

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594



Doc NTSB AMM 78 21

BRIEFS OF ACCIDENTS INVOLVING AERIAL APPLICATION OPERATIONS



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U.S. GENERAL AVIATION 1977 <u>AMM-78-21</u> E.R.A.U. LIBRARY

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FOREWORD

This publication contains reports of U.S. General Aviation aerial application (crop control and fire control) operation accidents in Brief format arranged in order by state and date of occurrence. It also lists these accidents in order by file number and in order by aircraft make and model. In addition, information is presented in several statistical tables which tabulate and summarize selected accident information, such as type of accident, phase of operation, injuries, causes and related factors, kind of operation, and a ten year tabulation of aerial application accidents.

The following chart compares the accident rates for total U.S. General Aviation with accidents involving U.S. General Aviation aerial application operations:

| · | Hours Flown 1/ | Total Accidents | Total Accident Rate 2/ | Fatal Accidents | Fatal Accident Rate 2/ |
|--|-------------------|--------------------|------------------------------|--------------------|------------------------------|
| Total - U.S. General Aviation | 38,600,000 | 4,286 | 11.10 | 702 | 1.82 |
| U.S. General Aviation Accidents Involving Aerial Application Operations | 2,663,400 | 454 | 17.05 | 30 | 1.13 |

1/ Source: This figure has historically been provided by the Federal Aviation Administration as compiled from the aircraft owners completion of AC Form 8050-73. In 1977 the FAA instituted a new statistical sampling procedure to gather exposure data. At the time of this publication the exposure data from this new sampling procedure had not yet been released by the The FAA has, however, provided forecast hours flown for calendar FAA. year 1977 which have been used to compute the accident rate information contained in this publication. Since no forecast hours flown by aircraft make and model have been released, the accident rates for selected makes and models that appeared in the 1976 edition have been omitted from this publication. This rate data may be subject to revision at such time the FAA releases final exposure figures for 1977 general aviation operations. 2/ The accident rates are per 100,000 hours flown.

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

"No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damages growing out of any matter mentioned in such report or reports." In reading these reports, it should be borne in mind that they are produced directly from coded records on magnetic tape by electronic data processing equipment. Also, in reading the text, it must be borne in mind that computer language is utilized, thus requiring a number of abbreviations due to spacing limitations. Caution should be exercised in reading the Briefs of Accidents, especially those containing abbreviations in phrases and sentences.

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

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

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.

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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.

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.

COLLISION BETWEEN AIRCRAFT

Collision 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 | - 1 | 2 , 565 | pounds) |
| 5,701 | - | 27,000 kilograms | (12,566 | - 5 | 9,525 | pounds) |
| 27,001 | | 272,000 kilograms | (59,526 | - 59 | 9,650 | pounds) |
| 272,001 | - | kilograms and greater | (599,651 | pounds | and | greater) |

SMALL FIXED-WING AIRCRAFT

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

LARGE FIXED-WING AIRCRAFT

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

ROTORCRAFT

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

₽₹.

