CITY, NV | JEANIE | TEENIE | FATAL |
| 3 3478 | N362RB | 102577 | NEULTON,NY | BABY LAKES | RB1 | NONE |
| 3 3519 | N363RG | 101577 | KERRVILLE,TX | MUSTANG | 11 | NONE |
| 3 3533 | N83893 | 103177 | ALBUQUERQUE, NM | PIETENPOL | AIRCAM | SERIOUS |
| 3 3561 | N3842 | 111377 | DAVIS,CA | СООТ | Δ | NONE |
| 3 3658 | N7B | 103077 | MANZANAR + CA | PITTS | SPECL | NONE |
| 3 3721 | N68079 | 123077 | CREVE COEUR,MO | HEYING | PDQ-2 | MINOR |
| 3 3786 | N14SA | 112677 | NDENVER,CO | DYKE | DELTA | NONE |
| | | | | | | |

AMATEUR/HOME BUILT AIRCRAFT

1 -

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

| FILE NUMBER | AIRCRAF REGIST. | - | LOCATION | AIRCRAF MAKE | T MODEL | INJURY INDEX |
|----------------|--------------------|--------|---------------|-----------------|------------|-----------------|
| | | | | | | |
| 3 3828 | N61292 | 121177 | TEA,SD | LIABLE | COUGAR | NONE |
| 3 3886 | N9229Z | 110377 | SPANAWAY • WA | AEROSPORT | QUAIL | SERIOUS |
| 3 4010 | N48342 | 080177 | OSHKOSH,₩I | BUSHBEY | MUSTNG | FATAL |
| 3 4020 | N3146 | 080877 | LAKEVILLE, MN | WENDT | WH-1 | FATAL |
| 3 4022 | N2997G | 071677 | JORD AN . MN | PITTS | S-1S | NONE |
| 3 4098 | N1054 | 061177 | SALEM,IL | TOLMAN | SA-3AM | FATAL |

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING

AMATEUR/HOME BUILT 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 |
|--------|--|--|------------------------|---|--|
| 3-0763 | 3/24/77 SELMA+AL TIME - 1730 NAME OF AIRPORT - SKYHARBOR | HELTON LARK 95 N5016J Damage-Substantial | CR- 0 0 1 PX- 0 0 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 21, 640 Total Hours, 71 in Type, Instrument Rated. |
| | DEPARTURE POINT | INTENDED DESTINATION RETURN | | | |
| | TYPE OF ACCIDENT COLLIDED WITH ANIMALS | | | F OPERATION NG LEVEL OFF/TOUCHDOWN | 400 |

PROBABLE CAUSE(S)

MISCELLANEOUS - ANIMAL(S) ON RUNWAY/TAXIWAY/RAMP Remarks- Acft Struck deer on LNDG at uncontrolled arpt

BRIEFS OF ACCIDENTS FILE DATE AIRCRAFT DATA INJURIES PILOT DATA LOCATION FLIGHT F S M/N PURPOSE ------CR- 0 0 1 NONCOMMERCIAL 3-3132 7/2/77 HUMP ISLAND,AK VOLMER UJ-22 PRIVATE, AGE 46, 83 TOTAL PX- 0 0 0 PLEASURE/PERSONAL TRANSP HOURS, 76 IN TYPE, NOT TIME - 1630 N4600 DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION JUNEAU, AK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE WHEELS-DOWN LANDING IN WATER LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS AIRFRAME - LANDING GEAR GEAR LOCKING MECHANISM FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- PLT SUSPECTS CARB ICE.AMPHIBIOUS ACFT.GR DOWN LOCKS WOULD NOT RELEASE. 3-3118 9/5/77 NR.SUSITNA LODGE.AK WILLBIRD 01 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 26, 180 TIME - 1630 N67272 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 127 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION SUSITNA LODGE,AK TALKEETNA,AK TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE FACTOR(S) TERRAIN - OTHER MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- TAIL WHEEL HIT ROCK PITCHING NOSE DOWN.GRAVEL BAR.

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES S M/N | J | FLIGHT PURPOSE | | PILOT DATA |
|--------|--|---|---|------------|--------|-----------------------------|--------------------------------|---|-------------|--|
| 3-0445 | 3/1/77 TIME - 1700 | GLENDALE + AZ | HICKS & SHU SPECL N2237 DAMAGE-SUBSTANTIAL | CR- PX- | | | | | | PRIVATE, AGE 25, 420 TOTAL HOURS, 340 IN TYP NOT INSTRUMENT RATED. |
| | NAME OF AIR | PORT THUNDERBIR | | | | | | | | NOT INSTRUMENT RATED. |
| | DEPARTURE PI | | INTENDED DESTINATION | | | | | | | |
| | GLENDALE | | LOCAL | | | | | | | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION | | | | | | | PERATION | | |
| | HARD LAND | | | | | | | FINAL APPRO LEVEL OFF/T | | |
| | PROBABLE CAN | USE(S) | · · · · | | | | • | | | |
| | MISCELLAN | EOUS ACTS, CONDITI | LS THROTTLE-POWER LE DNS - DISCONNECTED DNS - FUEL STARVATION | VER AS | SEM | BLIES | 5 | | | |
| | | | NEUVER TO AVOID COLLI | SION | | | | | | |
| | | HIGH OBSTRUCTION: | s | ~ | | | | | | |
| | PARTIAL POW | ER LOSS - PARTIAL | LOSS OF POWER - 1 EN | | | | | | | |
| | | | RCED LANDING OFF AIRP | | | | | | LIDDED OVE | |
| | KEMAKKS- IM | | INNELTED FIEDT FORCED | ACFT | | 640 0 | ,01 1 | 0 1100313 0 1 | | ו00313 25K |
| 3-0342 | 3/5/77 NR | • MESA • A7 | HATCHER KR-1 | CR- | 0 | 0 1 | NC | NCOMMERCIAL | | PRIVATE, AGE 51, 409 |
| 3-0342 | TIME - 1050 | | N28210 | | | | | | NAL TRANSP | TOTAL HOURS, 20 IN TYPE |
| | | | DAMAGE-SUBSTANTIAL | | | | | | | NOT INSTRUMENT RATED. |
| | | PORT - FALCON | | | | | | | | NUT INSTRUMENT RATED. |
| | DEPARTURE PO | | INTENDED DESTINATION | | | | | | | NUT INSTRUMENT RATED. |
| | DEPARTURE PO MESA+AZ | DINT | | | P | HASE | nF (| IP FR A TI ON | | NUT INSTRUMENT RATED. |
| | DEPARTURE PO | DINT | INTENDED DESTINATION | | PI | | | PPERATION ROLL | | NUT INSTRUMENT KATED. |
| | DEPARTURE PO MESA+AZ TYPE OF ACC GEAR COLL PROBABLE CAU | DINT IDENT APSED USE(S) | INTENDED DESTINATION LOCAL | | | LAND | ING | ROLL | c | NUT INSTRUMENT KATED. |
| | DEPARTURE PO MESA+AZ TYPE OF ACC GEAR COLL PROBABLE CAU AIRFRAME | DINT IDENT APSED USE(S) - LANDING GEAR MA | INTENDED DESTINATION LOCAL | | | LAND | ING | ROLL | С. | NUT INSTRUMENT KATED. |
| | DEPARTURE PO MESA.AZ TYPE OF ACC GEAR COLL PROBABLE CAU AIRFRAME - MISCELLAN | DINT IDENT APSED USE(S) — LANDING GEAR MU EDUS ACTS.CONDITI | INTENDED DESTINATION LOCAL | | | LAND | ING | ROLL | с. | NUT INSTRUMENT KATED. |
| | DEPARTURE PO MESA.AZ TYPE OF ACC GEAR COLL PROBABLE CAU AIRFRAME - MISCELLANI PERSONNEL | DINT IDENT APSED USE(S) — LANDING GEAR MU EDUS ACTS.CONDITI | INTENDED DESTINATION LOCAL AIN GEAR-SHOCK ABSORB DNS - MATERIAL FAILUR GON-PERSONNEL OTHER | | | LAND | ING | ROLL | с. | NUT INSTRUMENT KATED. |
| · | DEPARTURE PO MESA.AZ TYPE OF ACC GEAR COLL PROBABLE CAU AIRFRAME - MISCELLANI PERSONNEL | DINT IDENT APSED USE(S) - LANDING GEAR MA EOUS ACTS,CONDITI - PRODUCTION-DES | INTENDED DESTINATION LOCAL AIN GEAR-SHOCK ABSORB DNS - MATERIAL FAILUR GON-PERSONNEL OTHER | | | LAND | ING | ROLL | с. | NUT INSTRUMENT KATED. |
| 3–0779 | DEPARTURE PO MESA.AZ TYPE OF ACC GEAR COLL PROBABLE CAU AIRFRAME MISCELLAN PERSONNEL REMARKS- LO | DINT IDENT APSED USE(S) - LANDING GEAR MA EOUS ACTS.CONDITI - PRODUCTION-DES GR CASTING FAILED BISBEE.AZ | INTENDED DESTINATION LOCAL AIN GEAR-SHOCK ABSORB DNS - MATERIAL FAILUR IGN-PERSONNEL OTHER TOO POROUS. STITS SA-3A | E CR- | SΥ, | LAND STRUT |) ING (5, AT | ROLL TACHMENTS+ET | · · · · · | PRIVATE, AGE 51, 890 |
| 3-0779 | DEPARTURE PO MESA.AZ TYPE OF ACC GEAR COLL PROBABLE CAL AIRFRAME MISCELLANI PERSONNEL REMARKS- L | DINT IDENT APSED USE(S) — LANDING GEAR MA EDUS ACTS.CONDITION — PRODUCTION-DES GR CASTING FAILED BISBEE.AZ | INTENDED DESTINATION LOCAL AIN GEAR-SHOCK ARSORB DNS - MATERIAL FAILUR GON-PERSONNEL OTHER .TOO POROUS. | E CR- | SΥ, | LAND STRUT |) ING (5, AT | ROLL TACHMENTS+ET | · · · · · | PRIVATE, AGE 51, 890 Total Hours, unk/nr in Type, not instrument |
| 3–0779 | DEPARTURE PO MESA.AZ TYPE OF ACC GEAR COLL PROBABLE CAU AIRFRAME - MISCELLANI PERSONNEL REMARKS- L O 4/5/77 TIME - 1650 DEPARTURE PI | OINT IDENT APSED USE(S) - LANDING GEAR MA EOUS ACTS.CONDITION-DES GR CASTING FAILED BISBEE.AZ OINT | INTENDED DESTINATION LOCAL AIN GEAR-SHOCK ABSORB DNS - MATERIAL FAILUR IGN-PERSONNEL OTHER TOO POROUS. STITS SA-3A N8157 DAMAGE-DESTROYED INTENDED DESTINATION | E CR- | SΥ, | LAND STRUT |) ING (5, AT | ROLL TACHMENTS+ET | · · · · · | PRIVATE, AGE 51, 890 TOTAL HOURS, UNK/NR IN |
| 3–0779 | DEPARTURE P(MESA.AZ TYPE OF ACC GEAR COLL PROBABLE CAL AIRFRAME - MISCELLANI PERSONNEL REMARKS- LO 4/5/77 TIME - 1650 DEPARTURE P BISBEE.AZ | DINT IDENT APSED USE(S) - LANDING GEAR M/ EOUS ACTS.CONDITI - PRODUCTION-DES GR CASTING FAILED BISBEE.AZ DINT | INTENDED DESTINATION LOCAL AIN GEAR-SHOCK ABSORB DNS - MATERIAL FAILUR IGN-PERSONNEL OTHER TOO POROUS. STITS SA-3A N8157 DAMAGE-DESTROYED | E CR- | 1 0 | LAND STRUT |) ING (S+AT) N() PL | ROLL TACHMENTS.ET DNCOMMERCIAL EASURE/PERSO | · · · · · | PRIVATE, AGE 51, 890 Total Hours, unk/nr in Type, not instrument |
| 3-0779 | DEPARTURE PO MESA.AZ TYPE OF ACC GEAR COLL PROBABLE CAU AIRFRAME - MISCELLANI PERSONNEL REMARKS - LO 4/5/77 TIME - 1650 DEPARTURE PI BISBEE.AZ TYPE OF ACC | DINT IDENT APSED USE(S) - LANDING GEAR M/ EOUS ACTS.CONDITI - PRODUCTION-DES GR CASTING FAILED BISBEE.AZ DINT | INTENDED DESTINATION LOCAL AIN GEAR-SHOCK ABSORB DNS - MATERIAL FAILUR IGN-PERSONNEL OTHER TOD POROUS. STITS SA-3A N8157 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | E CR- | 1 0 | LAND STRUT 0 0 0 0 | DING TS,AT D NC D PL | ROLL TACHMENTS+ET | INAL TRANSP | PRIVATE, AGE 51, 890 Total Hours, unk/nr in Type, not instrument |
| 3-0779 | DEPARTURE PO MESA.AZ TYPE OF ACC GEAR COLL PROBABLE CAU AIRFRAME - MISCELLANN PERSONNEL REMARKS - LO 4/5/77 TIME - 1650 DEPARTURE PI BISBEE.AZ TYPE OF ACC COLLISION PROBABLE CAU | OINT IDENT APSED USE(S) - LANDING GEAR MA EOUS ACTS.CONDITION- - PRODUCTION-DES GR CASTING FAILED BISBEE.AZ OINT IDENT WITH GROUND/WATED USE(S) | INTENDED DESTINATION LOCAL AIN GEAR-SHOCK ARSORB DNS - MATERIAL FAILUR (GN-PERSONNEL OTHER TOD POROUS. STITS SA-34 N8157 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL R CONTROLLED | E CR- | 1 0 | LAND STRUT 0 0 0 0 | DING TS,AT D NC D PL | ROLL TACHMENTS, ET INCOMMERCIAL EASURE/PERSO | INAL TRANSP | PRIVATE, AGE 51, 890 Total Hours, unk/nr in Type, not instrument |
| 3-0779 | DEPARTURE PO MESA.AZ TYPE OF ACC: GEAR COLLA PROBABLE CAL AIRFRAME - MISCELLAN PERSONNEL REMARKS- L 4/5/77 TIME - 1650 DEPARTURE PI BISBEE.AZ TYPE OF ACC COLLISION PROBABLE CAL PILOT IN | OINT IDENT APSED USE(S) - LANDING GEAR MA EOUS ACTS.CONDITI - PRODUCTION-DES GR CASTING FAILED BISBEE.AZ OINT IDENT WITH GROUND/WATEH USE(S) COMMAND - EXERCIS | INTENDED DESTINATION LOCAL AIN GEAR-SHOCK ABSORB DNS - MATERIAL FAILUR IGM-PERSONNEL OTHER TOD POROUS. STITS SA-3A N8157 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL R CONTROLLED ED POOR JUDGMENT | E CR- | 1 0 | LAND STRUT 0 0 0 0 | DING TS,AT D NC D PL | ROLL TACHMENTS, ET INCOMMERCIAL EASURE/PERSO | INAL TRANSP | PRIVATE, AGE 51, 890 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT |
| 3-0779 | DEPARTURE PO MESA.AZ TYPE OF ACC: GEAR COLL PROBABLE CAL AIRFRAME - MISCELLANI PERSONNEL REMARKS- LO 4/5/77 TIME - 1650 DEPARTURE PI BISBEE.AZ TYPE OF ACC COLLISION PROBABLE CAL PILOT IN PILOT IN | OINT IDENT APSED USE(S) - LANDING GEAR MA EOUS ACTS.CONDITION- - PRODUCTION-DES GR CASTING FAILED BISBEE.AZ OINT IDENT WITH GROUND/WATED USE(S) | INTENDED DESTINATION LOCAL AIN GEAR-SHOCK ABSORB DNS - MATERIAL FAILUR GON-PERSONNEL OTHER TOO POROUS. STITS SA-3A N8157 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL R CONTROLLED ED POOR JUDGMENT ED ALTITUDE | E CR- | 1 0 | LAND STRUT 0 0 0 0 | DING TS,AT D NC D PL | ROLL TACHMENTS, ET INCOMMERCIAL EASURE/PERSO | INAL TRANSP | PRIVATE, AGE 51, 890 Total Hours, unk/NR IN Type, not instrument |

| FILE | DATE LO | CATION | AIRCRAFT DATA | | | IES S M/N | | IGHT RPOSE | | PILOT DATA |
|--------|---|---|---|--------|---------|--------------|----------|---------------------------------------|----------|---|
| 3-1182 | 5/21/77 MAYER, TIME - 1100 DEPARTURE POINT | The second second | TAILWIND W-8A N19EW DAMAGE-DESTROYED NTENDED DESTINATION | | | | | MMERCIAL JRE/PERSONAL | . TRANSP | PRIVATE, AGE 53, 358 TOTAL HOURS, 107 IN TYPE NOT INSTRUMENT RATED. |
| | PRESCOTT.AZ | 1, | MESA+AZ | | | | | | | |
| | TYPE OF ACCIDENT ENGINE FAILURE COLLIDED WITH | | אראי ארא ארא ארא ארא ארא ארא ארא ארא ארא | | PI | IN F | | ATION NORMAL CRUIS VEL OFF/TOUC | | |
| | TERRAIN - ROUGH PARTIAL POWER LOS COMPLETE POWER LO | SCELLANEOUS /UNEVEN S - UNKNOWN/M SS - UNKNOWN/ TANCES - FOR(| • | | | | ED REAS | S NC | | |
| | | | | | | | | | | |
| 3-1075 | 6/11/77 TUCSON TIME - 0900 | • AZ | TAILWIND 1 N68107 DAMAGE-SUBSTANTIAL | | | | | MMERCIAL URE/PERSONAL | TRANSP | PRIVATE, AGE 65, 591 TOTAL HOURS, 108 IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - DEPARTURE POINT TUCSON+AZ | | NTENDED DESTINATION | | | | | | | |
| | TYPE OF ACCIDENT COLLIDED WITH | WIRES/POLES | | | PI | | OF OPERA | ATION NAL APPROACH | 4 | |
| | FACTOR(S) TÉRRAIN - HIGH | D - FAILED TO OBSTRUCTIONS | SEE AND AVOID OBJE | CTS OR | 08 | STRUC | TIONS | | | |
| • | MISCELLANEOUS A | | SUNGLARE . | | | | | | | |
| 3-1218 | 6/11/77 BERRYV TIME - 1115 | ILLE.AR | BENSEN BBM N3121 DAMAGE-DESTROYED | | | | | MMERCIAL JRE/PERSONAL | TRANSP | STUDENT, AGE 58, 100 TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | ١١ | TENDED DESTINATION | | | | | | | |
| | BERRYVILLE,AR Type of Accident | | LUUAL | | PI | ASE | OFOPER | ATION | | |
| | AIRFRAME FAILUR | E IN FLIGHT | | | | IN F | LIGHT | NORMAL CRUIS | SE | |
| | PROBABLE CAUSE(S) | | | | | | | | | |
| | PILOT IN COMMAN FACTOR(S) | D - IMPROPER | OPERATION OF FLIGHT | CONTR | ULS | | | | | |
| | | CTS+CONDITIO | JRFACES RUDDER SURF. NS - SEPARATION IN F PANEL. | | TTA | CHMEN | TS | | | |
| | | | | | | | | | | |
| | 1999 | na ta Na Tang mang manakan karta | | | | | | | | |
| | | | 1. A. | PAGE | 2 | 3 | | | | |
| | | | | | | | | | | |