TYPES OF WEATHER CONDITIONS

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

LIST OF ABBREVIATIONS USED IN BRIEFS AERIAL ADVERTISE AERIAL ADVERTISING AIRLINE TRANSPORT INSTRUCTOR ATR FLIGHT INSTR. AIR SHOW/RACING AIR SHOW/AIR RACING AIR TAXI-CARGO AIR TAXI-CARGO OPERATIONS AIR TAXI-PASSG AIR TAXI-PASSENGER OPERATIONS APPROACH CTL-DEPARTURE APPROACH CONTROL-DEPARTURE APR CTL-TOW ENRT CTL SRV APPROACH CONTROL-TOWER EN ROUTE CONTROL SERVICE ASSOC CROP CTL ACTIVITIES ASSOCIATED CROP CONTROL ACTIVITIES ASSOC FIRE CTL ACTIVITIES ASSOCIATED FIRE CONTROL ACTIVITIES COMMERCIAL FLIGHT INSTRUCTOR COMMERCIAL, FLIGHT. INSTR CORP/EXEC CORPORATION/EXECUTIVE CR-CREW CTR CARGO-D CONTRACT/CHARTER-CARGO-DOMESTIC CTR CARGO-I CONTRACT/CHARTER-CARGO-INTERNATIONAL CTR PASSG-D CONTRACT/CHARTER-PASSENGER-DOMESTIC CTR PASSG-I CONTRACT/CHARTER-PASSENGER-INTERNATIONAL LAST ENROUTE STOP LAST PLANNED EN ROUTE LANDING POINT MAPPING/PHOTO AERIAL MAPPING/PHOTOGRAPHY MIL CONTRACT CARGO INTL MILITARY CONTRACT-CARGO-INTERNATIONAL MIL CONTRACT PASSG INTL MILITARY CONTRACT-PASSENGER-INTERNATIONAL MILITARY CTR CARGO DOM MILITARY CONTRACT-CARGO-DOMESTIC MILITARY CTR PASSG DOM MILITARY CONTRACT-PASSENGER-DOMESTIC MIL/CTR CARGO MILITARY CONTRACT-CARGO MILITARY CONTRACT-PASSENGER MIL/CTR PASSG NR -NFAR NS CTR CARGO NONSCHEDULED/CHARTER REVENUE CARGO-INTRA-STATE NONSCHEDULED/CHARTER REVENUE PASSENGER-INTRA-STATE NS CTR PASSG NS CTR REVENUE CARGO DOM NONSCHEDULED/CHARTER REVENUE CARGO-DOMESTIC NONSCHEDULED/CHARTER REVENUE CARGO-INTERNATIONAL NS CTR REVENUE CARGO INTL NONSCHEDULED/CHARTER REVENUE PASSENGER-DOMESTIC NS CTR REVENUE PASSG DOM NS CTR REVENUE PASSG INTL NONSCHEDULED/CHARTER REVENUE PASSENGER-INTERNATL OTHER AIRCRAFT AND GROUND **NT**-PARACHUTE JUMP PRIVATE FLIGHT INSTRUCTOR PARAJUMP PRIVATE, FL.INST R. PX÷ PASSENGERS RADAR CTL/SURVEILLANCE RADAR CONTROL/SURVEILLANCE SCHED CARGO SRV SCHEDULED CARGO SERVICE SCHED DOM PASSG SRV SCHEDULED DOMESTIC CARGO SERVICE SCHED DOM CARGO SRV SCHEDULED DOMESTIC PASSENGER SERVICE SCHEDULED INTERNATIONAL CARGO SERVICE SCHED INTERNATL CARGO SRV SCHEDULED INTERNATIONAL PASSENGER SERVICE SCHED INTERNATL PASSG SRV SCHEDULED PASSENGER SERVICE SCHED PASSG SRV S-D SCHEDULED DOMESTIC S-1 SCHEDULED INTERNATIONAL UNK/NR UNKNOWN/NOT REPORTED

VIII

| Year | Aerial Application Hours Flown 1/ | Total Accidents | Total Accident Rate 2/ | Fatal Accidents | Fatal Accident Rate 2/ | Fatalities |
|------|--------------------------------------|--------------------|------------------------------|--------------------|------------------------------|------------|
| 1968 | 1,282,000 | 367 | 28.6 | 39 | 3.04 | 41 |
| 1900 | 1,202,000 | 307 | 20.0 | 39 | 3.04 | 41 |
| 1969 | 1,428,000 | 390 | 27.3 | 35 | 2.45 | 35 |
| 1970 | 1,520,000 | 363 | 23.9 | 41 | 2.70 | 41 |
| 1971 | 1,407,000 | 394 | 28.0 | 40 | 2.84 | 49 |
| 1972 | 1,773,000 | 376 | 21.2 | 38 | 2.14 | 46 |
| 1973 | 2,020,400 | 395 | 19.6 | 43 | 2.13 | 46 |
| 1974 | 2,085,400 | 467 | 22.4 | 31 | 1.49 | 32 |
| 1975 | 2,172,900 | 429 | 19.7 | 33 | 1.52 | 34 |
| 1976 | 2,498,600 | 433 | 17.3 | 39 | 1.56 | 43 |
| 1977 | 2,663,400 | 454 | 17.1 | 30 | 1.13 | 34 |

Aerial Application Operation Accidents U.S. General Aviation 1968 - 1977

1/ Source: Federal Aviation Administration

2/ Accident rates are per 100,000 hours flown.