DRIFFE OF ACCIDENTS

and the second state of th

| | | | | S OF / | | | | | |
|--------|---|--|---|-------------|--------------|--------------------------------|----|---|--|
| FILE . | DATE | LOCATION | AIRCRAFT DATA | | IJUR] F S | SΜ | /N | FLIGHT PURPOSE | PILOT DATA |
| -3077 | 11/13/77 TIME - 122 | WHEATLEY, AR 20 | MUSTANG II N18811 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | MISCELLANEOUS FERRY | COMMERCIAL, FL.INSTR., AGE 36, 658 TOTAL HOUDS, 12 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE COOKVILL TYPE OF AC PROPELLE | | P٢ | - | - | F OPERATION IGHT DESCENDING | | | |
| | MISCELLA FACTOR(S) MISCELLA | ANT - PROPELLER AN ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT | D ACCESSORIES BLADES IONS - MATERIAL FAILUR IONS - SEPARATION IN F DRCED LANDING OFF AIRP | LIGHT | I LAN | ۱D | | | |
| -0037 | 1/8/77 TIME - 103 | MONTCLAIR,CA | STARDUSTER SA-200 N76GS DAMAGE-SUBSTANTIAL | | | | - | | PRIVATE, AGE 39, 131 P TOTAL HOURS, 54 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE OXARD+CA TYPE OF AC | A CCIDENT FAILURE OR MALFUNC | INTENDED DESTINATION MONTCLAIR.CA | | P۴ | ΙN | FL | F OPERATION IGHT DESCENDING NG ROLL | |
| | MISCELLA FACTOR(S) TERRAIN MISCELLA COMPLETE F EMERGENCY | N COMMAND - IMPROP ANEOUS ACTS,CONDIT - ROUGH/UNEVEN ANEOUS ACTS,CONDIT POWER LOSS - COMPL | ER OPERATION OF POWERP IONS - FUEL STARVATION IONS - OVERLOAD FAILUR ETF ENGINE FAILURE/FLAI DRCED LANDING OFF AIRP MID-RANGE. | E MEOUT- | ·1 EM | ١ĠΙ | - | NT CONTROLS | |
| -0034 | 1/16/77 TIME - 113 | EL MIRAGE,CA | BENSEN 8-8 | | | | | | PRIVATE, AGE 59, 125 P TOTAL HOURS, 25 IN TYPE, |
| | NAME OF A) DEPARTURE EL MIRAC TYPE OF AC | IRPORT - EL MIRAGE POINT GE∙CA | DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | | Pł | HAS | En | F OPERATION F INITIAL CLIMB | NOT INSTRUMENT RATED. |
| | | | ER OPERATION OF FLIGHT • | CONTR | ROLS | | | | |

BRIEFS OF ACCIDENTS

PAGE 24

.

| FILE | DATE | LOCATION | AIRCRAFT DATA | | F | IES S M/ | 'N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------|--------------------------------------|---|------------|-----|-------------|--------|--|---|
| 3-0164 | 1/19/77 TIME - 163 | | PITTS SPEC S1C N2259C DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 0 | 1 | NONCOMMERCIAL PRACTICE | COMMERCIAL, AGE 30, 166 TOTAL HOURS, 50 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE SAN JOSE TYPE OF AC | POINT •CA | INTENDED DESTINATION DAVENPORT,CA | | Ρ | HASE | : OF | - OPERATION | |
| | OVERSHOO NOSE OVE | Т | | | | LAN | 1D I N | NG LEVEL OFF/TOUCHDOWN NG ROLL | |
| | PILOT IN MISCELLA | COMMAND - MISJUD COMMAND - FAILED | GED DISTANCE AND SPEED TO INITIATE GO-AROUND ANEUVER TO AVOID COLLI: END OF RWY. | 5 I ON | | | | | |
| 3-0223 | 3/3/77 TIME - 153 | | BREELIEB N9488 DAMAGE-SUBSTANTIAL | | - | - | - | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE UNK/NR, 56 P TOTAL HOURS, 10 IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AI DEPARTURE FREMONT, | | NG INTENDED DESTINATION FREMONT,CA | | | | | | |
| | TYPE OF AC HARD LAN | | | | Ρ | | | F OPERATION NG LEVEL OFF/TOUCHDOWN | |
| | | COMMAND - IMPROP | PER LEVEL OFF ER RECOVERY FROM BOUNC | ED LAN | DIN | G | | | |
| | WEATHER | - UNFAVORABLE WIN | D CONDITIONS | | | | | | |
| | SKY CONDIT SCATTERE | - | | | С | | | AT ACCIDENT SITE ITED | |
| | VISIBILITY | AT ACCIDENT SITE R(UNLIMITED) | | | Ρ | | PIT | TATION AT ACCIDENT SITE | |
| | OBSTRUCTIO NONE | NS TO VISION AT A | CCIDENT SITE | | W | IND 290 | | RECTION-DEGREES | |
| | WIND VELOC 15 | ITY-KNOTS | • | | Ť | YPE VFF | - | WEATHER CONDITIONS | |
| | | | | | | | | | |

| -ILE | DATE | LOCATION | AIRCRAFT DATA | | | IES | | FL IGHT | PILOT DATA |
|----------|-----------------------------------|--|---|--------|-----|------|-----|--|--|
| ILL. | DATE | LICATION | AINCNAFT DATA | | | S M, | 'N | PURPOSE | FILOT DATA |
| -1332 | 6/22/77 TIME - 14 | CORONA,CA 15 IRPORT - CORONA | CASSUTT SPORT N50JE DAMAGE-DESTROYED | | | | | NONCOMMERCIAL PRACTICE | PRIVATĖ, AGE 36, 3000 TOTAL HOURS, O IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE CORONA+ TYPE OF A | POINT IN CA | INCONTROLLED | | Ρ | | | F OPERATION IGHT CLIMB TO CRUISE | |
| | PROBABLE PILOT I PILOT I | CAUSE(S) N COMMAND - IMPROPER N COMMAND - LACK OF F | OPERATION OF FLIGHT FAMILIARITY WITH AIR | CRAFT | | i | - | NTROL.FLIGHT LASTED THE | REE MINUTES. |
| 1517 | 7/10/77 TIME - 12 | GOLETA,CA 30 | SPEZIO 1 N21HM DAMAGE-SUBSTANTIAL | PX- | - | | - | MISCELLANEOUS FERRY | PRIVATE, AGE 42, 190 TOTAL HOURS, 104 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF A DEPARTURE REDLAND | | | | | | | | |
| | TYPE OF A ENGINE GEAR CO | FAILURE OR MALFUNCTIO | אר | | . P | IN | FL | F OPERATION IGHT NORMAL CRUISE NG ROLL | |
| | PILOT I MISCELL FACTOR(S) | N COMMAND - INADEQUA N COMMAND - MISMANAGE ANEQUS ACTS+CONDITIO | MENT OF FUEL | | ND/ | OR I | PLA | NNING | |
| | MISCELL COMPLETE | - RUDGHJUNEVEN ANEOUS ACTS.CONDITION POWER LOSS - COMPLET CIRCUMSTANCES - FOR | E ENGINE FAILURE/FLA | MEOUT- | | | ٩E | | |
| | | | | PAGE | 2 | :6 | | | |
| | | · · | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | JURIE F S | M/N | PURPOSE | | PILOT DATA |
|-----------------|-------------------------|---------------------|--|----------------|--------------|-------|------------------------------------|--------|--|
| 3-1516 | TIME - 140 DEPARTURE | POINT | EBEL VAREZE 10 N14AE DAMAGE-DESTROYED INTENDED DESTINATION | CR- | 0 0 | 1 | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | COMMERCIAL, AGE 68, 363 TOTAL HOURS, 20 IN TYPE INSTRUMENT RATED. |
| | LOMPOC,CA TYPE OF AC | | LOCAL | | PH/ | SEL | F OPERATION | | |
| | | AILURE OR MALFUN | CTION | | | | IGHT OTHER | | |
| | COLLISIC | N WITH GROUND/WA | FER CONTROLLED | | L | AND | NG LEVEL OFF/TOUCH | IDOWN | |
| | PROBABLE C | AUSE(S) | - | | | | | | |
| | | NT - FUEL SYSTEM | TANKS | | | | | | |
| | | | FIONS - FUEL STARVATION | | | | N. | | |
| | FACTOR(S) | L - PRODUCTION-DE | SIGN-PERSONNEL POOR/I | NADEQU | AIEL | PESIG | N | | |
| | | - FUSELAGE WIND | SHIELDS, WINDOWS, CANOPI | ES | | | | | |
| | MISCELLA | NEOUS ACTS, CONDI | TIONS - IMPROPERLY SECU | RED | | | | | |
| | | - ROUGH/UNEVEN | | NEOUT | 1 514 | | | | |
| | EMERGENCY | CIRCUMSTANCES - | LETE ENGINE FAILURE/FLA FORCED LANDING OFF AIRP ERED SPIN.RECOV OK.ENG | ORT ON | LAN |) | BLO ENC DRG SPIN IN | | |
| | REMARKS C | | | W OIN 0 | 01 17 | | | | |
| | | · 1. | • | | | | | | |
| 3 - 1550 | 7/18/77 TIME - 161 | SIMI VALLEY,CA 5 | AEROSPORT QUAIL N8274 Damage-Substantial | PX- | | | NONCOMMERCIAL PLEASURE/PERSONAL | | PRIVATE, AGE 55, 269 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| | | RPORT - SANTA SUS | SANA | | | | | | |
| | | | INTENDED DESTINATION | | | | | | |
| | SIMI VAL | | LOCAL | | PH/ | SE C | F OPERATION | | |
| | | ATER LOOP-SWERVE | | | | | NG LEVEL OFF/TOUCH | DOWN | |
| | COLLIDED | WITH OBJECT | | | ι | ANDI | NG GO-AROUND | | |
| • | PROBABLE C | AUSE(S) | | | | | | | |
| | PILOT IN | COMMAND - IMPRO | PER OPERATION OF FLIGHT | CONTR | OLS | | | | |
| | FACTOR(S) | | | | | | | | |
| | | | DE FAMILIARITY WITH AIR TEE.EQUIPPED WITH VW 1 | | ENGIN | IE. | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | F | RIES SM/N | FLIGHT PURPOSE | | PILOT DATA |
|--------|---|--|--|--|---|---|--------|--|
| | 7/24/77 L TIME - 1445 | | NELSON PERL PG-185 N68959 DAMAGE-SUBSTANTIAL | CR- 0 | 1 0 | NONCOMMERCIAL | TRANSP | COMMERCIAL, AGE 66, 4000 TOTAL HOURS, 1800 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRP DEPARTURE PO | PORT – HUMMINGBIRD)INT I | NTENDED DESTINATION | | | н | | |
| | LIVERMORE TYPE OF ACCI | | | | | F OPERATION FF INITIAL CLIMB | | |
| | | WITH GROUND/WATER | | | | FF ABOR TED | | |
| | PROBABLE CAL | | FRIAL AFFECTING NORMA | 1 00504 | TIONS | | | |
| | MISCELLAN | OUS ACTS, CONDITIC | INS - FUEL CONTAMINATI INS - OBSTRUCTED | | | F WATER IN FUEL | | |
| | | | INS - FUEL STARVATION | TON | | | | |
| | MISCELLANE PARTIAL POWE | DUS - EVASIVE MAN R LOSS - PARTIAL | EUVER TO AVOID COLLIS | INE | ANE BAS | E/HELIPT. | | |
| | MISCELLANE PARTIAL POWE EMERGENCY C | DUS - EVASIVE MAN R LOSS - PARTIAL | EUVER TO AVOID COLLIS LOSS OF POWER - 1 ENG CED LANDING ON AIRPOR | INE | ANE BAS | E/HELIPT. | | |
| 3_1914 | MISCELLANE PARTIAL POWE EMERGENCY C REMARKS- FUE | DUS - EVASIVE MAN R LOSS - PARTIAL RCUMSTANCES - FOF L SHUTOFF VLV OBS | IEUVER TO AVOID COLLIS LOSS OF POWER - 1 ENG CED LANDING ON AIRPOR TRUCTED. | INE T/SEAPL | | | | PRIVATE, AGE 46, 528 |
| 3-1816 | MISCELLANE PARTIAL POWE EMERGENCY C REMARKS- FUE | EDUS - EVASIVE MAN R LOSS - PARTIAL IRCUMSTANCES - FOR | IEUVER TO AVOID COLLIS LOSS OF POWER - 1 ENG CED LANDING ON AIRPOR TRUCTED. | INE T/SEAPL CR- 0 | 0 1 | NONC OMMER C I A L | TRANSP | PRIVATE, AGE 46, 528 Total Hours, 5 in Type, Not instrument rated. |
| 3-1816 | MISCELLANE PARTIAL POWE EMERGENCY C REMARKS- FUE | DUS - EVASIVE MAN R LOSS - PARTIAL IRCUMSTANCES - FOR EL SHUTOFF VLV OBS FALL RVR MILLS.CA | EUVER TO AVOID COLLIS LOSS OF POWER - 1 ENG CED LANDING ON AIRPOR TRUCTED. BABY 1 N12FD | INE T/SEAPL CR- 0 | 0 1 | NONC OMMER C I A L | TRANSP | TOTAL HOURS, 5 IN TYPE, |
| 3-1816 | MISCELLANE PARTIAL POW EMERGENCY C REMARKS- FUE 7/24/77 TIME - 0915 DEPARTURE PO RED BLUFF TYPE OF ACC GROUND-WA | DUS - EVASIVE MAN R LOSS - PARTIAL IRCUMSTANCES - FOF EL SHUTOFF VLV OBS FALL RVR MILLS.CA DINT I CA | EUVER TO AVOID COLLIS LOSS OF POWER - 1 ENG CED LANDING ON AIRPOR TRUCTED. BABY 1 N12FD DAMAGE-SUBSTANTIAL NTENDED DESTINATION FALL RVR MILLS+CA | INE T/SEAPL CR- 0 PX- 0 | 0 1 0 0 PHASE C LANDI | NONC OMMER C I A L | TRANSP | TOTAL HOURS, 5 IN TYPE, |
| 3-1816 | MISCELLANE PARTIAL POW EMERGENCY C REMARKS- FUE 7/24/77 TIME - 0915 DEPARTURE PO RED BLUFF. TYPE OF ACC GROUND-WA COLLIDED V PROBABLE CAU | DUJS - EVASIVE MAN R LOSS - PARTIAL RCUMSTANCES - FOR L SHUTOFF VLV OBS FALL RVR MILLS.CA DINT D CA DENT TER LOOP-SWERVE VITH FENCE.FENCEF JSE(S) | EUVER TO AVOID COLLIS LOSS OF POWER - 1 ENG CED LANDING ON AIRPOR TRUCTED. BABY 1 N12FD DAMAGE-SUBSTANTIAL NTENDED DESTINATION FALL RVR MILLS+CA | INE T/SEAPL CR- O PX- O | 0 0 1 0 0 PHASE C LANDI LANDI | NONCOMMERCIAL PLEASURE/PERSONAL DE OPERATION NG ROLL | TRANSP | TOTAL HOURS, 5 IN TYPE, |
| 3-1816 | MISCELLANE PARTIAL POWE EMERGENCY C REMARKS- FUE 7/24/77 F TIME - 0915 DEPARTURE PI RED BLUFF TYPE OF ACC GROUND-WA COLLIDED I PROBABLE CAU PILOT IN (FACTOR(S) - PILOT IN (| DUS - EVASIVE MAN R LOSS - PARTIAL RCUMSTANCES - FOR L SHUTOFF VLV OBS FALL RVR MILLS.CA DINT D CCA DENT FER LOOP-SWERVE VITH FENCE.FENCEF JSE(S) COMMAND - FAILED T COMMAND - LACK OF | EUVER TO AVOID COLLIS LOSS OF POWER - 1 ENG (CED LANDING ON AIRPOR TRUCTED. BABY 1 N12FD DAMAGE-SUBSTANTIAL INTENDED DESTINATION FALL RVR MILLS.CA | INE T/SEAPL CR- 0 PX- 0 NL CONTR | 0 0 1 0 0 PHASE C LANDI LANDI | NONCOMMERCIAL PLEASURE/PERSONAL DE OPERATION NG ROLL | TRANSP | TOTAL HOURS, 5 IN TYPE, |
| 3–1816 | MISCELLANE PARTIAL POWE EMERGENCY C REMARKS- FUE 7/24/77 F TIME - 0915 DEPARTURE PI RED BLUFF TYPE OF ACC GROUND-WA COLLIDED I PROBABLE CAU PILOT IN (FACTOR(S) - PILOT IN (| DUS - EVASIVE MAN R LOSS - PARTIAL RCUMSTANCES - FOR L SHUTOFF VLV OBS FALL RVR MILLS.CA DINT D CCA DENT FER LOOP-SWERVE VITH FENCE.FENCEF JSE(S) COMMAND - FAILED T COMMAND - LACK OF | EUVER TO AVOID COLLIS LOSS OF POWER - 1 ENG CCED LANDING ON AIRPOR TRUCTED. BABY 1 N12FD DAMAGE-SUBSTANTIAL NTENDED DESTINATION FALL RVR MILLS+CA POSTS O MAINTAIN DIRECTIONA FAMILIARITY WITH AIRC | INE T/SEAPL CR- 0 PX- 0 NL CONTR | 0 0 1 0 0 PHASE C LANDI LANDI | NONCOMMERCIAL PLEASURE/PERSONAL DE OPERATION NG ROLL | TRANSP | TOTAL HOURS, 5 IN TYPE, |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA | | | | | | |
|-------|---|---|--------------------------------|--|---|--|--|--|--|--|--|
| -2970 | 9/15/77 REDDING,CA TIME - 0810 | HOME BUILT KR1 N9HD DAMAGE-SUBSTANTIAL | PX- 0 0 0 | MISCELLANEOUS TEST | COMMERCIAL, FL.INSTR., AGE 64, 13000 TOTAL HOURS, O IN TYPE, INSTRU- MENT RATED. | | | | | | |
| | NAME OF AIRPORT - REDDING DEPARTURE POINT REDDING.CA | INTENDED DESTINATION | | | | | | | | | |
| | TYPE OF ACCIDENT | LUCAL | PHASE O | FOPERATION | | | | | | | |
| | ENGINE FAILURE OR MALFU | NCTION | | IGHT OTHER | | | | | | | |
| | NOSE OVER/DOWN | • | LANDI | NG ROLL | | | | | | | |
| | PROBABLE CAUSE(S) | | • | | | | | | | | |
| | MISCELLANEOUS ACTS, COND | | | | | | | | | | |
| | | -ICING SYSTEMS CARBURETO | DR DE-ICING SYS | TEM | | | | | | | |
| • | FACTOR(S) | NDUCIVE TO CARB./INDUCTIO | | | | | | | | | |
| | EMERGENCY CIRCUMSTANCES - | | | | | | | | | | |
| | | | | | | | | | | | |
| • | SKY CONDITION | | | AT ACCIDENT SITE | | | | | | | |
| | OVERCAST/LOWER SCATTERE | | 4000 | | | | | | | | |
| | VISIBILITY AT ACCIDENT SI 5 OR OVER(UNLIMITED) | IE | PRECIPITATION AT ACCIDENT SITE | | | | | | | | |
| | OBSTRUCTIONS TO VISION AT | ACCIDENT SITE | NONE Tempera | | | | | | | | |
| | NONE | ACCIDENT SILL | 57 | TOKE T | | | | | | | |
| | WIND DIRECTION-DEGREES | | WIND VE | LOCITY-KNOTS | | | | | | | |
| | 180 | | 7 | | | | | | | | |
| | TYPE OF WEATHER CONDITION | S | | FLIGHT PLAN | | | | | | | |
| | VFR | · · · · · · · · · · · · · · · · · · · | NONE | | | | | | | | |
| | | | | ENT CARB HEAT. | | | | | | | |
| | REMARKS- REDUCED POWER ST | ALL ON AIRCRAFTS FIRST FI | LIGHT INSUFFICI | | | | | | | | |
| | REMARKS- REDUCED POWER ST | ALL ON AIRCRAFTS FIRST FI | LIGHT.INSUFFICI | | | | | | | | |
| -2864 | 9/24/77 SONOMA+CA | BREEZY RLU-1 | CR- 0 0 1 | NONCOMMERCIAL | PRIVATE, AGE 59, 1500 | | | | | | |
| -2864 | | BREEZY RLU-1 N11RF | CR- 0 0 1 | | TOTAL HOURS, 25 IN TYPE, | | | | | | |
| -2864 | 9/24/77 SONOMA.CA TIME - 1115 | BREEZY RLU-1 N11RF DAMAGE-SUBSTANTIAL | CR- 0 0 1 | NONCOMMERCIAL | | | | | | | |
| -2864 | 9/24/77 SONOMA+CA | BREEZY RLU-1 N11RF DAMAGE-SUBSTANTIAL | CR- 0 0 1 | NONCOMMERCIAL | TOTAL HOURS, 25 IN TYPE, | | | | | | |
| -2864 | 9/24/77 SONOMA.CA TIME - 1115 NAME OF AIRPORT - SKYPARK | .BREEZY RLU-1 NIIRF DAMAGE-SUBSTANTIAL | CR- 0 0 1 | NONCOMMERCIAL | TOTAL HOURS, 25 IN TYPE, | | | | | | |
| -2864 | 9/24/77 SONOMA,CA TIME - 1115 NAME OF AIRPORT - SKYPARK DEPARTURE POINT SONOMA,CA TYPE OF ACCIDENT | BREEZY RLU-1 N11RF DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION | TOTAL HOURS, 25 IN TYPE, | | | | | | |
| -2864 | 9/24/77 SONOMA.CA TIME – 1115 NAME OF AIRPORT – SKYPARK DEPARTURE POINT SONOMA.CA | BREEZY RLU-1 N11RF DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 25 IN TYPE, | | | | | | |
| -2864 | 9/24/77 SONOMA,CA TIME - 1115 NAME OF AIRPORT - SKYPARK DEPARTURE POINT SONOMA,CA TYPE OF ACCIDENT | BREEZY RLU-1 N11RF DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- 0 0 1 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION | TOTAL HOURS, 25 IN TYPE, | | | | | | |

| | | | | 5 NF AC | | | | |
|-------|--|--|--|---------|------------|------------------|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | : s | M/N | FLIGHT PURPOSE | ΡΙΙΠΤ ΠΑΤΑ |
| | | WATSONVILLE CA 34 | AMSEL-ROBBI N51911 DAMAGE-DESTROYED | CR- | 0 1 | n | NONCOMMERCIAL PLEASURE/PERSONAL TRAN | PRIVATE, AGE 41, 1400 SP TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF A DEPARTURF WATSONV TYPE OF AO STALL | ILLE CA CCIDENT | E MUNI INTENDED DESTINATION LOCAL | | | | F OPERATION NG TRAFFIC PATTERN-CIR | RCLING |
| | PROBABLE (PILOT I FACTOR(S) PILOT I | CAUSF(S) N COMMAND - FAILED | TO OBTAIN/MAINTAIN ELY FAMILIARITY WITH AIRC CRAFT• | | | | | |
| -3064 | 10/19/77 TIME - 144 | LAKEPORT.CA 45 | KEOSKE EXP D1X N3727 | PX- | | - | MISCELLANEOUS TEST | PRIVATE, AGE 37, 490 TOTAL HOURS, O IN TYPE |
| | NAME OF A DEPARTURE LAKEPOR TYPE OF A | T,CA | DAMAGE-SUBSTANTIAL ELD INTENDED DESTINATION LOCAL | • . | 0114 | <u>د</u> م | F OPERATION | NOT INSTRUMENT RATED. |
| • | GROUND- | WATER LOOP-SWERVE D WITH DITCHES | | | _ 1 | AKEN | FF RUN FF RUN | |
| | FACTOR(S) | N COMMAND - FAILED | TO MAINTAIN DIRECTIONA CONDITIONS | AL CONT | ROL | | | |
| | SKY CONDI CLEAR | 100 | | | - i | INL IM | | |
| | 5 NR OV | Y AT ACCIDENT SITE ER(UNLIMITED) ONS TO VISION AT AC | CIDENT SITE | | N | IONE | TATION AT ACCIDENT SITE E BEARING OF WIND | |
| | NONE | | GINCIPT JIN. | | L WIN | EFT D DI | CROSS WIND 248-292 DEGR RECTION-DEGREES | REES |
| | 70 WIND VELOO 15 | CITY-KNOTS | | | TYP | 10 E NF FR | WEATHER CONDITIONS | |
| | TYPE OF FI NONE | LIGHT PLAN | | | | | | |
| | | | | | . - | | | |
| | | | | PAGE | 30 | | | |
| | | | and the second | | | | | |
| | | | | | | | | |

| | | | BRIEFS | S OF 4 | CCI | DEN TS | | | |
|--------|---|--|---|--------|------|---------------|--|------------|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | F : | IES SM/N | PURPOSE | | PILOT ΠΑΤΔ |
| | 10/30/77 L TIME - 1400 | | MARSKE MONARC N4477M DAMAGE-DESTROYED | CR- | 0 | 1.0 | MISCELLANEOUS TEST | | COMMERCIAL, AGE 46, 5400 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE PO LODI.CA TYPE OF ACCI | | NTENDED DESTINATION LOCAL UNCONTROLLED | | | | DF OPERATION DFF INITIAL CLIMI | 3 | |
| | FACTOR(S) MISCELLANE | OUS - UNDETERMINE OUS - VORTEX TURB | | LE LON | GITU | JDINA | - INSTABILITY.FIR | ST AIR TOP | N . |
| 3-3658 | 10/30/77 M TIME - 0930 | ANZANAR + CA | PITTS SPECL N7B DAMAGE-SUBSTANTIAL | | | | NONCOMMERCIAL PLEASURE/PERSON | AL TRANSP | COMMERCIAL, AGE 61, 1572 TOTAL HOURS, 8 IN TYPE, NUT INSTRUMENT RATED, |
| | DEPARTURE PO LONE PINE. TYPE OF ACCI | CA | NTENDED DESTINATION LOCAL | | | | DF OPERATION ING ROLL | | |
| | PILOT IN C FACTOR(S) AIRPORTS/A | OMMAND - IMPROPER OMMAND - SELECTED IRWAYS/FACILITIES | OPERATION OF BRAKES UNSUITARLE TERRAIN - AIRPORT CONDITION NED,RWY CRACKED AND P | s ot⊦ | IER | LIGHT | CONTROLS | | |
| 3-3561 | 11/13/77 D TIME - 1000 | AVIS,CA | CODT A N3842 Damage-substantial | | | | MISCELLANEOUS FERRY | | COMMERCIAL, FL.INSTR., AGE 22. 3000 TOTAL HOUR 13 IN TYPE, NOT INSTRI- MENT RATED. |
| | DEPARTURE PO RIO VISTA, TYPE OF ACCI | ČA | NTENDED DESTINATION REDDING+CA | | | IN F | DF OPERATION LIGHT NORMAL CRU ING LEVEL OFF/TO | | |
| | MISCELLANE MISCELLANE MISCELLANE FACTOR(S) | OMMAND - INADEQUA OUS ACTS,CONDITIO OUS ACTS,CONDITIO OUS ACTS,CONDITIO | TE PREFLIGHT PREPARA INS - FUEL CONTAMINAT INS - WATER IN FUEL INS - FUEL STARVATION | ION-E> | ND/0 | DR PL SIVE | ANNING DF WATER IN FUEL | | |
| | COMPLETE POW EMERGENCY CI | RCUMSTANCES - FOR | E ENGINE FAILURE/FLAM CED LANDING ON AIRPOL RETRACTED TO EXTEND | RT/SE4 | PLA | NE BA | SE/HELIPT. | E TO EXTER | ND GEAR. |

PAGE 31 .

| FILE | DATE | LOCATION | AIRCRAFT DATA | - | JURIES | FLIGHT | | PILOT DATA |
|--------|---|---|--|--|--|--|----------|--|
| | | | | | F S M/N | PURPOSE | | |
| 3-2763 | 1/13/77 N TIME - 123 | R.LONGMONT, CO 0 | STITS SA-11A N3274 DAMAGE-SUBSTANTIAL | | | NONCOMMERCIAL PLEASURE/PERSONA | L TRANSP | STUDENT, AGE 32, 85 TOT/ HOURS, 61 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE DENVER• TYPE OF AC | CO CO | INTENDED DESTINATION • GREELEY • CO | | FT. PHASE | NROUTE STOP COLLINS, CO OF OPERATION OWN/NOT REPORTED | | |
| | PROBABLE C | | | | | | | |
| | | | | | | | | |
| 3-3786 | TIME - 145 | ٥ | DYKE DELTA N14SA DAMAGE-SUBSTANTIAL | | | NONCOMMERCIAL PLEASURE/PERSONA | L TRANSP | PRIVATE, AGE 29, 340 TOTAL HOURS, 78 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE DALHART, TYPE OF AC | ТХ | INTENDED DESTINATION BROOMFIELD,CO | | | OF OPERATION | | - |
| | ENGINE F | AILURE OR MALFUNC WITH OBJECT | TION | | IN F | LIGHT DESCENDING ING ROLL | | |
| • | PILOT IN | COMMAND - MISMAN | | | | | | |
| | PILOT IN MISCELLA MISCELLA TERRAIN FACTOR(S) POWERPLA MISCELLA COMPLETE P EMERGENCY | I COMMAND - MISMAN NEOUS ACTS,CONDIT - HIDDEN OBSTRUCT NT - FUEL SYSTEM NEOUS ACTS,CONDIT OWER LOSS - COMPL CIRCUMSTANCES - F | AGEMENT OF FUEL IONS - INATTENTIVE TO F IONS - FUEL EXHAUSTION | VEL S | SUPPLY -1 ENGINE N LAND | | E. | |
| 3-1623 | PILOT IN MISCELLA TERRAIN FACTOR(S) POWERPLA MISCELLA COMPLETE P EMERGENCY REMARKS- G | I COMMAND - MISMAN NEOUS ACTS.CONDIT - HIDDEN OBSTRUCT NT - FUEL SYSTEM NEOUS ACTS.CONDIT OWER LOSS - COMPL CIRCUMSTANCES - F SASCOLATOR LEAKING | AGEMENT OF FUEL IONS - INATTENTIVE TO F IONS - FUEL EXHAUSTION IONS VENTS.DRAINS.TANK CAPS IONS - LEAK/LEAKAGE ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO. CAUSE NOT DETERMINED.L HEBEL B-1 NIBF | UEL S NEOUT- DRT ON ANDIN CR- | SUPPLY -1 ENGINE N LAND NG GEAR S | TRUCK A GOPHER HOL | Б. | PRIVATE, AGE 51, 42 TOT HOURS, ALL IN TYPE, NOT INSTRUMENT PATED |
| 3-1623 | PILOT IN MISCELLA TERRAIN FACTOR(S) POWERPLA MISCELLA COMPLETE P EMERGENCY REMARKS- G | I COMMAND - MISMAN INEOUS ACTS.CONDIT - HIDDEN OBSTRUCT INT - FUEL SYSTEM INT - FUEL SYSTEM INT - FUEL SYSTEM COMERLOSS - COMPL CIRCUMSTANCES - F GASCOLATOR LEAKING KILLINGWORTH.CT 5 POINT ORTH.CT CIDENT | AGEMENT OF FUEL IONS - INATTENTIVE TO F IONS - FUEL EXHAUSTION IONS VENTS, DRAINS, TANK CAPS IONS - LEAK/LEAKAGE ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO , CAUSE NOT DETERMINED.L HEBEL B-1 | UEL S NEOUT- DRT ON ANDIN CR- | SUPPLY -1 ENGINE N LAND NG GEAR S 0 1 C 0 0 0 PHASE | TRUCK A GOPHER HOL | · | |
| 3-1623 | PILOT IN MISCELLA MISCELLA TERRAIN FACTOR(S) POWERPLA MISCELLA COMPLETE P EMERGENCY REMARKS- G 7/2/77 TIME - 091 DEPARTURE KILLING TYPE OF AC HARD LAM PROBABLE C PILOT IN PILOT IN | I COMMAND - MISMAN NEOUS ACTS.CONDIT - HIDDEN OBSTRUCT NEOUS ACTS.CONDIT - HIDDEN OBSTRUCT NEOUS ACTS.CONDIT OWER LOSS - COMPL CIRCUMSTANCES - F SASCOLATOR LEAKING KILLINGWORTH.CT .5 POINT WORTH.CT .CIDENT NDING CAUSE(S) N COMMAND - FAILED N COMMAND - FAILED N COMMAND - IMPROP | AGEMENT OF FUEL IONS - INATTENTIVE TO F IONS - FUEL EXHAUSTION IONS - LEAK/LEAKAGE ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO ,CAUSE NOT DETERMINED.L HEBEL B-1 NIBF DAMAGE-MINOR INTENDED DESTINATION UNKNOWN/NOT REPORTED TO USE OR INCORRECTLY URE LIFT-OFF | UEL S NEOUT- IRT ON ANDIN CR- PX- | SUPPLY -1 ENGINE N LAND NG GEAR S 0 1 C 0 0 0 PHASE LANE MISC, EQU | TRUCK A GOPHER HOL MISCELLANEOUS OTHER OF OPERATION NING LEVEL OFF/TOU | JCHDOŴN | HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| 3-1623 | PILOT IN MISCELLA MISCELLA TERRAIN FACTOR(S) POWERPLA MISCELLA COMPLETE P EMERGENCY REMARKS- G 7/2/77 TIME - 091 DEPARTURE KILLING TYPE OF AC HARD LAM PROBABLE C PILOT IN PILOT IN | I COMMAND - MISMAN NEOUS ACTS.CONDIT - HIDDEN OBSTRUCT NEOUS ACTS.CONDIT - HIDDEN OBSTRUCT NEOUS ACTS.CONDIT OWER LOSS - COMPL CIRCUMSTANCES - F SASCOLATOR LEAKING KILLINGWORTH.CT .5 POINT WORTH.CT .CIDENT NDING CAUSE(S) N COMMAND - FAILED N COMMAND - FAILED N COMMAND - IMPROP | AGEMENT OF FUEL IONS - INATTENTIVE TO F IONS - FUEL EXHAUSTION IONS - LEAK/LEAKAGE ETE ENGINE FAILURE/FLAN ORCED LANDING OFF AIRPO ,CAUSE NOT DETERMINED.L HEBEL B-1 NIBF DAMAGE-MINOR INTENDED DESTINATION UNKNOWN/NOT REPORTED TO USE OR INCORRECTLY URE LIFT-OFF ER LEVEL OFF | UEL S NEOUT- IRT ON ANDIN CR- PX- | SUPPLY -1 ENGINE N LAND NG GEAR S 0 1 C 0 0 0 PHASE LANE MISC, EQU | TRUCK A GOPHER HOL MISCELLANEOUS OTHER OF OPERATION NING LEVEL OFF/TOU | JCHDOŴN | HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | JURIE F S | M/N | | PILOT DATA |
|--------|-----------------------|--|---|--------|--------------|-----------|---------------------------------------|--|
| 3-2850 | 3/6/77 TIME - 1 | ROYAL PALM BCH.FL 1000 | SCORPION II N7886 DAMAGE-DESTROYED | CR- | | 0 | NONCOMMERCIAL PRACTICE | COMMERCIAL, FL.INSTR., AGE 55, 2860 TOTAL HOURS, 90 IN TYPE, INSTRUMENT. RATED. |
| | DEPARTUR ROYAL | | COW NTENDED DESTINATION LOCAL | | рна | SE O | FOPERATION | |
| | COLLIS | SION WITH GROUND/WATER | UNCONTROLLED | | т | AKEC | FF · INITIAL CLIMB | |
| | | E CAUSE(S) LLANEOUS - UNDETERMINER | | | | | | |
| | | | | | | | | |
| -1769 | 4/16/77 TIME - 1 | | BENSEN BM-8 N64613 DAMAGE-DESTROYED | | | | NONCOMMERCIAL PLEASURE/PERSONAL TR | STUDENT, AGE 31, 73 TOTAL ANSP HOURS, 25 IN TYPE, NOT INSTRUMENT RATED. |
| | | | | | | | | |
| | TYPE OF | ACCIDENT SION WITH GROUND/WATER | | | | | F OPERATION NG TRAFFIC PATTERN-C | IRCLING |
| · | PILOT FACTOR(S | E CAUSE(S) IN COMMAND - IMPROPER) R - UNFAVORABLE WIND (| | CONTR | OLS ' | | | |
| | SKY COND CLEAR | DITION | | | | | AT ACCIDENT SITE | |
| | 5 OR (| TY AT ACCIDENT SITE VER(UNLIMITED) TIONS TO VISION AT ACC | IDENT SITE | | N | ONE | TATION AT ACCIDENT SI | TE |
| | NONE | RECTION-DEGREES | IDENNI SITE | | B WIN | 6 D VE | LOCITY-KNOTS | |
| | 120 TYPE OF VFR | WEATHER CONDITIONS | | | | - | FLIGHT PLAN | |
| | | - GUSTS TO EST 25KTS.N | D KNOWN INSTRUCTION F | RECD I | | | TERS.M/R STRUCK TAILB | OOM IN DESCENT. |
| | | | | | | | | |
| | | | | PAGE | 33 | | | |