- 1 -

ACCIDENTS, INJURIES U.S. GENERAL AVIATION AERIAL APPLICATION OPERATIONS 1977

| | | | | INJURIES | | | |
|---|---------|---------|-------|----------|---------|--------|----------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | | TOTAL |
| PILOT COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR | 30 1 | 50 | 56 | 322 | | | 458 2 |
| CABIN ATTENDANT EXTRA CREW PASSENGERS | 2 | | | 1 4 | | | 1 6 |
| ŤOTAL | .33 | 50 | 56 | 328 | | ABOARD | 467 |
| * OTHER AIRCRAFT OTHER GROUND | 1 | 2 | 1 | 3 | | | 3 4 |
| GRAND TOTAL | 34 | 52 | 57 | 331 | | | 474 |

| INVOLVES | 454 | TOTAL | ACCIDENTS |
|----------|-----|-------|-----------|
| INVOLVES | 30 | 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.

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- 1

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

AIRCRAFT DAMAGE

| FIRST | | ROTED RITOR HONE | | | |
|------------------------------|------------|------------------|---------|---------|------------|
| PE OF ACCIDENT | <u>0</u> . | <u> 5° R R</u> | RECORDS | ACCIDEN | NTS PERCEI |
| GROUND-WATER LODP-SWERVE | 1 | 19 | 20 | 20 | 4.37 |
| DRAGGED WINGTIP POD OR FLOAT | | | | | |
| WHEELS-UP LANDING | | | | | |
| WHEELS-DOWN LANDING IN WATER | | | | | |
| GEAR COLLAPSED | | 3 | 3 | 3 | .66 |
| GEAR RETRACTED | | | | | |
| HARD LANDING | | | | | |
| NOSE OVER/DOWN | 1 | 9 | 10 | 10 | 2.18 |
| ROLL OVER | | | | | |
| OVER SHOOT | 2 | 2 | 4 | 4 | .87 |
| UNDER SHOOT | | | | | |
| COLLISION BETWEEN AIRCRAFT | | | | | |
| BOTH IN FLIGHT | 5 | I | 6 | 3 | 1.31 |
| ONE AIRBORNE | | | | | |
| BOTH ON GROUND | | 3 | 3 | 2 | .66 |
| COLLISION WITH GROUND/WATER | | | | | |
| CONTROLLED | 5 | 15 | 20 | 20 | 4.37 |
| UNCONTROLLED | 8 | 6 | 14 | 14 | 3.06 |
| COLLIDED WITH | | | | | |
| WIRES/POLES | 32 | 22 | 54 | 54 | 11.79 |
| TREES | 10 | 5 | 15 | 15 | 3.28 |
| RESIDENCE/S | | | | | |
| BUILDING/S | | 1 | 1 | í | •22 |
| FENCE, FENCEPOSTS | -1 | 7 | 8 | 8 | 1.75 |
| ELECTRONIC TOWERS | | | | | |
| RUNWAY OR APPROACH LIGHTS | | | | | |
| AIRPORT HAZARD | | | | | |
| ANIMALS | | | | | |
| CROP | 2 | 14 | 16 | 16 | 3.49 |
| FLAGMAN LOADER | | 1 | 1 | 1 | .22 |
| DITCHES | 2 | 2 | 4 | 4 | .87 |
| SNOWBANK | | | | | |
| PARKED AIRCRAFT (UNATTENDED) | | | | | |
| AUTOMOBILE | | 2 | 2 | 2 | •44 |
| DIRT BANK | | 6 | 6 | 6 | 1,31 |
| OTHER | 2 | 5 | 7 | 7 | 1.53 |
| BIRD STRIKE | | | | | |

BIRD STRIKE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

| | AIRCRAFT DAMAGE | | |
|-------------------------------|-------------------------|---------|-------------------|
| FIRST TYPE OF ACCIDENT | DEFROTED SUBSEMINAL NOR | RECORDS | ACCIDENTS PERCENT |
| STALL | 11 8 | 19 | 19 4.15 |
| SPIN | 6 1 | 7 | 7 1.53 |
| SPIRAL | 2 1 | 3 | 3.66 |
| MUSH | 25 29 | 54 | 54 11.79 |
| FIRE OR EXPLOSION | | | |
| IN FLIGHT | 2 Ì | 3 | 3 .66 |
| ON GROUND | | | - |
| AIRFRAME FAILURE | | | |
| IN FLIGHT | 1 3 | 4 | 4 .87 |
| ON GROUND | · 1 | 1 | 1 .22 |
| ENGINE TEARAWAY | | | |
| ENGINE FAILURE OR MALFUNCTION | 27 134 | 161 | 161 35.15 |
| PROPELLER/ROTOR FAILURE | | | |
| PROPELLER | 2 | 2 | 2 .44 |
| TAIL ROTOR | 1 2 | 3 | 3 .66 |
| MAIN ROTOR | 1 | 1 | 1 .22 |
| PROP ROTOR ACONT TO PERSON | 1 | 1 | 1 .22 |
| JET INTAKE/EXH ACDNT TO PERS | | | |
| PROPELLER/JET/ROTOR BLAST | | | |
| TURBULENCE | 2 3 | 5 | 5 1.09 |
| HAIL DAMAGE TO AIRCRAFT | | | |
| LIGHTNING STRIKE | | | |
| EVASIVE MANEUVER | | | |
| UNCONTROLLED ALT DEVIATION | | | |
| DITCHING | | | |
| MISSING ACFT NOT RECOVERED | | | |
| MISCELLANEOUS/OTHER | | | |
| UNDETERMINED | | | |
| RECORDS | 149 307 2 | 458 | |