_____/vare---

| FILE | DATE | LOCATION | AIRCRAFT DATA | | URI | | | FLIGHT PURPOSE | | PILOT DATA |
|--------|--|---|---|-------|--------------|---------------|---------|--|----------|---|
| 9-2543 | 5/30/77 LAKE TIME - 1400 | | BABY GR LKS BGL B1 N65165 DAMAGE-SUBSTANTIAL | CR- (| 0 (| o∵ 1 | NC | | TRANSP . | COMMERCIAL, AGE 36, 360 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT DEPARTURE POINT LAKELAND,FL TYPE OF ACCIDEN ENGINE FAILUR COLLIDED WITH | T. E OR MALFUNCT | INTENDED DESTINATION LOCAL | | - | ASE (TAKE | OFF | PPERATION INITIAL CLIMB FINAL APPROACH | | |
| | MISCELLANEOUS PARTIAL POWER L | RODUCTION-DES ACTS,CONDITIO DSS - PARTIAL MSTANCES - FOR | IGN-PERSONNEL OTHER INS - WRONG PART LOSS OF POWER - 1 ENG CED LANDING OFF AIRPO | | _AN (| D . | | | | |
| -2557 | 6/4/77 NR.ST TIME - 1510 DEPARTURE POINT ST AUGUSTINE.F | 1 | BENSEN B-8-MG N3120 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | 5 0 | 0 0 | PR | DNCOMMERCIAL ACTICE | | STUDENT, AGE 23, 10 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | PROBABLE CAUSE(PILOT IN COMM | H GROUND/WATEF S) AND - IMPROPEF | UNCONTROLLED | | : | | | IPERATION IT UNCONTROLLED | DESCENT | |
| | PILUI IN COMM | AND - LACK UF | FAMILIARITY WITH AIR(| KAF I | | | | | | |
| -2400 | 7/24/77 OPA TIME - 0705 | LOCKA+FL | HOME BUILT DG-1 NIOE DAMAGE-SUBSTANTIAL | | | | | SCELLANEDUS PERIMENTATION | | ATP,FLIGHT INSTR., AGE 48, 15000 TOTAL HOURS, O IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT DEPARTURE POINT OPA LOCKA.FL TYPE OF ACCIDEN GEAR COLLAPSE |] T - · · · | NTENDED DESTINATION LOCAL | | | | | P ERATION RUN | | |
| | MISCELLANEOUS | NDING GEAR MA | NIN GEAR-SHOCK ABSORD DNS - OVERLOAD FAILUR NES-FIRST FLIGHT FOR A | | *• S' | TRUT | S • A T | TACHMEN TS, ETC. | | - - |
| | | | | | | | | | | |

| FILE | DATE | | AIRCRAFT DATA | . F | : S | M/N | | FLIGHT PURPOSE | PILOT DATA |
|-------|--|--|--|-------------------|---------------------|-------------------|---------------------|--|--|
| -4098 | 6/11/77 TIME - 1515 DEPARTURE P SALEM,IL TYPE OF ACC | SALEM.IL | TOLMAN SA-3AM N1054 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- | 1 0 РН | 0 0 0 0 ASE | MIS AIR OF OP | | COMMERCIAL, AGE 31, 798 TOTAL HOURS, 16 IN TYPE, INSTRUMENT RATED. |
| | MISCELLAN PERSONNEL FACTOR(S) PILOT IN MISCELLAN | - WINGS SKIN AM EDUS ACTS.CONDIT - MAINTENANCE. COMMAND - PHYSIC | TIONS - MATERIAL FAILURE SERVICING,INSPECTION IN CAL IMPAIRMENT FIONS - ALCOHOLIC IMPAIR | NADEQUA | | | | | N |
| | 6/20/77 NR TIME - 1930 DEPARTURE P LOCKPORT.I TYPE OF ACC | OINT . L | PITTS S1 N2RL DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | Р Х- | 0 | 00 | PRA | COMMERĊIAL CTICE ERATION | COMMERCIAL, AGE 41, 767 Total Hours, 430 in type Not instrument rated. |
| | NOSE OVER PROBABLE CA PILOT IN MISCELLAN TERRAIN – COMPLETE PO EMERGENCY C | USE(S) COMMAND - ATTEMI EOUS ACTS,CONDIT ROUGH/UNEVEN WER LOSS - COMPU IRCUMSTANCES - F | TION PTED OPERATION W/KNOWN I TIONS - FUEL STARVATION ETF ENGINE FAILURE/FLAM FORCED LANDING OFF AIRPO SLIDE FRM TORQUE ROLL M/ | AEOUT-1 DRT ON | ENCI L EN LAN | ES I GINE | ING N EQU | | |
| | | | | | | | | | |
| -1726 | 7/17/77 TIME - 1830 | JACKSONVILLE.IL | WOOLUMS KR-2 N14527 DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL CTICE | PRIVATE, AGE 57, 600 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. |
| | | LLF.IL IDENT T | ILLE MUNI INTENDED DESTINATION LOCAL | | | LAND | ING | ERATION FINAL APPROACH LEVEL OFF/TOUCHDO | NWN |
| | PROBABLE CA PILOT IN | USE(S) COMMAND - MISJUI | DGED DISTANCE AND ALTITU PER OPERATION OF POWERPL | | | | • | | |

-

alut Lantonnoogr

| ILE | DATE | LOCATION | AIRCRAFT DATA | | JURI = S | ES M/N | FLIGHT PURPOSE | | PILOT DATA |
|-------|---|---|---|---------|-------------|----------------------|--|----------------|---|
| 1725 | TIME - 1530 | PORT - GREATER F | | - | 0 | 0 0 |) | | STUDENT, AGE 48, 138 TOTAL HOURS, 39 IN TYPE, NOT INSTRUMENT RATED. |
| | | E.IL | | | РН | BEAR IASE TAKE | NROUTE STOP DSTOWN,IL OF OPERATION OFF INITIAL ING LEVEL O | | |
| | MISCELLAN MISCELLAN COMPLETE PO EMERGENCY C | T - FUEL SYSTEM EOUS ACTS.CONDI EOUS ACTS.CONDI WER LOSS - COMPI | PUMPS TIONS - PRESSURE.NONE TIONS - FUEL STARVATION LETE ENGINE FAILURE/FLAN FORCED LANDING OFF AIRPO | | | | | | |
| -3145 | TIME - 1411 | PORT - GREATER P DINT | RENSEN BAM N5653 DAMAGE-SUBSTANTIAL ROCKFORD INTENDED DESTINATION ROCKFORD-IL | | | | NONCOMMERC Pleasure/p | | COMMERCIAL, AGE 53, 4500 TOTAL HOURS, 171 IN TYPE INSTRUMENT RATED. |
| | TYPE OF ACC NOSE OVER | | | | | | OF OPERATION GROUND TAX | I FROM LANDING | |
| | PERSONNEL | COMMAND - SELEC - MISCELLANEOUS | TED UNSUITABLE TERRAIN S-PERSONNEL OTHER INTO HOLE ARPT AREA BEI | ING USE | €D W | IAS D | ESIGNATED BY | CONVENTION PA | R TICIPANTS. |
| -0728 | 4/3/77 TIME - 1430 | RENSSELAER+IN | STARDUSTER SA200 N6BH DAMAGE-DESTROYED | | | | NONCOMMERC PLEASURE/P | | PRIVATE, AGE 32, 400 TOTAL HOURS, 61 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIR DEPARTURE P RENSSELAE TYPE OF ACC STALL | RIN | DUNTY INTENDED DESTINATION LOCAL | | | | OF OPERATION OFF INITIAL | | |
| | | USE(S) | | | | | | | |

s.

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N 3-2608 7/27/77 NR.CHESTERTON.IN CR- 0 1 0 NONCOMMERCIAL VOLKSPLANE VP-IFD PRIVATE, AGE 47, 234 TIME - 1735 PX- 0 0 O PLEASURE/PERSONAL TRANSP TUTAL HOURS, 1 IN TYPE, N16655 DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - BODIN STRIP DEPARTURE POINT INTENDED DESTINATION CHESTERTON, IN 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) TERRAIN - HIGH OBSTRUCTIONS REMARKS- VOLKSWAGON ENGINE, BAKER MODS. 3-3146 8/1/77 VALPARAISO, IN TURNER T-40A CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 46, 435 TIME - 1310 N278S PX- 1 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, UNK/NR IN DAMAGE-DESTROYED TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - PORTER COUNTY DEPARTURE POINT INTENDED DESTINATION FINDLAY, OH VAL PARAISO, IN TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT DESCENDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - MISJUDGED ALTITUDE FIRE AFTER IMPACT 3-2614 8/20/77 SPEEDWAY, IN EVANS VP-1 CR- 0 1 0 MISCELLANEOUS PRIVATE, AGE 45, 353 TIME - 1730 N65209 PX- 0 0 0 TEST TOTAL HOURS, O IN TYPE, NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF.AIRPORT - SPEEDWAY DEPARTURE POINT INTENDED DESTINATION SPEEDWAY, IN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- INITIAL FLIGHT TEST OF AMATEUR BUILT ACFT.

| | | | BRIEFS | S OF A | CC-I | [DE N | TS | | | |
|--------|--|---|--|------------|--------------|----------------|----------|---|----------|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | F | S M | / N | | | PILOT DATA |
| 3-2228 | DEPARTUR CLINTO TYPE OF COLLIS PROBABLE | AIRPORT - CLINTON E POINT | | CR- | 0 | 0 0 PHAS | | NONCOMMERCIAL PLEASURE/PERSONAL F OPERATION IGHT UNCON TROLLED | • | COMMERCIAL, AGE 35, 428 TOTAL HOURS, 16 IN TYPE, INSTRUMENT RATED. |
| -2990 | TIME - 1 NAME OF DEPARTUR SHERID TYPE OF | AIRPORT - SHERIDAN E POINT | MOORE KR-1 N65029 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL R UNCONTROLLED | CR- PX- | 0 | 0 PHAS | O E C | MISCELLANEOUS TEST F OPERATION FF INITIAL CLIMB | | PRIVATE, AGE 55, 135 TOTAL HOURS, O IN TYPE, NOT INSTRUMENT RATED. |
| | MISCEL | CAUSE(S) LANEOUS - UNDETERMIN AIRCRAFF CARTWHEELE | | | | | | | | |
| | | | | | | | | | | |
| -1732 | TIME - 1 DEPARTUR | | MORRIS CASS 111M N90RM DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | | | | | | TRANSP | COMMERCIAL, AGE 41, 608 TOTAL HOURS, 52 IN TYPE, INSTRUMENT RATED. |
| | TYPE OF | ACCIDENT ME FAILURE IN FLIGH | | | | | | F OPERATION IGHT ACROBATICS | | |
| | A IRFRA MISCEL A IRFRA MISCEL | LANEOUS ACTS.CONDITI ME - FLIGHT CONTROL LANEOUS ACTS.CONDITI | SURFACES VERTICAL ST ONS - MATERIAL FAILUR SURFACES ELEVATOR AS: ONS - JAMMED URE SURFACE 50% DISCOU | ESEMBLI | γ , Δ | TTAC | нме | NTS | STRUCTIN | G ELEV TRAVEL. |
| | | | | | | | | | | |

BRIEFS OF ACCIDENTS

.....

| · | | BRIEF | S OF ACCI | DENT | S · | |
|-------|---|--|--------------------------------|-------------|--|---|
| FILE | DATE LOCATION | AIRCRAFT DATA | | RIES SM/ | FLIGHT N PURPOSE | PILOT DATA |
| -1400 | 5/18/77 OLATHE,KS TIME - 0905 | PITTS SIS N9TJ DAMAGE-SUBSTANTIAL | CR- O | | 1 MISCELLANEOUS 0 DEMONSTRATION | COMMERCIAL, AGE 33, 3002 TOTAL HOURS, 80 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - CEDAR DEPARTURE POINT OLATHE.KS TYPE OF ACCIDENT ENGINE FAILURE OR MAL COLLIDED WITH TREES | INTENDED DESTINATION LOCAL | Ρ | IN | OF OPERATION FLIGHT ACROBATICS DING LEVEL OFF/TOUCHDOWN | |
| ÷. | • MISCELLANEOUS ACTS.CO COMPLETE POWER LOSS - C | TRUCTURE MASTER AND CONNEC NDITIONS - MATERIAL FAILUR OMPLETE ENGINE FAILURE/FLAM - FORCED LANDING OFF AIRPO | E 4EOUT-1 E | NGIN | E | |
| • | · . | | | | | |
| -1099 | 6/12/77 NR.EUDORA.KS TIME - 1415 | HUEY-SMITH H-1 N88C DAMAGE-SUBSTANTIAL | | | 1 NONCOMMERCIAL 0 PLEASURE/PERSONAL TRANS | COMMERCIAL, AGE 56, 817 P TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT LEAWOOD.KS TYPE OF ACCIDENT ENGINE FAILURE OR MALL COLLIDED WITH WIRES/ | | | IN | OF OPERATION FLIGHT NORMAL CRUISE DING FINAL APPROACH | |
| | PILOT IN COMMAND - FA PARTIAL POWER LOSS - PA EMERGENCY CIRCUMSTANCES | SMANAGEMENT OF FUEL NDITIONS - FUEL STARVATION ILED TO SEE AND AVOID OBJE RTIAL LOSS OF POWER - 1 ENG - PRECAUTIONARY LANDING OI SUSPECTED MECHANICAL DIS PLT DISCOVERED FUEL SWITCH | GINE FF AIRPOR SCREPANCY | Т | | |
| -1239 | 5/21/77 GARDNER,MA TIME - 0930 | CASSUTT 3 N164 DAMAGE-SUBSTANTIAL | | | 1 MISCELLANEOUS 0 EXPERIMENTATION | COMMERCIAL, AGE 56, 2802 TOTAL HOURS, 2 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - GARDN DEPARTURE POINT GARDNER,MA TYPE OF ACCIDENT ENGINE FAILURE OR MAL DITCHING | ER MUNI INTENDED DESTINATION LOCAL | Ρ | IN | OF OPERATION FLIGHT NORMAL CRUISE DING LEVEL OFF/TOUCHDOWN | INSTROMENT RATED. |
| | POWERPLANT - ENGINE C MISCELLANEOUS ACTS.CO FACTOR(S) MISCELLANEOUS ACTS.CO PARTIAL POWER LOSS - PA | N-DESIGN-PERSONNEL POOR/IT ONTROLS THROTTLE-POWER LE NDITIONS - DISCONNECTED NDITIONS - AIRCRAFT CAME TT RTIAL LOSS OF POWER - 1 EN - FORCED LANDING OFF AIRP | VER ASSEM D REST IN GINE | IBLIE | S | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | M/N | | E | | PILOT DATA |
|--------|--|---|--|-----------------------|------|------|--|----------|----------|--|
| 3-2241 | 6/17/77 N TIME - 174 | R.FLINT,MI | FLY BARY 1-A N7105 DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 0 1 | NONCOMMER | CIAL | | PRIVATE, AGE 35, 90 TOT HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE FLINT,MI TYPE OF AC | CIDENT AILURE OR MALFUNC | PORT INTENDED DESTINATION LOCAL | | | ΤΑΚΕ | OF OPERATIC OFF INITIA ING ROLL | | | |
| | POWERPLA POWERPLA MISCELLA TERRAIN PARTIAL PO EMERGENCY | L - MAINTENANCE,S NT - ENGINE STRUC NT - ENGINE STRUC NEOUS ACTS,CONDIT - HIGH VEGETATION WER LOSS - PARTIA CIRCUMSTANCES - F | ERVICING, INSPECTION I TURE PISTON, PISTON RI TURE VALVE ASSEMBLIES IONS - LOW COMPRESSION AL LOSS OF POWER - 1 EN ORCED LANDING OFF AIRPO REAKED, NOT CLOSING PRO | NGS GINE ORT ON | LAN | D | | | | ALLOWABLE. |
| 3-2619 | 8/4/77 TIME - 172 | DETROIT,MI O | BEDE BD-4 N375JK DAMAGE-SUBSTANTIAL | PX- | | | NONCOMMER PLEASURE/ | | TRANSP | PRIVATE, AGE 32, 275 TOTAL HOURS, 95 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE ANDERSON TYPE OF AC | + SC | ITY INTENDED DESTINATION DETROIT.MI | | | ASE | OF OPERATIC ING ROLL | N | | |
| | | - LANDING GEAR | NOSEWHEEL ASSEMBLIES IONS - MATERIAL FAILUR | E | | | | | | |
| 3-2651 | 9/11/77 TIME - 173 | MONTAGUE,MI 5 | BENSON GYRO NONE DAMAGE-SUBSTANTIAL | PX- | | | MISCELLAN TEST | EOUS | | STUDENT, AGE 52, 113 TOTAL HOURS, 102 IN TYP NOT INSTRUMENT RATED. |
| | DEPARTURE MONTAGUE | • M I | INTENDED DESTINATION LOCAL | | | | | | | |
| | | AILURE OR MALFUNG WITH TREES | CTION | | | LAND | OF OPERATIO ING TRAFFI ING FINAL | C PATTER | N-CIRCLI | NG |
| | MISCELLA MISCELLA TERRAIN | NT - ENGINE STRUC NEOUS ACTS,CONDIT NEOUS ACTS,CONDIT - HIGH OBSTRUCTIC | | E | | | | | | |
| | COMPLETE P | OWER LOSS - COMPI | ETÉ ENGINE FAILURE/FLA | MEOUT- | 1 EN | GINE | | | | |

| | | | BRIEF | S OF ACC | I DEN TS | | |
|--------|-------------------------|-------------------------------------|--|-------------------|----------|---|---|
| FILE | | LOCATION | AIRCRAFT DATA | F | | PURPOSE | PILOT DATA |
| | 7/7/77 TIME - 204 | GRAND RAPIDS.MN | BABY GRT LK S-2 N52DS DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | 0 1 | MISCELLANEOUS TEST | PRIVATE, AGE 49, 959 TOTAL HOURS, 1 IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AD DEPARTURE | RPORT - GRAND RAPI | DS INTENDED DESTINATION | | | | |
| | GRAND RA | APIDS.MN | LOCAL | | | | |
| | UNDERSHO | | | | | OF OPERATION ING FINAL APPROACH | |
| | | WITH TREES | | | | ING ROLL | |
| | PROBABLE (PILOT IM | | ED DISTANCE AND ALTIT | UDE | | | |
| | | | | | | | |
| 3-4022 | 7/16/77 TIME - 190 | JORDAN, MN DO | PITTS S-1S N2997G DAMAGE-SUBSTANTIAL | РХ - (| | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | UNK/NR IN TYPE, INSTRU |
| | DEPARTURE | POINT | INTENDED DESTINATION | | | | MENT RATED. |
| | EDEN PRA | AIRIE, MN | LOCAL | | | OF OPERATION | |
| | ENGINE | FAILURE OR MALFUNCT D WITH CROP | ION | | IN F | LIGHT ACROBATICS ING LEVEL OFF/TOUCHDOWN | |
| | PROBABLE C POWERPL | CAUSE(S) ANT - FUEL SYSTEM | OTHER | | | | |
| | | - HIGH TEMPERATURE | TE ENGINE FAILURE/FLA | | ENGINE | | |
| | | | RCED LANDING OFF AIRP | | | | |
| | SKY CONDI | - | | | | G AT ACCIDENT SITE | |
| | | /NOT REPORTED Y AT ACCIDENT SITE | | | | MITED ITATION AT ACCIDENT SITE | |
| | 5 OR OVE | ER (UNLIMITED) | CIDENT CITE | | NONE | | |
| | NONE | DNS TO VISION AT AC | CIDENI SITE | | 100 | ATURE-F | |
| | TYPE OF W | EATHER CONDITIONS | | | TYPE O | F FLIGHT PLAN | |
| | VFK | | | | NUNE | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | T / | | RIE | | | FLIGHT | | PILOT DATA |
|-------|---|--|---|---------|-----|-----|-----|-------------------------------------|----------------------------------|--------|--|
| | | | | | F | S | M/N | | PURPOSE | | TEOT DATA |
| | 8/6/77 TIME - 093 | MANKATO,MN 30 | PIETENPOL-A SCOUT N5987 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 |) 1 | N | ONCOMMERCIAL LEASURE/PERSONAL | | STUDENT, AGE 28, 617 TOTAL HOURS, 360 IN TYPE, NOT INSTRUMENT RATED, |
| | DEPARTURE MANKATO, TYPE OF AC ENGINE F | MN | | | T | AKE | DFF | OPERATION INITIAL CLIMB OTHER | | | |
| | MISCELLA PARTIAL PO EMERGENCY | N COMMAND - INADEG ANERUS ACTS,CONDIT DWER LOSS - PARTIA CIRCUMSTANCES - F | DUATE PREFLIGHT PREPARAT IONS - WATER IN FUEL IL LOSS OF POWER - 1 ENG ORCED LANDING OFF AIRPO CHEVROLET CORVAIR. | SINE | | | | ANN | ING | | |
| -4020 | 8/8/77 TIME - 061 | ′LAKEVILLE₊MN 15 | WENDT WH-1 N3146 DAMAGE-DESTROYED | | | | | | ONCOMMERCIAL LEASURE/PERSONAL | TRANSP | PRIVATE, AGE 62, 643 Total Hours, 403 in type Not instrument rated. |
| | NAME OF A DEPARTURE LAKEVILL TYPE OF AC STALL S | E.MN CCIDENT | INDUST INTENDED DESTINATION LAWTON,OK | | | | | | OPERATION HT OTHER | | |
| | | |) TO OBTAIN/MAINTAIN FL' | ING : | SPE | ED | | | | | |
| -0605 | 4/13/77 TIME - 173 | HOUSTON,MO 30 | TEENIE SPCL N3658 DAMAGE-DESTROYED | | | | | | ONCOMMERCIAL LEASURE/PERSONAL | TRANSP | PRIVATE, AGE 52, 400 TOTAL HOURS, 200 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE HOUSTON TYPE OF AC | MO CCIDENT FAILURE OR MALFUNG | INTENDED DESTINATION LOCAL | | | L | AND | ING | OPERATION GO-AROUND ROLL | | |
| | PILOT IN MISCELLA FACTOR(S) TERRAIN COMPLETE F EMERGENCY | N COMMAND - INADEG N COMMAND - MISMAN ANEOUS ACTS.CONDI ANEOUS - EVASIVE - HIGH VEGETATION POWER LOSS - COMPL | TIONS - FUEL EXHAUSTION MANEUVER TO AVOID COLLI N ETE ENGINE FAILURE/FLAU FORCED LANDING OFF AIRP | | -1 | ENG | INE | | ING | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES S_M/ | N | FLIGHT PURPOSE | | PILOT DATA |
|-----------------|--|---|---|-------|-----|-------------|------|--|--------|---|
| 3-3302 | TIME - 101 DEPARTURE OKLAHOMA | POINT CITY•OK | TERRILL SPEC-L N3622G DAMAGE-SUBSTANTIAL INTENDED DESTINATION POINT LOOKOUT.MO | | 0 | 0 | 0 P | | TRANSP | COMMERCIAL, AGE 25, 449 Total Hours, 3 In Type, Instrument Rated. |
| | | CIDENT AILURE OR MALFUNCT N WITH GROUND/WATE | | | Ρ | IN I | LIG | OPERATION HT NORMAL CRUIS LEVEL OFF/TOUC | | |
| | PILOT IN MISCELLA FACTOR(S) TERRAIN | COMMAND - INADEQU COMMAND - MISMAN NEOUS ACTS,CONDITI - ROUGH/UNEVEN | JATE PREFLIGHT PREPARAT AGEMENT OF FUEL IONS - FUEL EXHAUSTION ETE ENGINE FAILURE/FLAM | | | | | IING | | |
| | | | DRCED LANDING OFF AIRPO | | | | | | | |
| 3-3300 | 11/22/77 TIME - 160 | CREVE COEUR,MO | COOT A N107D DAMAGE-DESTROYED | | | | | IONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | COMMERCIAL, AGE 51, 1950 TOTAL HOURS, 205 IN TYPE NDT INSTRUMENT RATED. |
| | DEPARTURE ALTON+IL TYPE OF AC | CIDENT | INTENDED DESTINATION CREVE COEUR+MO | | P | | | OP ER A TI ON | | |
| | PROBABLE C | | | | | LAN | DING | S LEVEL OFF/TOUC | HDOWN | |
| | FACTOR(S) | NEOUS ACTS,CONDIT | TO RETRACT LANDING GEA | | SE | | | | | |
| 3 - 3721 | 12/30/77 TIME - 161 | CREVE COEUR,MO 5 | HEYING PDQ-2 N68079 DAMAGE-SUBSTANTIAL | | | 0 0 | | IISCELLANEOUS TEST | | COMMERCIAL, AGE 29, 2020 Total Hours, O IN TYPE, INSTRUMENT RATED. |
| | NAME OF AI Departure Creve Co | | JR INTENDED DESTINATION LOCAL | | | | | | | |
| | TYPE OF AC ENGINE F NOSE OVE | AILURE OR MALFUNCT | TION | | P | TAK | EOFF | OPERATION INITIAL CLIMB ROLL | | |
| | PROBABLE C | | S POWERPLANT FAILURE F | OR UN | DET | TERMI | NED | REASONS | | |

| | | BRIEFS | S OF AC | CIDEN TS | ······································ | |
|-------|--|--|---------|-----------------------|--|---|
| ILE | DATE LOCATION | AIRCRAFT DATA | | URIES S M/N | FLIGHT PURPOSE | PILOT DATA |
| -3012 | 4/28/77 CENTRAL CITY.NE TIME - 1400 | SPORTAVIA RF4-D N7723 Damage-substantial | РX- | 0 0 1 0 0 0 | MISCELLANEOUS FERRY | PRIVATE, AGE 49, 2500 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT KEARNEY.NE Type of Accident Propeller/Rotor Failure | INTENDED DESTINATION FREMONT,NE PROPELLER | | | F OPERATION IGHT NORMAL CRUISE | |
| | PROBABLE CAUSE(S) POWERPLANT - PROPELLER AM MISCELLANEOUS ACTS,CONDIT FACTOR(S) | | E | | | |
| | MISCELLANEOUS ACTS,CONDIT EMERGENCY CIRCUMSTANCES - F REMARKS- WOOD PROPELLER BLA | ORCED LANDING OFF AIRPO | DRT ON | | PELLER. | |
| 0811 | 4/7/77 NR.FERNLEY.NV TIME - 1500 DEPARTURE POINT | SCHNEIDER ES-60 N8161 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | NONCOMMERCIAL Pleasure/personal trans | PRIVATE, AGE 49, 494 P TOTAL HOURS, 38 IN TYPE NOT INSTRUMENT RATED. |
| | MINDEN+NV TYPE OF ACCIDENT HARD LANDING | LOCAL | | | IF OPERATION NG LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S) WEATHER - SUDDEN WINDSHIF WEATHER BRIEFING - UNKNOWN | | | | • | |
| | EMERGENCY CIRCUMSTANCES - F | ORCED LANDING OFF AIRPO | DRT ON | LAND | | |
| | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE | | | UNLIM | AT ACCIDENT SITE | |
| | 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT A | | 4 | NONE Tempera | | |
| | NONE TYPE OF WEATHER CONDITIONS VFR | | | 70 TYPE OF NONE | FLIGHT PLAN | |
| | | | | | · | |
| | | | PAGE | 44 | | |
| | | | | | | |
| | | | | | | |

| | | | BRIEF | S OF A | | | | | | |
|-------|-------------------------------------|--|--|--------|--------|--------|------------------|---|----------|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | | S M | | | | PILOT DATA |
| -2049 | 7/31/77 TIME - 073 | TONOPAH • NV 30 | FOURNIER RF4D N7752 DAMAGE-SUBSTANTIAL | PX- | 0 0 | 0 0 | 1 | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | COMMERCIAL, FL.INSTR., AGE 62, 2715 TOTAL HOURS 152 IN TYPE, NOT INSTRU- MENT RATED. |
| | | CCIDENT | INTENDED DESTINATION ELKO.NV | | ρ | | | F OPERATION FF INITIAL CLIMB | | |
| | PILOT IN PILOT IN FACTOR(S) | N COMMAND - PREMAT | TO OBTAIN/MAINTAIN FLY To abort takeoff | ING S | PEE | D | *# | | | |
| | SKY CONDI CLEAR | TION | | | c | | - | AT ACCIDENT SITE | | |
| | VISIBILIT 5 OR OVE OBSTRUCTIO | Y AT ACCIDENT SITE ER(UNLIMITED) DNS TO VISION AT A | | | | NORELA | IPI NE TIV | TATION AT ACCIDENT E BEARING OF WIND | - | |
| | NONE TEMPERATUI 73 | | | | W | IND | | OUARTERING HEAD W Rection-degrees | IND 023- | 067 DEGREES |
| | WIND VELO | CITY-KNOTS | | | T | | OF | WEATHER CONDITION | S | |
| | NONE | | FT.ENG-POWERED GLIDER. | | | | | | | |
| | | | | | | | | | ÷ | |
| -3359 | 11/11/77 TIME - 129 | | JEANIE TEENIE N5240 DAMAGE-DESTROYED | | | | | NONCOMMERCIAL Pleasure/personal | | COMMERCIAL, AGE 36, 380 Total Hours, 12 in type, Instrument rated. |
| | DEPARTURE BOULDER | CITÝ,NV | ITY INTENDED DESTINATION LOCAL | | | | | | | |
| - | TYPE OF AG ENGINE F STALL | CCIDENT FAILURE OR MALFUNC | TION | | Р | TA | KEO | F OPERATION FF INITIAL CLIMB FF INITIAL CLIMB | ۰., | |
| | MISCELL PILOT IN PARTIAL PI | N COMMAND - MISMAN ANEOUS ACTS,CONDIT N COMMAND - FAILED OWER LOSS - PARTIA | AGEMENT OF FUEL IONS - FUEL STARVATION TO OBTAIN/MAINTAIN FLY L LOSS OF POWER - 1 ENC ENGINE.STEEP CLIMB WIT | SINE | | | QUA | NTITY. | · | |

| | | | BRIEF | S OF ACC | IDENTS | | | |
|-------|--|--|---|---|--------------------------------|--|--------|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | RIES S M/N | FLIGHT PURPOSE | | PILOT DATA |
| -3533 | 10/31/77 TIME - 12 | ALBUQUERQUE,NM 200 | PIETENPOL AIRCAM N83893 DAMAGE-DESTROYED | | | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | COMMERCIAL, FL.INSTR., AGE 23, 1272 TOTAL HOURS, I IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE ALBUQUE TYPE OF A | RQUE, NM | INTENDED DESTINATION LOCAL | | | F OPERATION FF INITIAL CLIMB | | |
| | STALL | | ITM | | | OFF INITIAL CLIMB | | |
| | POWERPL MISCELL PILOT I FACTOR(S) PILOT I | IEL - MAINTENANCE,SE ANT - IGNITION SYS ANEOUS ACTS+CONDIT IN COMMAND - FAILED | RVICING,INSPECTION I FEM SPARK PLUG IONS - LONSE,PART/FITT TO OBTAIN/MAINTAIN FL FAMILIARITY WITH AIR LOSS OF POWER - 1 EN | ING YING SPE CRAFT | | ENANCE AND INSPECTI | ON | |
| | | · | | | | | | · · |
| -3478 | 10/25/77 TIME - 16 | NR.FULTON,NY | BABY LAKES RB1 N362RB DAMAGE-SUBSTANTIAL | PX- C | | NONCOMMERCIAL PLEASURE/PERSONAL | TRANSP | COMMERCIAL, AGE 46, 1200 TOTAL HOURS, 17 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF A DEPARTURE FULTON+N | | INTENDED DESTINATION | | | * <u>.</u> | | |
| | TYPE OF A ENGINE STALL | ACCIDENT FAILURE DR MALFUNC | T I ON | | IN FL | IF OPERATION IGHT OTHER NG LEVEL OFF/TOUCH | IDOWN | |
| | MISCELL MISCELL PILOT I COMPLETE EMERGENCY | NEL - MAINTENANCE,SI ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT IN COMMAND - FAILED POWER LOSS - COMPLI 7 CIRCUMSTANCES - FU | ERVICING.INSPECTION I IONS - FUEL GRADE-IMPR IONS - FUEL CONTAMINAT TO OBTAIN/MAINTAIN FL ETE ENGINE FAILURE/FLA DRCED LANDING OFF AIRP STEEP TURN.USED AUTOM | OPER ION-EXCL YING SPE MEOUT-1 ORT ON L | USIVE C ED ENGINE AND | OF WATER IN FUEL | | |
| | | | | * | | · · · · | | |
| | | • | | PAGE | 46 | | | |
| | | | | | | | | |
| | | | | | | | | |