PAGE 4

454

147 306 2

32.5 67.0 .0 .4

ACCIDENTS

PERCENTS

FIRST PHASE OF OPERATION BY INJURY INDEX

| FIRST ERATIONAL PHASE | 4P | IA' SU | +10 ⁰⁵ | A.14 | 10 Nº | | | RECORDS | ACCIDENT | S PERCENT |
|--------------------------------|----|--------|-------------------|------|-------|--|--|---------|----------|-----------|
| STATIC | | | | | | | | | | |
| STARTING ENGINE/S | | | | | | | | | | |
| IDLING ENGINE/S | | 1 | | | | | | 1 | 1 | •22 |
| ENGINE RUNUP | | | | | | | | | | |
| IDLING ROTORS | | | | | | | | | | |
| PARKED-ENGINES NOT OPERATING | | | | | | | | | | |
| OTHER | | | | | | | | | | |
| ΙΧΑΤ | | | | | | | | | | |
| ΤΟ ΤΑΚΕΠΕΕ | | | | | 1 | | | 1 | 1 | .22 |
| FROM LANDING | | | | | 2 | | | 2 | 2 | .44 |
| NTHER | | | | | | | | | | |
| GROUND TAXI TO TAKEDEE | | | | | | | | | | |
| GROUND TAXI FROM LANDING | | | | | | | | | | |
| GROUND TAXI, OTHER | | | | | | | | | | |
| AERIAL TAXI TO TAKENEE | | | | | | | | | | |
| AERIAL TAXI TO/FROM LANDING | | | | | | | | | | |
| AERIAL TAXI, OTHER | | | | | 1 | | | 1 | 1 | •22 |
| TAKEOFF | | | | | | | | | | |
| RUN | | | 1 | | 15 | | | 16 | 16 | 3.49 |
| INITIAL CLIMB | | 1 | ٦ | | 62 | | | 70 | 70 | 15.28 |
| VERTICAL | | 1 | | | 10 | | | 11 | 11 | 2.40 |
| RUNNING (ROTORCRAFT/VIOL-STOL) | | | | | 1 | | | 1 | 1 | •22 |
| ABORTED (FIXED-WING) | | | | | 4 | | | 4 | 4 | •87 |
| ABORTED (ROTORCRAFT/VIOL) | | | | | | | | | | |
| ABORTED (ROTORCRAFT/STOL) | | | | | | | | | | |
| OTHER | | | | | | | | | | |
| INFLIGHT | | | | | | | | | | |
| CLIMB TO CRUISE | | | | | 3 | | | 3 | .3 | .66 |
| NORMAL CRUISE | | 2 | 1 | | 6 | | | 9 | 9 | 1.97 |
| DESCENDING | | i | | | | | | 1 | 1 | •22 |
| HOLDING (IFR) | | | | | | | | | | |
| HOVERING | | | | | | | | | | |
| POWER-ON DESCENT (ROTORCRAFT) | | | | | | | | | | |
| AUTOROTATIVE DESCENT | | | | | | | | | | |
| ACROBATICS | | | | | | | | | | |
| BUZZING | | 1 | | | | | | 1 | 1 | •22 |
| UNCONTFOLLED DESCENT | 2 | 1 | | | | | | 3 | 3 | .66 |