| | | | BRIEF | S OF ACCIDENTS | | |
|--------|--|---|---|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
| 3-0335 | 3/10/77 TIME - 12: | | C ACE E N91706 DAMAGE-SUBSTANTIAL | CR- 0 0 1 | NONCOMMERCIAL | COMMERCIAL, AGE 34, 162 TRANSP TOTAL HOURS, 1 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE | IRPORT - WINKLER POINT DNVILLE∙NC | INTENDED DESTINATION | | | |
| | TYPE OF A Engine F Hard Lai | FAILURE OR MALFUNCT | TION | LANDI | DF OPERATION NG TRAFFIC PATTERN NG LEVEL OFF/TOUCH | |
| | MISCELL MISCELL FACTOR(S) WEATHER COMPLETE | ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT - CONDITIONS CONDU POWER LOSS - COMPLI | ER OPERATION OF POMERPI IONS - ANTI-ICING/DEIC IONS - ICE-CARBURETOR JCIVE TO CARB./INDUCTI ETE ENGINE FAILURE/FLAI ERCED LANDING ON AIRPO | ING EQUIPMENT-1 DN SYSTEM ICING MEDUT-1 ENGINE | MPROPER OPERATION O | F/OR FAILED TO USE |
| | SKY CONDI OVERCAS | | | 8000 | AT ACCIDENT SITE | SITE |
| | 5 OR OV | ER(UNLIMITED) DNS TO VISION AT A | CCIDENT SITE | NONE RELATIV | /E BEARING OF WIND WIND 338-022 DEGREE | |
| | TEMPERATU 60 WIND VELO | RE-F CITY-KNOTS | | 160 | RECTION-DEGREES | |
| | 10 Type of Fi None | LIGHT PLAN | | VFR | : | |
| 3-2623 | 4/26/77 TIME - 14 | LORAIN.OH | VERN BOARD MINI N57VB | | NONCOMMERCIAL PLEASURE/PERSONAL | PRIVATE, AGE 58, 700 TRANSP TOTAL HOURS, 44 IN TYPE. |
| • | DEPARTURE | POINT | DAMAGE-DESTROYED INTENDED DESTINATION | | | NOT INSTRUMENT RATED. |
| | LORAIN, TYPE OF A STALL | CCIDENT | LOCAL | | F OPERATION IGHT NORMAL CRUISE | |
| | PROBABLE | | | | | |

| | | | | S OF AC | | | | | |
|--------|--|--|---|---------|-----|--------------|----------|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR | IES S M/I | N | FLIGHT PURPOSE | PILOT DATA |
| 3-2265 | 7/29/77 TIME - 14 DEPARTURE LAUREL, | POINT | STARDUSTER SA-300 N72TD DAMAGE-SURSTANTIAL INTENDED DESTINATION BLUFFTON, OH | | 0 | 0 | 1 | | PRIVATE, AGE 25, 264 TOTAL HOURS, 180 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF A OVERSHO COLLIDE | | POSTS | | | LAN | DIN | OPERATION G LEVEL OFF/TOUCHDOWN G ROLL | • |
| | PILOT I PILOT I PILOT I FACTOR(S) WEATHER WEATHER B | N COMMAND - INADEQU N COMMAND - CONTINU N COMMAND - BECAME N COMMAND - MISJUDG - RAIN RIEFING - NO RECORD CIRCUMSTANCES - PR | ATE PREFLIGHT PREPARA JED VFR FLIGHT INTO AD LOST/DISORIENTED GED DISTANCE AND SPEED O OF BRIEFING RECEIVED RECAUTIONARY LANDING DI VERSE/UNFAVORABLE WEA | VERSE V | EA. | THER | | | |
| | SKY CONDI | | | | CE | | | AT ACCIDENT SITE | |
| | 2 MILES | T Y AT ACCIDENT SITE OR LĖSS ONS TO VISION AT AC | CIDENT SITE | | | RAI | PIT N | ATION AT ACCIDENT SITE | |
| | FOG TYPE OF W | EATHER CONDITIONS | STITE | | | 72 YPE (| OF | FLIGHT PLAN | |
| | VFR REMARKS- | PILOT LANDED ON ROA | AD DUE TO DETERIORATIO | N WEA. | | NON | E | | |
| 3-2628 | 9/3/77 TIME - 18 | CLEVELAND,OH | FALCK SPEC N60089 DAMAGE-DESTROYED | | | | | MISCELLANEOUS AIR SHOW/RACING | COMMERCIAL, AGE 64, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- |
| | DEPARTURE CLEVELA TYPE OF A | ND+OH CCIDENT | INTENDED DESTINATION | | | | | OPERATION | MENT RATED. |
| | PROBABLE MISCELL FACTOR(S) | ANEOUS - UNDETERMIN | | 0 REST | | | | GHT UNCONTROLLED DESCENT | |
| | | | | | | | - | | |
| | | | | PAGE | 4 | 8 | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

| 3-2273 9/5/77 COLUMBUS.DH STARDUSTER SA-300 CR-0001 NONCOMMERCIAL COMMERCIAL, AGE 44, 2810 TIME - 1020 MORA MARGE-SUBSTANTIAL 0000 PLEASURE/PERSONAL TRANSP COMMERCIAL, AGE 44, 2810 NAME OF AIRPORT - JOSEPHINH MARGE-SUBSTANTIAL PLASURE/PERSONAL TRANSP COMMERCIAL, AGE 44, 2810 DEFARTURE POINT INTENDED DESTINATION COLAL MOT INSTRUMENT RATED. OCUMBUS.OH LOCAL PHASE OF OPERATION MOT INSTRUMENT RATED. NOSE OVER/DOWN THENDED DESTINATION TAKEOFF RUN PHOBABLE CAUSE(S) FILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTORISI TIME 1700 STOLP STARLE CR-000 0000 PLEASURE/PERSONAL TRANSP NAME OF AIRPORT - VERDON VICK DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL NAME OF AIRPORT - VERDON VICK DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL NAME OF AIRPORT - VERDON VICK DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL NOSE OVER/DOWN INTENDED DESTINATION MASISON COUNTY.OH INTENDED DESTINATION NOSE OVER/DOWN LAMONG ON ALL CONTROL PACTORSIS | FILE | DATE | LOCATION | AIRCRAFT DATA | F | JRIES SM, | 'N | FLIGHT PURPOSE | | PILOT DATA |
|--|--------|-----------------------------------|--|--|----------|--------------|------|-------------------|--------|---------------------------|
| DEPARTURE POINT COLUMBUS: OH LOCAL DECAL LOCAL PHASE OF DERATION NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) FALTOR SOLD FACTOR(S) 3-2263 9/29/17 IRWIN.OH STOLP STARLE OF 0 0 1 NONCOMMERCIAL NAME OF AIRORT - VERNON VICK DAMAGESSUBSTANTIAL NAME OF AIRORT - VERNON VICK DAMAGESSUBSTANTIAL NOSE OVER/DOWN TYPE OF ACCIDENT NOSE OVER/DOWN PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL DEPARTURE POINT INFENDED DESTINATIAL DEPARTURE POINT INFENDED DESTINATIAL DEPARTURE POINT INFENDED DESTINATIAL DEPARTURE POINT INFENDED DESTINATION LOCAL PHASE OF OPERATION LOCAL PHASE OF OPERATION NOT INSTRUMENT RATED. NOT INSTRUMENT RATED. NOT INSTRUMENT RATED. NOT INSTRUMENT RATED. NOT INSTRUMENT RATED. NOT INSTRUMENT RATED. NOT INSTRUMENT RATED. PROBABLE CAUSE(S) PROBABLE CAU | | TIME - 10 |)20 ⁻ | STARDUSTER SA-300 N10RB DAMAGE-SUBSTANTIAL | CR- | 0 0 | 1 | NONCOMMERCIAL | | TOTAL HOURS, 75 IN TYPE, |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) TERRAIN - HIGH VEGETATION 3-2263 9/29/77 IRWIN.OH STOLP STARLE CR- 0 0 1 NONCOMMERCIAL THE - 1700 N2300 PX- 0 0 0 PLEASURE/PERSONAL TRANSP DAMAGE-SUBSTANTIAL NAME OF AIRPORT - VERNON VICK DEPARTURE POINT INTENDED DESTINATION MADISON COUNTY.OH IRWIN.OH PHASE OF OPERATION NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS - FERRY FLT. 3-2871 8/21/77 WAGONER.OK JODETTE JD-9 CR- 0 1 0 NONCOMMERCIAL TYPE OF ACCIDENT INTENDED DESTINATION MAGONER,OK JODETTE JD-9 CR- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 120 IN TYPE. NOT INSTRUMENT RATED. 3-2871 8/21/77 WAGONER.OK JODETTE JD-9 CR- 0 1 0 NONCOMMERCIAL TYPE OF ACCIDENT INTENDED DESTINATION MAGONER,OK JODETTE JD-9 CR- 0 1 0 NONCOMMERCIAL TYPE OF ACCIDENT INTENDED DESTINATION MAGONER,OK JODEL DO DESTINATION COLLIDED WITH WIRES/POLES IN FLIGHT RUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVDID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS.CONDITIONS - UNAARAANTED LOW FLYING REMARKS- VW ENG.EXP MED.NO BIENNIAL FLT REVIEW | | DEPARTURE COLUMBU TYPE OF A | E POINT JS+OH ACCIDENT | INTENDED DESTINATION | | | | | | |
| 3-2263 9/29/77 IRWIN.OH STOLP STARLE CR- 0 0 1 NONCOMMERCIAL TIME 1700 N2300 DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - VERNON VICK DEPARTURE POINT INTENDED DESTINATION MADISON COUNTY.OH IRWIN.OH PHASE OF OPERATION LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- FERRY FLT. 3-2871 8/21/77 WAGONER.OK JODETTE JD-9 CR- 0 1 0 NONCOMMERCIAL TRANSP TOTAL HOURS, 120 IN TYPE. DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION LOCAL TYPE OF ACCIDENT INTENDED DESTINATION MAGONER.OK LOCAL TYPE OF ACCIDENT INTENDED DESTINATION MAGONER.OK LOCAL PHASE OF OPERATION IN FLIGHT RUZZING PROBABLE CAUSE(S) PROBABLE CAUSE(S) PROBABL | | PILOT I FACTOR(S) | N COMMAND - FAILED | | AL CONT | ROL | | | | |
| TIME - 1700 N2300 PX-000 0 PLEASURE/PERSINAL TRANSP TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - VERNON VICK DEMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NOT INSTRUMENT RATED. MADISON COUNTY.0H INTENDED DESTINATION HASE OF OPERATION NOT INSTRUMENT RATED. MADISON COUNTY.0H IRWIN.0H PHASE OF OPERATION LANDING ROLL TYPE OF ACCIDENT DAMAGE-SUBSTANTIAL LANDING ROLL PROBABLE CAUSE(S) FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- FERRY FLT. DAMAGE-SUBSTANTIAL PX-000 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 120 IN TYPE, NOT INSTRUMENT RATED. 3-2871 8/21/77 WAGONER,OK JODETTE JD-9 CR-000 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 120 IN TYPE, NOT INSTRUMENT RATED. 3-2871 8/21/77 WAGONER,OK JODETTE JD-9 CR-0000 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 120 IN TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION MAGEESUBSTANTIAL PX-0000 0 PLEASURE/PERSONAL TRA | | | | | | | | | | |
| DEPARTURE POINT INTENDED DESTINATION MADISON COUNTY,OH IRWIN.OH TYPE OF ACCIDENT NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- FERRY FLT. 3-2871 8/21/77 WAGONER.OK JODETTE JD-9 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 46. 395 TIME - 2000 N2811J PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 120 IN TYPE. DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION WAGONER.OK LOCAL PHASE OF OPERATION TYPE OF ACCIDENT INTENDED DESTINATION WAGONER,OK LOCAL PHASE OF OPERATION FOR ACCIDENT IN FLIGHT RUZZING PROBABLE CAUSE(S) PROBABLE CAUSE(S) | 3-2263 | | | N2300 | | | | | TRANSP | TOTAL HOURS, 9 IN TYPE, |
| NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- FERRY FLT. 3-2871 8/21/77 WAGONER,OK JODETTE JD-9 CR- 0 1 0 NONCOMMERCIAL TIME - 2000 N2811J PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 120 IN TYPE. DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION WAGONER,OK LOCAL TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES IN FLIGHT RUZZING PROBABLE CAUSE(S) PROBABLE CAUSE(S) PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS.CONDITIONS - UNWARRANTED LOW FLYING REMARKS- VW ENG.EXP MED.NO BIENNIAL FLT REVIEW | | DEPARTURE | POINT | INTENDED DESTINATION | | | | | | |
| PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- FERRY FLT. 3-2871 8/21/77 WAGONER.OK JODETTE JD-9 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 46, 395 TIME - 2000 N2811J PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 120 IN TYPE, DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION WAGONER.OK LOCAL TYPE OF ACCIDENT LOCAL TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES IN FLIGHT BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING REMARKS- VW ENG, EXP MED, NO BIENNIAL FLT REVIEW | | | | | | | | | | |
| 3-2871 8/21/77 WAGONER,OK JODETTE JD-9 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 46. 395 TIME - 2000 N2811J PX- 0 0 0 PLEASURE/PERSONAL TRANSP DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION WAGONER,OK LOCAL PHASE OF OPERATION TYPE OF ACCIDENT INTERS/POLES IN FLIGHT BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING REMARKS- VW ENG,EXP MED,NO BIENNIAL FLT REVIEW | | PILOT I FACTOR(S) PILOT 1 | IN COMMAND - FAILED | | - | ROL | | | | |
| TIME - 2000 N2811J PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 120 IN TYPE, DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION NOT INSTRUMENT RATED. WAGONER,OK LOCAL PHASE OF OPERATION TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT RUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING REMARKS- VW ENG,EXP MED,NO BIENNIAL FLT REVIEW | | REMARKS- | FERRY FLT. | | | | | | | |
| TIME - 2000 N2811J PX-000 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 120 IN TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION WAGONER,OK LOCAL NOT INSTRUMENT RATED. TYPE OF ACCIDENT LOCAL PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT RUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING REMARKS- VW ENG,EXP MED,NO BIENNIAL FLT REVIEW COLLIDED NO SEENNIAL FLT REVIEW | , | | | | <u> </u> | | | | | |
| DEPARTURE POINT INTENDED DESTINATION WAGONER,OK LOCAL PHASE OF OPERATION TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES IN FLIGHT BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING REMARKS- VW ENG,EXP MED,NO BIENNIAL FLT REVIEW | 5-2871 | | | N2811J | | | | | TRANSP | TOTAL HOURS, 120 IN TYPE, |
| COLLIDED WITH WIRES/POLES IN FLIGHT BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS.CONDITIONS - UNWARRANTED LOW FLYING REMARKS- VW ENG.EXP MED.NO BIENNIAL FLT REVIEW | | WAGONER | .,OK | INTENDED DESTINATION | | PHASE | 5 01 | OPERATION | | |
| PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS.CONDITIONS - UNWARRANTED LOW FLYING REMARKS- VW ENG.EXP MED.NO BIENNIAL FLT REVIEW | | | | | | IN | FLI | GHT BUZZING | | • |
| | | PILOT I MISCELL | IN COMMAND - FAILED ANEOUS ACTS,CONDITI | ONS - UNWARRANTED LOW | | | UCT | IONS | | |
| | | | | | | | | | | |

| | | | BRIEF | | | | | | | |
|--------|---|--|--|---|-----------|-----|----------|-------------------------------------|-----------------|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | IJUR F | S N | 5 1/N | FLIGHT | SE | PILOT DATA |
| | | REGON CITY+OR | HARMON STITS N219H DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 0 | 1 | MISCELLAN FERRY | | PRIVATE, AGE 52, 3500 TOTAL HOURS, O IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE PO MULINO.OR TYPE OF ACCI UNDERSHOOT | | INTENDED DESTINATION OREGON CITY+OR | | P | L۵ | NDI | F OPERATIO NG FINAL NG FINAL | APPROACH | · · · · · · |
| | PILOT IN C FACTOR(S) PILOT IN C WEATHER - | OMMAND - MISJUD OMMAND - FAILED OMMAND - LACK O SUDDEN WINDSHIF | GED DISTANCE AND ALTIT TO INITIATE GO-AROUND F FAMILIARITY WITH AIR T D OF BRIEFING RECEIVED | | | | | | | |
| | SKY CONDITIO | | | | c | EIL | ING | AT ACCIDE | NT SITE | |
| | 5 OR OVER(| | | UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE Relative bearing of wind | | | | | | |
| | · OBSTRUCTIONS NONE WIND DIRECTI | TO VISION AT A ON-DEGREES | CCIDENT SITE | | | HE | AD | | 22 DEGREES | |
| | 265 TYPE OF WEAT VER | HER CONDITIONS | | | - 1 | | | FLIGHT PL | AN | |
| | REMARKS- PLT | RPTS ACFT ENCO | UNTERED GUST,SETTLED,S | TRUCK | FEN | ICE | SHO | RT OF RWY. | PLTS 1ST FLT TH | IS ACFT. |
| 3-1682 | 6/5/77 A TIME - 1515 | LBANY,OR | TAILWIND W8 N9EG | | | | | NONCOMMER PLEASURE/ | | PRIVATE, AGE 51, 1046 TOTAL HOURS, 138 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRP DEPARTURE PO | | DAMAGE-DESTROYED | | | | | | | NOT INSTRUMENT RATED. |
| | ALBANY,OR TYPE OF ACCI ENGINE FAI HARD LANDI | LURE OR MALFUNC | YELM,WA TION | | F | TA | KEO | F OPERATIO FF INITIA NG LEVEL | | |
| | MISCELLANE | OMMAND - INADEQ | UATE PREFLIGHT PREPARA IONS - WATER IN FUEL ER LEVEL OFF | TION 4 | ND/ | OR | PLA | NNING | | |
| | COMPLETE POW EMERGENCY CI FIRE AFTER I | ER LOSS - COMPL RCUMSTANCES - F MPACT | ETE ENGINE FAILURE/FLA ORCED LANDING OFF AIRP AGL+LNDD HARD IN SMALL | ORT ON | | ND | | | | |

.

| FILE | DATE LOCATION | AIRCRAFT DATA | F | F S | M/N | PURPOSE | PILOT DATA |
|--------|---|--|------------|------|-------------------------|--|---|
| 3-2793 | 7/23/77 WILLSONVILLE.OR TIME - 0945 DEPARTURE POINT | | CR- PX- | 0 | 0 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANS | PRIVATE, AGE 50, 222 P TOTAL HOURS, 65 IN TYPE NOT INSTRUMENT RATED. |
| | EVERGREEN.WA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNC NOSE OVER/DOWN | HUBBARD+OR | | РН | SCAPP ASE C IN FL | OOSE,OR DF OPERATION IGHT NORMAL CRUISE NG ROLL | |
| · | PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUC MISCELLANEOUS ACTS,CONDIT MISCELLANEOUS ACTS,CONDIT TERRAIN - HIGH VEGETATION | IONS - LOOSE,PART/FITT IONS - LOW COMPRESSION | | | | | |
| - | PARTIAL POWER LOSS - PARTIA Emergency circumstances - F Remarks- VW 1600CC Engine.L | ORCED LANDING OFF AIRPO | ORT ON | | | NUT.INTAKE ROCKER DISEN | SAGED FM PUSH ROD. |
| 3-0704 | 2/26/77 JULIAN,PA TIME - 1400 | VOLKSPLANE VP-1 N9228 DAMAGE-DESTROYED | | | | | PRIVATE, AGE 48, 213 P TOTAL HOURS, 85 IN TYPF NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - RIDGE GLI DEPARTURE POINT BELLEFONTE.PA TYPE OF ACCIDENT STALL | DER PORT | | | | F OPERATION NG TRAFFIC PATTERN-CIRC | |
| ÷ 1. | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED | TO OBTAIN/MAINTAIN FL | YING SI | PEED | | | |
| 3-2364 | 5/25/77 SHINGLEHOUSE,PA TIME - 1630 | SPEZIO TU HOL N14921 DAMAGE-SUBSTANTIAL | РX- | 0 |) 0 1 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE UNK/NR, 53 TOTAL HOURS, O IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - STRIP DEPARTURE POINT SHINGLEHOUSE•PA | INTENDED DESTINATION | | | | | |
| | TYPE OF ACCIDENT STALL MUSH | | | | | F OPERATION OTHER | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUD PILOT IN COMMAND - FAILED PILOT IN COMMAND - LACK O | TO OBTAIN/MAINTAIN FL | | PEED | | | |

| | | _ ~ | BRIEFS | OF AC | | DEN | TS | | |
|-------|---|------------------------------------|--|----------|------|------------|-----|--|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN. F | | IES S M | | FLIGHT PURPOSE | PILOT DATA |
| -3317 | 6/4/77 O TIME - 1909 | XFORD.PA | FLY-BABY 1A N5550 DAMAGE-DESTROYED | - | _ | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 61, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRP DEPARTURE PO OXFORD.PA TYPE OF ACCI | INT | INTENDED DESTINATION LOCAL | | P | HAS | ΕO | FOPERATION | |
| | | WITH GROUND/WATE | R UNCONTROLLED | | | - | | WN/NOT REPORTED | |
| | PROBABLE CAU MISCELLANE | SE(S) OUS - UNDETERMIN | ED | | | | | | |
| -2313 | 8/20/77 G TIME - 1520 | ROVE CITY,PA | STARDUSTER TOO N3263 Damage-Substantial | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 292 Total Hours, 192 In Type Not Instrument Rated. |
| | DEPARTURE PO BUTLER-GRA Type of Acci | HAM, PA | | | Ρ | - | | F OPERATION NG ROLL | NOT INSTRUMENT RATED. |
| | PROBABLE CAU | | PPROACH LIGHTS To maintain directiona | L CON | TRO | - | NDI | NGROLL | |
| | | | · | | _ | _ | | | |
| -3316 | TIME - 1300 | ASHINGTON, PA | BLUMFELDT SPORT N9052 DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 46, 254 TOTAL HOURS, 52 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE PO WASHINGTON | | INTENDED DESTINATION | | | | | | |
| | TYPE OF ACCI | DENT Lure or Malfunct | | | Ρ | LA | NDI | F OPERATION NG FINAL APPROACH NG LEVEL OFF/TOUCHDOWN | |
| | TERRAIN - | - MISCELLANEOUS WET,SOFT GROUND | POWERPLANT FAILURE F | OR UN |)E T | ERM | INE | DREASONS | |
| | COMPLETE POW | | TE ENGINE FAILURE/FLAN RCED LANDING DFF AIRPO | | | | NE | | |

| | | | BRIEF | S OF ACC | | | | |
|-------|---|--|--|----------|-----|------|---|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU | RIE | | | PILOT DATA |
| -2936 | TIME - 1845 | ΡΔ | MINIPLANE DS N4671T DAMAGE-DESTROYED | CR- C | 0 | 0 | NONCOMMERCIAL PRACTICE F OPERATION | PRIVATE, AGE 50, 150 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| | PILOT IN CO FACTOR(S) TERRAIN - P | SE(S) DMMAND - LACK (DMMAND - IMPROF HIGH OBSTRUCTIO | DE FAMILIARITY WITH AIRO PER OPERATION DE FLIGHT DNS DSE HI EM TKOF TO TREE S | CONTROL | . S | | WY. | |
| -1018 | 4/30/77 NR.(| CAMDEN + SC | STARDUSTER 2 | CR- 1 | 0 | 0 | NONCOMMERCIAL | COMMERCIAL, AGE 46, 1416 |
| | TIME - 1400 | | N2JL DAMAGE-DESTROYED | | | | | TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE PO CAMDEN AIRE TYPE OF ACCIE COLLISION A | PORT + SC DENT | INTENDED DESTINATION LOCAL TER UNCONTROLLED | | | | IF OPERATION IGHT ACROBATICS | |
| | PROBABLE CAU MISCELLANE FIRE AFTER I | DUS - UNDETERMI | INED T | | | | | |
| | | | | | | | | |
| -1936 | 9/2/77 AI TIME - 1530 DEPARTURE PO | LLENDALE.SC | AMATEUR ACE-E N91706 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | | NONCOMMERCIAL Pleasure/personal transp | COMMERCIAL, AGE 35, 1600 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED. |
| | ALLENDALE, Type of Accin | SC DENT LURE OR MALFUNC | LOCAL | | I | N FL | F OPERATION IGHT NORMAL CRUISE NG LEVEL OFF/TOUCHDOWN | |
| | POWERPLANT | - IGNITION SYS - ENGINE STRUC | STEM SPARK PLUG CTURE PISTON≁PISTON RI FIONS - LOW COMPRESSION | NGS | | r | ана алар 1910 - Алар 1910 - Алар | |
| • | TERRAIN - | WET,SOFT GROUND R LOSS - PARTIA | SERVICING, INSPECTION IN D AL LOSS OF POWER - 1 ENG FORCED LANDING OFF AIRPO | GINE | | | ENANCE AND INSPECTION | |
| | | | -PISTON ERODED IN NUMBE | | | | | |
| | | | | | | | | |

BRIEFS OF ACCIDENTS

| | | pk j | EFS OF ACCIDEN | | | |
|--------|--|--|--|---|---------------|---|
| FILE | | ATION AIRCRAFT DATA | INJURIES F S M/ | | • * | PILOT DATA |
| | 12/11/77 TEA.SD TIME - 1515 NAME OF AIRPORT - DEPARTURE POINT TEA.SD TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED | LIABLE COUGAR N61292 DAMAGE-SUBSTANTI | CR- 0 0 PX- 0 0 AL N PHASE LAT | 1 NONCOMMERCIAL 0 PLEASURE/PERSONA 0F OPERATION IDING LEVEL OFF/TOU IDING LEVEL OFF/TOU | CHDOWN | PRIVATE, AGE 54, 534 TOTAL HOURS, 49 IN TYPE, NOT INSTRUMENT RATED. |
| | PILOT IN COMMAND FACTOR(S) WEATHER - UNFAVO MISCELLANEOUS AC INSTRUMENTS/EQUI | - IMPROPER LEVEL OFF - IMPROPER RECOVERY FROM BOU RABLE WIND CONDITIONS TS.CONDITIONS - OVERLOAD FAIL PMENT AND ACCESSORIES - FLIGH TS.CONDITIONS - ERRATIC | URE | N INSTRUMENTS AIRS | PEED | |
| | SKY CONDITION CLEAR VISIBILITY AT ACCI 5 OR OVER (UNLIMI OBSTRUCTIONS TO VI NONE TEMPERATURE-F 32 WIND VELOCITY-KNOT 25 TYPE OF FLIGHT PLA NONE REMARKS- WND GUSTI | TED) SION AT ACCIDENT SITE S N | UN PREC NOT RELA HEZ WIND 170 | IVE BEARING OF WIND D WIND 338-022 DEGR DIRECTION-DEGREES OF WEATHER CONDITIO | T SITE EES | |
| 3-0133 | FACTOR(S) | N819 DAMAGE-SUBSTANTI AIR PARK INTENDED DESTINATIO LOCAL | PX- 0 0 AL PHASI TAN TAN DNAL (JTROL | | L TRANSP | PRIVATE, AGE 25, 77 TOT/ HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. |
| | | | PAGE 54 | | | |

| | DATE | LOCATION | AIRCRAFT DATA | | JURI F S | IES 5 m/n | FLIGHT PURPO <u>S</u> E | PILOT DATA |
|--------|---|---|---|----------------------|---|--|---|--|
| 3-0134 | 2/9/77 TIME - 14 | | SKYBOLT 260 N260SB DAMAGE-DESTROYED | | - | | NONCOMMERCIAL PLEASURE/PERSONAL TRAN | ATP.FLIGHT INSTR., AGE ISP 39, 9000 TOTAL HOURS, 7 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE MULESHO TYPE OF A STALL | DE•TX ACCIDENT | INTENDED DESTINATION LOCAL | | | | F OPERATION IGHT ACROBATICS | |
| | PROBABLE PILOT I | CAUSE(S) N COMMAND - IMPRO | PER OPERATION OF FLIGHT TENTIONAL INVERTED SPIN | | OLS | | | |
| 3-0308 | 3/16/77 TIME - 11 | PECOS,TX 20 | SMITH-MINI N292J DAMAGE-SUBSTANTIAL | Р X – | | | MISCELLANEOUS FERRY | CUMMERCIAL, FL.INSTR., AGE 42, 606 TOTAL HOURS 2 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE MIDLAND TYPE OF A | ο₊τx | NICIPAL INTENDED DESTINATION PECOS,TX | | | | F OPERATION NG LEVEL OFF/TOUCHDOWN | |
| | | | | | | | | |
| | | E - LANDING GEAR | MAIN GEAR-SHOCK ABSORB TIONS - POOR WELD | ING AS | SY, S | TRUTS | • ATTACHMENTS • ETC • | |
| 3-0799 | AIRFRAM MISCELL 5/7/77 TIME - 16 | E - LANDING GEAR ANEOUS ACTS.CONDI SPICEWOOD.TX 30 | TIONS - POOR WELD ASTIR 1 N135SS DAMAGE-DESTROYED | CR- | 0 | 0 1 | NONCOMMERCIAL | PRIVATE, AGE 31, 115 ISP TOTAL HOURS, 28 IN TYPI NOT INSTRUMENT RATED. |
| 3-0799 | AIRFRAM MISCELL 5/7/77 | IE - LANDING GEAR ANEOUS ACTS,CONDI SPICEWOOD,TX 30 POINT DD,TX CCIDENT | TIONS - POOR WELD ASTIR 1 N135SS | CR- | 0 0 PH | 0 1 0 0 | NONCOMMERCIAL | SP TOTAL HOURS, 28 IN TYPE |
| 3-0799 | AIRFRAM MISCELL 5/7/77 TIME - 16 DEPARTURE SPICEWO TYPE OF A STALL PROBABLE PILOT I FACTOR(S) WEATHER | E - LANDING GEAR ANEOUS ACTS.CONDI SPICEWOOD.TX 30 POINT DOD.TX CCIDENT MUSH CAUSE(S) N COMMAND - FAILER - WIND SHEAR | TIONS - POOR WELD ASTIR 1 N135SS DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- PX- YING S | O O PH | 0 1 0 0 HASE (1 LANDI | NONCOMMERCIAL PLEASURE/PERSONAL TRAN F OPERATION | SP TOTAL HOURS, 28 IN TYPE |
| 3-0799 | AIRFRAM MISCELL 5/7/77 TIME - 16 DEPARTURE SPICEWO TYPE OF A STALL PROBABLE PILOT I FACTOR(S) WEATHER EMERGENCY SKY CONDI SCATTER VISIBILIT 5 OR OV | E - LANDING GEAR ANEOUS ACTS.CONDI SPICEWOOD.TX 30 POINT OD.TX CCIDENT MUSH CAUSE(S) N COMMAND - FAILER COMMAND - FAILER CIRCUMSTANCES - | TIONS - POOR WELD ASTIR 1 N135SS DAMAGE-DESTROYED INTENDED DESTINATION LOCAL D TO OBTAIN/MAINTAIN FL FORCED LANDING OFF AIRP | CR- PX- YING S | 0 0 PH D D LAN CE PR TE | 0 1 0 0 IASE 0 LANDI D ILING UNLIM RECIPI | NONCOMMERCIAL PLEASURE/PERSONAL TRAN F OPERATION NG FINAL APPROACH | ISP TOTAL HOURS, 28 IN TYPE NOT INSTRUMENT RATED. |

Sec.

| | | | BRIEFS | | | | | | | |
|--------|---|---|---|---------|----------|----------------------|-------------------|------------------------------------|-------------------|---|
| FILE | DATE LOO | CATION | AIRCRAFT DATA | 1 | | M/N | | FLIGHT PURPOSE | | PILOT DATA |
| 3-1297 | 6/9/77 ALVORD TIME - 1100 | ,TX | STARDUSTER TOD N13GH DAMAGE-DESTROYED | CR- | 1 | 0 0 | N | ONCOMMERCIAL | TRANSP | AIRLINE TRANSPORT, AGE 53, 26000 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT DENTON+TX TYPE OF ACCIDENT | . 1 | INTENDED DESTINATION LOCAL | | РН | | OF | OPERATION | | KATED. |
| | COLLISION WITH | GROUND/WATER | CONTROLLED | | | | | HT ACROBATICS | | |
| | PROBABLE CAUSE(S) PILOT IN COMMANN FACTOR(S) | - | | CI VIN | c | | | | | |
| | MISCELLANEDUS A | CIS+CUNDIII | INS - UNWARRANTED LOW | | 6 | | | | | |
| 3-2877 | 8/4/77 HEBRON TIME - 2145 | •TX | GERSBACH SDWNDR N11KG DAMAGE-SUBSTANTIAL | | | | | ONCOMMERCIAL LEASURE/PERSONAL | TRANSP | COMMERCIAL, AGE 35, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT |
| | NAME OF AIRPORT - DEPARTURE POINT DALLAS+TX | | NTENDED DESTINATION | | | | | | | INSTRUMENT RATED. |
| | TYPE OF ACCIDENT STALL SPIN | | | | | | | OPERATION TRAFFIC PATTERM | N-CIRCLI | NG |
| | PROBABLE CAUSE(S) PILOT IN COMMANN |) - FAILED 1 | O OBTAIN/MAINTAIN FLY | 'ING SI | PEED | 1 | | • | | |
| 3-3519 | 10/15/77 KERRVI TIME - 1305 | LLE,TX | N363RG | PX- | 0 | 0 1 | F | IONCOMMERCIAL PLEASURE/PERSONAL | | PRIVATE, AGE 34, 410 TOTAL HOURS, 79 IN TYPE |
| | NAME OF AIRPORT - Departure point Kerrville.tx | | DAMAGE-MINOR MUNI INTENDED DESTINATION LOCAL | OT- | 0 | 0 2 | | | | NOT INSTRUMENT RATED. |
| | TYPE OF ACCIDENT COLLISION WITH | AIRCRAFT B | TH IN FLIGHT | | | | | OPERATION FINAL APPROACH | | |
| | | | TO SEE AND AVOID OTHER PERSONNEL PILOT OF OT | | | | | | | |
| | SPECIAL DATA SEGMENTS OF AVI CONTROLLING AGE TRAFFIC ADVISOR CONTROL ZONE/AR HORIZONTAL COLL | NCY - NO COM Y ISSUED - M EA - NO | INE | -SMAL | | RADA Cont Conv | R C ROL ERG | TL/SURVEILLANCE . | AIRPORT ES - 0 | SERVICE NOT AVAILABLE - UNCONTROLLED AIRPORT S - 3 |

| ILE | DATE LOCA | TION AIRCRAFT DATA | INJURIES F S M/N | — | PILOT DATA. | | | | | | |
|--------|---|---|---------------------|---|--|--|--|--|--|--|--|
| 3-2097 | 7/3/77 BENNINGTO TIME - 1613 DEPARTURE POINT | N77VL DAMAGE-SUBSTANTIAL INTENDED DESTINATION | PX- 0 0 0 | NONCOMMERCIAL Pleasure/personal tran | PRIVATE, AGE 31, 161 SP TOTAL HOURS, 89 IN TYPE, NOT INSTRUMENT RATED. | | | | | | |
| | NORTH ADAMS,MA RETURN TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING FINAL APPROACH | | | | | | | | | | |
| | FACTORIS) WEATHER - OTHER TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | |
| | SKY CONDITION CLEAR | | | G AT ACCIDENT SITE | | | | | | | |
| | VISIBILITY AT ACCID | | | ITATION AT ACCIDENT SITE | | | | | | | |
| | | ION AT ACCIDENT SITE | WIND D: 315 | WIND DIRECTION-DEGREES 315 | | | | | | | |
| | WIND VELOCITY-KNOTS | | TYPE OF VFR | WEATHER CONDITIONS | | | | | | | |
| | TYPE OF FLIGHT PLAN | | | | | | | | | | |