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FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

| FIRST OPERATIONAL PHASE | 4 P | ASER | <u>4</u> | 140° 14 | RECORD | ACCIDENT | S PERCENT |
|-------------------------------|-----|------|----------|---------|--------|----------|-----------|
| EMERGENCY DESCENT | | | | | | | |
| LOW PASS | | 1 | | 4 | 5 | 5 | 1.09 |
| OTHER | 1 | | | | 1 | 1 | •22 |
| EN ROUTE TO TREAT CROP | i | | 8 | 9 | 18 | 18 | 3.93 |
| EN ROUTE TO RELOADING AREA | 2 | | | 6 | 8 | 8 | 1.75 |
| SURVEY FIELD/AREA | | | 1 | 2 | 3 | Э | •66 |
| STARTING SWATH RUN | 2 | 10 | 9 | 16 | 37 | 36 | 8.08 |
| SWATH RUN | 3 | 5 | 8 | 47 | 63 | 63 | 13.76 |
| FLAREOUT FOR SWATH RUN | | | | 1 | 1 | l | •22 |
| PULLUP FROM SWATH RUN | 5 | 8 | 2 | 25 | 40 | 40 | 8.73 |
| PROCEDURE TURNAROUND | 13 | 13 | 13 | 42 | 81 | 80 | 17.69 |
| CLEANUP SWATH | | 3 | 3 | 3 | 9 | 9 | 1.97 |
| MANEUVER TO AVOID OBSTRUCTION | | | 2 | 1 | 3 | 3 | .66 |
| RETURN TO STRIP | 3 | 1 | 1 | 9 | 14 | 13 | 3.06 |
| LANDING | | | | | | | |
| TRAFFIC PATTERN-CIRCLING | | 1 | | 2 | 3 | з | •66 |
| FINAL APPROACH (VFR) | | | | 5 | 5 | 5 | 1.09 |
| INITIAL APPROACH | | | | | | | |
| FINAL APPROÀCH (IFR) | | | | | | | |
| LEVEL OFF/TOUCHDOWN | | | | 8 | 8 | 8 | 1.75 |
| ROLL (FIXED WING) | | 2 | | 29 | 31 | 31 | 6.77 |
| ROLL-ON/RUN-ON (ROTORCRAFT) | | | | | | | |
| POWER-ON LANDING (ROTORCRAFT) | | 1 | | | 1 | 1 | .22 |
| POWER-OFF AUTOROTATIVE LDG | | | 1 | | 1 | l | •22 |
| GO-AROUND (VFR) | | | | 2 | 2 | 2 | .44 |
| MISSED APPROACH (IFR) | | | | | | | |
| OTHER | | | | | | | |
| UNKNOWN/NOT REPORTED | | | | | | | |
| | | | | | | | |
| RECORDS | 32 | 53 | | 316 | 458 | | |

| ACCIDENTS | 30 52 57 315 | 454 |
|-----------|--------------------|-----|
| PERCENTS | 7.0 11.6 12.4 69.0 | |

KIND OF OPERATION BY AIRCRAFT TYPE

| | | | AIRCRAFT TYPE | | | |
|-----------------------------------|------|------------|---------------|---------|--------|--------------|
| | ,4 | Prw1NC COP | | | | |
| KIND OF OPERATION | est. | - xer | | RECORDS | ACCIDE | ENTS PERCENT |
| TO/FROM CROP AREA - OPERATION UNK | 7,4 | 7 | | 81 | 80 | 17.69 |
| DUSTING CROPS | 13 | 1 | | 14 | 14 | 3.06 |
| DUSTING | | | | | | |
| SEEDING CROPS | 13 | 1 | | 14 | 14 | 3.06 |
| SEEDING FORESTS | | | | | | |
| FERTILIZING (DUST) | 35 | 2 | | 37 | 37 | 8.08 |
| FERTILIZING (LIQUID) | 8 | 4 | | 12 | 12 | 2.62 |
| DEFOLIATION (DUST) | -1 | 1 | | 2 | 2 | .44 |
| DEFOLIATION (LIQUID) | 15 | 4 | | 19 | 19 | 4.15 |
| SPRAYING CROPS | 208 | 37 | | 245 | 243 | 53.49 |
| SPRAYING FORESTS | 1 | 4 | | 5 | 5 | 1.09 |
| SPRAYING TOWNS | | | | | | |
| AGITATING TREES | | | | | | 2 |
| ANTI-FROST OPERATIONS | | 1 | | 1 | 1 | • 22 |
| KNOCKING FRUIT OFF TREES | | | | | | |
| CK CROPS/TREES/OBSTRUCTIONS | | | | | | |
| CHASING BIRDS | | | | | | |
| TEST | | | | | | |
| FERRY | 8 | 4 | | 12 | 12 | 2.62 |
| PRACTICE | 3 | | | 3 | 3 | •66 |
| OTHER | 7 | 3 | | 10 | 10 | 2.18 |
| UNKNOWN/NOT REPORTED | 3 | | | 3 | 3 | •66 |
| | | | | | | |
| RECORDS | 389 | 69 | | 458 | | |
| ACCIDENTS | 385 | 69 | | | 454 | |
| PERCENTS | 84.9 | 15.1 | | | | |

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KIND OF OPERATION BY INJURY INDEX

INJURY INDEX

| KIND OF OPERATION | 4 | A See | POUS NIN | NONE NONE | RECORDS | ACCIDEN | TS PERCEN |
|-----------------------------------|-----|-------|----------|-----------|---------|---------|-----------|
| TO/FROM CROP AREA - OPERATION UNK | 7 | 3 | 9 | 62 | 81 | 80 | 17.69 |
| DUSTING CROPS | 1 | 1 | 3 | 9 | 14 | 14 | 3.06 |
| DUSTING | | | | | | | |
| SEEDING CROPS | | 1 | | 13 | 14 | 14 | 3.06 |
| SEEDING FORESTS | | | | | | | |
| FERTILIZING (DUST) | | 5 | 4 | 28 | 37 | 37 | 8.08 |
| FERTILIZING (LIQUID) | 1 | 3 | 1 | 7 | 12 | 12 | 2.62 |
| DEFOLIATION (DUST) | | | 1 | 1 | 2 | 2 | •44 |
| DEFOLIATION (LIQUID) | 1 | 5 | 3 | 10 | 19 | 19 | 4.15 |
| SPRAYING CROPS | 21 | 33 | 28 | 163 | 245 | 243 | 53.49 |
| SPRAYING FORESTS | | | 4 | 1 | 5 | 5 | 1.09 |
| SPRAYING TOWNS | | | | | | | |
| AGITATING TREES | | | | | | | |
| ANTI-FROST OPERATIONS | | | | 1 | 1 | 1 | •22 |
| KNOCKING FRUIT OFF TREES | | | | | | | |
| CK CROPS/TREES/OBSTRUCTIONS | | | | | | | |
| CHASING BIRDS | | | | | | | |
| TEST | | | | | | | |
| FERRY | 1 | | | 11 | 12 | 12 | 2.62 |
| PRACTICE | | | 1 | 2 | 3 | 3 | .66 |
| OTHER | | 2 | 2 | 6 | 10 | 10 | 2.18 |
| UNKNOWN/NGT REPORTED | | | 1 | 2 | 2 | 1 | •66 |
| RECORDS | 32 | 53 | 57 | 316 | 458 | | |
| ACCIDENTS | 30 | 52 | 57 | 315 | | 454 | |
| PERCENTS | 7.0 | 11.6 | 12.4 | 69.0 | | | |

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KIND OF CROP BY AERIAL APPLICATION PHASE OF OPERATION

| PHASE OF OPERATION |
|--|
| and and we |
| and water water weather |
| wath was a strate with se |
| 1 NC 2 POT 19 1 19 1 19 1 19 1 19 1 19 1 19 1 19 |
| STAR SHAR HER OUT ROOT UP OTHE |
| Septime set where out of a contract of the out of the set of the s |