| | | | | S OF ACC | | | | | |
|--------|--|---|--|----------------|--------|-----------------|------------------|--|---|
| - | DATE | LOCATION | AIRCRAFT DATA | INJU F | JR | IES S M | / N | FLIGHT PURPOSE | PILOT DATA |
| | | | | CR- (PX- (| | | | NONCOMMERCIAL PLEASURE/PERSONAL TRAN | AIRLINE TRANSPORT, AGE SP 51, 17000 TOTAL HOURS, 20 IN TYPE, INSTRUMENT RATED. |
| | | | CUS INTENDED DESTINATION BEALETON,VA | | | | | | |
| | | CCIDENT E FAILURE IN FLIGH ER/DOWN | т | | | IN | FL | F OPERATION IGHT NORMAL CRUISE NG ROLL | |
| | MISCELL/ PILOT IN FACTOR(S) | E - FLIGHT CONTROL ANEOUS ACTS,CONDITI | SURFACES AILERON SUR DNS — MATERIAL FAILUR D WRONG RUNWAY RELATI CONDITIONS | E | | | - | | |
| | 5 OR OVE | Y AT ACCIDENT SITE ER (UNLIMITED) | | | PF | UN REC NO | LIM IPI NE | AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE E BEARING OF WIND | |
| | NONE | DNS TO VISION AT AC | CIDENT SITE | | | RI | БН́Т VЕ | CROSS WIND 068-112 DEG LOCITY-KNOTS | REES |
| | VFR | · · · · · · · | WY INTO WIND AVAILABL | c | | YPE NO | | FLIGHT PLAN | |
| | KEMARK3- J | AIL CABLE FAILED. K | WY INTO WIND AVAILADL | | | | | | · · · |
| 3-0962 | | LANGLEY,WA 30 | VOLMER VT22 N117JS DAMAGE-DESTROYED | CR- (PX- (|)) | 0 0 | 1 0 | MISCELLANEOUS TEST | COMMERCIAL, AGE 37, 613 Total Hours, o in type, Not instrument rated. |
| | NAME OF A DEPARTURE LANGLEY TYPE OF A | , WA | ELD INTENDED DESTINATION LOCAL | | PI | нас | FO | F OPERATION | |
| | STALL | | | | | | | IGHT OTHER | |
| | PILOT I | N COMMAND - FAILED N COMMAND - LACK OF | TO OBTAIN/MAINTAIN FL FAMILIARITY WITH AIR T FLT•PLT PRACTICING | CRAFT | | | PEE | D.PLT STATES.CTLS INEFF | ECTIVE IN SPIN. |
| | | | | | C T I | LS | PEE | D.PLT STATES.CTLS INEFF | ECTIVE IN SPIN. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES S M/N | | | PILOT DATA | |
|--------|---|--|--|---|---------------------------------|--|---|--------|---|--|
| 3-1683 | 5/1/77 TIME - 150 | KENNEWICK,WA 00 | EAA BIPLANE P N168K DAMAGE-SUBSTANTIAL | - | | - | NONCOMMERCIAL PLEASURE/PERSONAL TRA | | COMMERCIAL, AGE 64, 4200 TOTAL HOURS, 200 IN TYPE NOT INSTRUMENT RATED. | |
| | | IRPORT - VISTA FIE | | | | | | | | |
| | DEPARTURE KENNEWI(| | INTENDED DESTINATION LOCAL | | | | | | | |
| | TYPE OF ACCIDENT | | | | Ρ | HASE | DF OPERATION | | | |
| | ENGINE P | FAILURE OR MALFUNC ER/DOWN | TION | | | | LIGHT OTHER ING ROLL | | | |
| | PROBABLE (| CAUSE(S) | | | | | | | | |
| | PILOT I | N COMMAND - MISMAN | | | | | | | | |
| | | | IONS - FUEL STARVATION | | | | | | | |
| | PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) | | | | | | | | | |
| | TERRAIN - WET, SOFT GROUND | | | | | | | | | |
| | | | _ | | | | | | | |
| | | | ES - AIRPORT CONDITIONS | | | | | | | |
| | COMPLETE P | POWER LOSS - COMPL | ES - AIRPORT CONDITIONS ETE ENGINE FAILURE/FLAN ORCED LANDING OFF AIRPO | IEOUT- | 1 E | | | | | |
| | COMPLETE I Emergency | POWER LOSS - COMPL CIRCUMSTANCES - F | ETE ENGINE FAILURE/FLAM | NEOUT- | 1 E | ND | ON EMPTY TANK.OTR ACF | t on P | RWY. | |
| | COMPLETE I Emergency | POWER LOSS - COMPL CIRCUMSTANCES - F | ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO | NEOUT- | 1 E | ND | ON EMPTY TANK.OTR ACF | t on P | twy. | |
| 3-1681 | COMPLETE F EMERGENCY REMARKS- F 7/18/77 | POWER LOSS - COMPL CIRCUMSTANCES - F PWR LOSS AFTR SLO- FERNDALE,WA | ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRP(ROLL,ENG QUIT AT 900FT WULLE VP2 | CR- | 1 E LA SEL | ND ECTOR 0 1 | NONCOMMERCIAL | | PRIVATE, AGE 26, 462 | |
| 3-1681 | COMPLETE I EMERGENCY REMARKS- I | POWER LOSS - COMPL CIRCUMSTANCES - F PWR LOSS AFTR SLO- FERNDALE,WA | ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRP(ROLL,ENG QUIT AT 900FT. WULLE VP2 N5596 | CR- | 1 E LA SEL | ND ECTOR 0 1 | NONCOMMERCIAL | | PRIVATE, AGE 26, 462 Total Hours, 113 IN Type | |
| 3-1681 | COMPLETE I EMERGENCY REMARKS- I 7/18/77 TIME - 184 | POWER LOSS - COMPL CIRCUMSTANCES - F PWR LOSS AFTR SLO- FERNDALE,WA 45 | ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRP ROLL,ENG QUIT AT 900FT. WULLE VP2 N5596 DAMAGE-DESTROYED | CR- | 1 E LA SEL | ND ECTOR 0 1 | NONCOMMERCIAL | | PRIVATE, AGE 26, 462 | |
| 3-1681 | COMPLETE F EMERGENCY REMARKS- F 7/18/77 | POWER LOSS - COMPL CIRCUMSTANCES - F PWR LOSS AFTR SLO- FERNDALE,WA 45 POINT | ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRP(ROLL,ENG QUIT AT 900FT. WULLE VP2 N5596 | CR- | 1 E LA SEL | ND ECTOR 0 1 | NONCOMMERCIAL | | PRIVATE, AGE 26, 462 Total Hours, 113 IN Type | |
| 3-1681 | COMPLETE I EMERGENCY REMARKS- I 7/18/77 TIME - 18 DEPARTURE BELLING TYPE OF AU | POWER LOSS - COMPL CIRCUMSTANCES - F PWR LOSS AFTR SLO- FERNDALE,WA 45 POINT HAM,WA CCIDENT | ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRP ROLL,ENG QUIT AT 900FT. WULLE VP2 N5596 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- | 1 E LA SEL 0 0 | ND ECTOR 0 1 0 0 HASE | NONCOMMERCIAL PLEASURE/PERSONAL TRJ DF OPERATION | | PRIVATE, AGE 26, 462 Total Hours, 113 IN Type | |
| 3-1681 | COMPLETE I EMERGENCY REMARKS- I 7/18/77 TIME - 18 DEPARTURE BELLING TYPE OF AU | POWER LOSS - COMPL CIRCUMSTANCES - F PWR LOSS AFTR SLO- FERNDALE,WA 45 POINT HAM,WA | ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRP ROLL,ENG QUIT AT 900FT. WULLE VP2 N5596 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- | 1 E LA SEL 0 0 | ND ECTOR 0 1 0 0 HASE | NONCOMMERCIAL Pleasure/personal tr/ | | PRIVATE, AGE 26, 462 Total Hours, 113 IN Type | |
| 3-1681 | COMPLETE I EMERGENCY REMARKS- 1 7/18/77 TIME - 18 DEPARTURE BELLING TYPE OF AA COLLIDE PROBABLE 0 PILOT 11 | POWER LOSS - COMPL CIRCUMSTANCES - F PWR LOSS AFTR SLO- FERNDALE.WA 45 POINT HAM.WA CCIDENT D WITH WIRES/POLE CAUSE(S) N COMMAND - FAILEE | ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRP ROLL,ENG QUIT AT 900FT. WULLE VP2 N5596 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | NEOUT- DRT ON FUEL CR- PX- | I E LA SEL O O P | ND ECTOR 0 1 0 0 HASE IN FI | NONCOMMERCIAL PLEASURE/PERSONAL TR/ DF OPERATION LIGHT NORMAL CRUISE | | PRIVATE, AGE 26, 462 Total Hours, 113 IN Type | |
| 3-1681 | COMPLETE I EMERGENCY REMARKS- 1 7/18/77 TIME - 18 DEPARTURE BELLING TYPE OF AA COLLIDE PROBABLE 0 PILOT 11 | POWER LOSS - COMPL CIRCUMSTANCES - F PWR LOSS AFTR SLO- FERNDALE.WA 45 POINT HAM.WA CCIDENT D WITH WIRES/POLE CAUSE(S) N COMMAND - FAILEE | ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO ROLL,ENG QUIT AT 900FT. WULLE VP2 N5596 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL S | NEOUT- DRT ON FUEL CR- PX- | I E LA SEL O O P | ND ECTOR 0 1 0 0 HASE IN FI | NONCOMMERCIAL PLEASURE/PERSONAL TR/ DF OPERATION LIGHT NORMAL CRUISE | | PRIVATE, AGE 26, 462 Total Hours, 113 IN Type | |
| 3-1681 | COMPLETE I EMERGENCY REMARKS- I 7/18/77 TIME - 18 DEPARTURE BELLING TYPE OF AU COLLIDED PROBABLE (PILOT II MISCELL, FACTOR(S) TERRAIN | POWER LOSS - COMPL CIRCUMSTANCES - F PWR LOSS AFTR SLO- FERNDALE,WA 45 POINT HAM,WA CCIDENT D WITH WIRES/POLE CAUSE(S) N COMMAND - FAILED ANEOUS ACTS,CONDIT - HIGH OBSTRUCTIO | ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO ROLL,ENG QUIT AT 900FT WULLE VP2 N5596 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL S TO SEE AND AVOID OBJEC IONS - UNWARRANTED LOW | NEOUT- DRT ON FUEL CR- PX- CTS OR FLYIN | 1 E LA SEL 0 0 P | ND ECTOR 0 1 0 0 HASE IN FI | NONCOMMERCIAL PLEASURE/PERSONAL TR/ DF OPERATION LIGHT NORMAL CRUISE | | PRIVATE, AGE 26, 462 Total Hours, 113 IN TYP | |

| FILE | | ATDODACT DATA | TN 1110 T F | c | | PILOT DATA |
|-------|---|---|-----------------------------|----------------------------------|--|--|
| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIE: F S I | | PURPOSE | PILUT DATA |
| -2902 | 7/19/77 SHELTON,WA TIME - 1210 NAME OF AIRPORT - SANDERS DEPARTURE POINT | TAYLOR BRM N65360 DAMAGE-DESTROYED ON FIELD INTENDED DESTINATION | CR- 1 0 PX- 0 0 | | ONCOMMERCIAL RACTICE | STUDENT, AGE 38, 22 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | SHELTON,WA TYPE OF ACCIDENT MISCELLANEOUS COLLISION WITH GROUND/W | LOCAL | L | ANDING | OPERATION TRAFFIC PATTERN-CIRCL HT UNCONTROLLED DESCEN | |
| | ROTORCRAFT - TRANSMISSI MISCELLANEOUS ACTS.COND MISCELLANEOUS ACTS.COND PILOT IN COMMAND - IMPR FACTOR(S) | <pre>,SERVICING,INSPECTION I ON ROTOR ORIVE SYSTEM O ITIONS - IMPROPERLY INST ITIONS - OISCONNECTED OPER OPERATION OF FLIGHT ITIONS - UNAPPROVED MODI</pre> | THER ALLED CONTROLS | AINTEN | ANCE AND INSPECTION | |
| | REMARKS- MCCULLOUGH 4318A | ENGINE.PREROTATOR FLEX | SHAFT UNCPLI | D,MOVE | D INTO PROP ARC.M/R STR | UCK RUDDER. |
| -2088 | 7/24/77 ARLINGTON,WA TIME - 1145 | KR-2 N43TS DAMAGE-DESTROYED | | | I SCELLANEOUS XPER IMENTATION | COMMERCIAL, AGE 50, 3000 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - ARLINGT DEPARTURE POINT ARLINGTON.WA TYPE OF ACCIDENT | INTENDED DESTINATION LOCAL | | | OPERATION | |
| | COLLISION WITH GROUND/W PROBABLE CAUSE(S) | | | | INITIAL CLIMB | |
| | PILOT IN COMMAND - INAD COPILOT - FAILURE TO RE | | | | | |
| ·3103 | COPILOT - FAILURE TO RE | | | | | PRIVATE, AGE 49, 823 |
| -3103 | COPILOT - FAILURE TO RE 8/13/77 PLAIN,WA TIME - 0810 DEPARTURE POINT | LINQUISH CONTROL BUSHBY MIDG MUSTNG N73T DAMAGE-SUBSTANTIAL INTENDED DESTINATION | PX- 0 0 | | | |
| -3103 | COPILOT - FAILURE TO RE 8/13/77 PLAIN.WA TIME - 0810 | LINQUISH CONTROL BUSHBY MIDG MUSTNG N73T DAMAGE-SUBSTANTIAL INTENDED DESTINATION ARLINGTON,WA | PX- 0 0 PHA: I | 0 P SE DF N FLIG | | TOTAL HOURS, 162 IN TYPE, |
| -3103 | COPILOT - FAILURE TO RE 8/13/77 PLAIN,WA TIME - 0810 DEPARTURE POINT LEWISTON,ID TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE STALL PROBABLE CAUSE(S) POWERPLANT - PROPELLER | LINQUISH CONTROL BUSHBY MIDG MUSTNG N73T DAMAGE-SUBSTANTIAL INTENDED DESTINATION ARLINGTON,WA | PX- 0 0 PHA: II LI | 0 P SE DF N FLIG ANDING | LEASURE/PERSONAL TRANSP OPERATION HT NORMAL CRUISE FINAL APPROACH | TOTAL HOURS, 162 IN TYPE, |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE VANCOUVER,WA 3-3110 8/21/77 PITTS MR1 CR- 1 0 0 MISCELLANEOUS PRIVATE, AGE 63, 3200 TIME - 1413 N30059 PX- 0 0 0 AIR SHOW/RACING TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT DAMAGE-DESTROYED RATED. NAME OF AIRPORT - EVERGREEN AIRPORT DEPARTURE POINT INTENDED DESTINATION VANCOUVER, WA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT ACROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT REMARKS- ROLLED OUT OF 12 TURN SPIN AT ALT TOO LOW TO COMPLETE RCVRY.DIFFUSE PROSTATIC CARCINOMA. 3-2786 8/28/77 LAKEWOOD CTR.WA ANDERSON KGESHR CR- 0 2 0 NONCOMMERCIAL COMMERCIAL, FL.INSTR., PX- 0 0 0 PLEASURE/PERSONAL TRANSP AGE 50, 11000 TOTAL TIME - 1558 N8DE DAMAGE-SUBSTANTIAL HOURS, 140 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - LAKE STEILACOOM LAST ENROUTE STOP DEPARTURE POINT INTENDED DESTINATION LAKE STEILACOOM,WA TACOMA,WA RETURN TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF INITIAL CLIMB COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ROUGH WATER TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED 2200 PRECIPITATION AT ACCIDENT SITE VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) RAIN SHOWERS OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 66 WIND VELOCITY-KNOTS WIND DIRECTION-DEGREES 240 14 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WATER TAKEOFF.GUSTS TO 25 KTS.PROLONGED TAKEOFF RUN.UNABLE TO CLEAR TREES AFTER LIFTOFF.

| FILE | DATE | LOCATION | AJRCRAFT DATA | | | IES S M/ | | EL IGHT PUR POSE | PILOT DATA |
|-------|--|--|--|---------------------------|-----|------------------|------|--|---|
| -3886 | DEPARTURF SPANAWA TYPE OF A ENGINE | 30 IRPORT - SPANAWAY POINT Y.WA | N92292 DAMAGE-SURSTANTIAL INTENDED DESTINATION LOCAL | PX- | 0 | n Hase Taf | | MISCELLANEOUS TEST - OPERATION -F INITIAL CLIMB -F INITIAL CLIMB | COMMERCIAL, AGE 25, 303 TOTAL HOURS, O IN TYPE, NUT INSTRUMENT RATED. |
| -4010 | PERSONN TERRAIN PARTIAL P EMERGENCY REMARKS- | ANT - IGNITION SYS EL - PRODUCTION-DE I - HIGH OBSTRUCTIO OWER LOSS - PARTIA CIRCUMSTANCES - F | SIGN-PERSONNEL POOR/IN NS L LOSS OF POWER - 1 ENC NRCED LANDING OFF AIRP RIVE PAD,ROTATED.VW-REN | SINE DRT ON VEMASTE | LA | ND ENG | INE. | | CŪMMERCIAL, AGE 51, 744 |
| -4010 | TIME - 15 NAME OF A | 23 IRPORT - WITTMAN F POINT | N48342 DAMAGE-SUBSTANTIAL | РX- | 0 | 0 | 0 | | ANSP TOTAL HOURS, 72 IN TYPE NOT INSTRUMENT RATED. |
| | TYPE OF A | | | | Ρ | | | FOPERATION IGHT OTHER | |
| | FACTOR(S) | N COMMAND - FAILED | TO SEE AND AVOID OTHER | R AIRCF | RAF | т | | | |
| | CONTROL | | | -SMALI | LU | RAI | DAR | | DT UNDER RADAR CONTACT -DEGREES - 0 |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | ΡΊΙΠΤ ΌΔΤΑ |
|--------|--|---|---|------------------------|--------------------------------------|--|
| 3-2638 | 8/5/77 TIME - 09 | | STARDUSTER BR-2 N9BR DAMAGE-SUBSTANTIAL | CR- 0 0 1 PX- 0 0 1 | | PRIVATE, AGE 47, 721 TUTAL HOURS, 20 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE OSHKOSH TYPE OF A GROUND- | H,WI | INTENDED DESTINATION THOMASTON.GA | | DF OPERATION ING ROLL ING ROLL | |
| | FACTOR(S AIRPORT | IN COMMAND - SELECT) TS/AIRWAYS/FACILITI | ED UNSUITABLE TERRAIN IES - AIRPORT CONDITIONS IES - AIRPORT CONDITIONS | | | |



| Amateur |
|---------|
| Aircraf |
| |
| |
| |

/Home Built



VARELI JA A 2

NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D.C. 20594

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



E.R.A.U. LIBRARY

S. Jeanstein