| RECORDS | ACCIDENTS | PERCENT |
|---------|-----------|---------|
| | • | |

| BEANS | 6 | 11 | | 8 | 10 | 1 | 22 | 58 | 58 | 12.66 | |
|----------------------|----|----|----|----|----|---|-----|-----|-----|-------|--|
| CLOVER | | 1 | | | | | | 1 | 1 | •22 | |
| CORN | 2 | 5 | | 3 | 12 | 1 | 13 | 36 | 36 | 7.86 | |
| COTTON | 6 | 15 | 1 | 9 | 13 | 2 | 27 | 73 | 72 | 15.94 | |
| FLAX | | | | | | | | | | | |
| FOREST-TREES | 1 | | | | 1 | | 4 | 6 | 6 | 1.31 | |
| FRUIT ORCHARDS | 2 | 1 | | 1 | | 1 | 5 | 10 | 10 | 2.18 | |
| GRAPES | | | | 1 | | | 2 | 3 | 3 | .66 | |
| GRAIN FIELDS | 2 | 6 | | 3 | 10 | | 19 | 40 | 40 | 8.73 | |
| LETTUCE | 2 | | | 1 | | | 3 | 6 | 6 | 1.31 | |
| MESQUITE | | | | | | | | | | | |
| MOSQUITO CONTROL | | 2 | | | | | | 2 | 2 | .44 | |
| PASTURE | 1 | 2 | | 1 | ·2 | | 3 | 9 | 9 | 1.97 | |
| PEAS | | | | | | | | | | | |
| POTATOES | 2 | 1 | | 2 | 3 | | 2 | 10 | 10 | 2.18 | |
| RICE | | 8 | | z | 9 | 1 | 8 | 28 | 28 | 6.11 | |
| SAGE | | | | | | | | | | | |
| SPINACH | | | | | | | | | | | |
| STRAWBERRIES | | | | | | | | | | | |
| TOBACCO | | 1 | | | | | | 1 | 1 | .22 | |
| TOMATOES | | | | | | 1 | 2 | 3 | 3 | •66 | |
| OTHER | 12 | 9 | | 6 | 15 | 2 | 25 | 69 | 68 | 15.07 | |
| UNKNOWN/NOT REPORTED | 1 | 1 | | 3 | 6 | | 92 | 103 | 102 | 22.49 | |
| | | | | | | | | | | | |
| RECORDS | 37 | 63 | 1 | 40 | 81 | 9 | 227 | 458 | | | |
| ACCIDENTS | 36 | 63 | 1. | 40 | 80 | 9 | | | 454 | | |
| | | | - | | | | | | | | |

KIND OF CROP

PERCENTS

8.1 13.8 .2 8.7 17.7 2.0 49.6

SHOULDER HARNESS BY INJURY INDEX

INJURY INDEX

| SHOULDER HARNESS | * | The se | TOUS | NON NONE | • • | RECORDS | ACCID | ENTS PERCENT |
|-------------------------------|-----|--------|------|----------|--------|---------|-------|--------------|
| INSTALLED-USED-HELD ON IMPACT | 13 | 30 | 26 | 102 | | 171 | 171 | 37.34 |
| INSTL-USED-FAILED ON IMPACT | 1 | 2 | 1 | 2 | | 6 | 6 | 1.31 |
| INSTALLED-NOT USED | 1 | | 1 | 1 | | 3 | 3 | •66 |
| NOT INSTALLED | | | 1 | 3 | | 4 | 4 | .87 |
| INSTALLED-USED NOT LOCKED | | | | | | | | |
| UNKNOWN/NDT REPORTED | 17 | 21 | 28 | 208 | | 274 | 270 | 59.83 |
| | | | | | | | | |
| RECORDS | 32 | 53 | 57 | 316 | | 458 | | |
| ACCIDENTS | 30 | 52 | 57 | 315 | | | 454 | |
| PERCENTS | 7.0 | 11.6 | 12.4 | 69.0 | | | | |
| | | | | | | | | |

ANALYTIC TABLE

SEAT BELT BY INJURY INDEX

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INJURY INDEX

| - | SEAT BELT | 4PTA | Stat Stat | OUS MIN | P HONE | RECORDS | ACCIDE | NTS PERCENT |
|---|-------------------|-------|-----------|---------|--------|---------|--------|---------------|
| | NOT FASTENED | 1 | 3 | з | 8 | 15 | 15 | 3.28 |
| | FASTENED-PROPERLY | 15 | 28 | 25 | 111 | 179 | 1,79 | 39.08 |
| | FASTENED-LOOSELY | | | | 1 | 1 | 1 | • 22 |
| | FAILED ON IMPACT | | 2 | | 1 | 3 | 3 | •66 |
| | UNK/NR | 16 | 20 | 29 | 195 | 260 | 256 | 56 .76 |
| | | | | | | | | |
| | RECORDS | 32 | 53 | 57 | 316 | 458 | | |
| | ACCIDENTS | 30 | 52 | 57 | 315 | | 454 | |
| | PERCENTS | 7.0 1 | 1.6 1 | 2.4 | 69.0 | | | |
| | | | | | | | | |

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

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

| | BROAD CAUSE/FACTOR | CAUSE | FACTOR | TN TAL* | CAUSE | FACTOR | TOTAL* | CAUSE | FAC TOR | TO TAL* |
|------|-------------------------------------|-------------|------------|-------------|--------------|-------------|--------------|--------------|-------------|--------------|
| | PILOT | 29 96.67 | 4 13.33 | 29 96.67 | 281 66.27 | 21 4•95 | 283 66.75 | 310 68.28 | 25 5•51 | 312 68•72 |
| | PERSONNEL | 2 6.67 | •00 | 2 6.67 | 43 10.14 | 10 2.36 | 51 12.03 | 45 9•91 | 10 2.20 | 53 11.67 |
| | AIRFRAME | .00 | •00 | .00 | 2 •47 | 1 •24 | 3 •71 | 2 •44 | 1 •22 | 3 •66 |
| | LANDING GEAR | .00 | .00 | .00 | 19 4.48 | 2 •47 | 21 4.95 | 19 4.19 | 2 •44 | 21 4.63 |
| ı | POWERPLANT | •00 | .00 | .00 | 111 26.18 | 6 1.42 | 115 27.12 | 111 24.45 | 6 1•32 | 115 25.33 |
| 11 - | SYSTEMS | •00 | •00 | •00 | 2 •47 | •00 | 2 •47 | 2 •44 | .00 | 2 •44 |
| | INSTRUMENTS/EQUIPMENT & ACCESSORIES | .00 | •00 | •00 | з •71 | 6 1.42 | 9 2.12 | 3 •66 | 6 1•32 | 9 1.98 |
| | ROTORCRAFT | .00 | .00 | .00 | 9 2.12 | •00 | 9 2•12 | 9 1•98 | •00 | 9 1.98 |
| | AIRPORT/AIRWAYS/FACILITIES | .00 | •00 | .00 | 5 1.18 | 10 2.36 | 14 3•30 | 5 1.10 | 10 2•20 | 14 3.08 |
| | WEATHER | .00 | 2 6.67 | 2 6.67 | 3 •71 | 42 9.91 | 45 10.61 | 3 •66 | 44 9.69 | 47 10.35 |
| | TERRAIN | .00 | 1 3.33 | 1 3.33 | 79 18.63 | 85 20.05 | 164 38.68 | 79 17.40 | 86 18•94 | 165 36.34 |
| | MISCELLANEOUS | 2 6.67 | .00 | 2 6.67 | 19 4.48 | 4 •94 | 23 5.42 | 21 4.63 | 4 •88 | 25 5.51 |
| | UNDETERMINED | 1 3.33 | .00 | 1 3.33 | 3 •71 | .00 | 3 •71 | 4 •88 | .00 | 4 •88 |

INVOLVES

INVOLVES

454 TOTAL ACCIDENTS

30 FATAL ACCIDENTS

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

CAUSE/FACTOR TABLE

U.S. GENERAL AVIATION ACCIDENTS AERIAL APPLICATION OPERATIONS 1977

FATAL ACCIDENTS

NONFATAL ACCIDENTS

ALL ACCIDENTS

U.S. GENERAL AVIATION ACCIDENTS AERIAL APPLICATION OPERATIONS 1977

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 454 TOTAL ACCIDENTS INVOLVES 30 FATAL ACCIDENTS

| | FA1 | AL ACCID | ENTS | NONFA | TAL ACCI | DENTS | AL | ALL ACCIDENTS | | | |
|--|--------|----------|--------|----------|----------|----------|------------|---------------|----------|--|--|
| DETAILED CAUSE/FACTOR | CAUSE | FACTOR | TOTAL | CAUSE | FAC TOR | TO TAL | CAUSE | FAC TOR | TOTAL | | |
| ** PILOT ** | | | | | | | | | | | |
| PILOT IN COMMAND | | | | | | | | | | | |
| ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | 1 | 1 | 4 1 | 2 | 6 1 | 4 | 3 | 7 1 | | |
| CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | 1 | | 1 | i | | 1 | 2 | | 2 | | |
| DELAYED ACTION IN ABORTING TAKEOFF DELAYED IN INITIATING GO-AROUND | | | | 1 | | 1 2 | 1 2 | | 1 2 | | |
| DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | 9 | 2 | 11 | 9 | 2 | 11 | | |
| FAILED TO SEE AND AVOID OTHER AIRCRAFT FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | 4 8 | | 4 | 4 33 | 1 | 5 34 | 8 41 | 1 | 9 42 | | |
| FAILED TO SEE AND AVOID UBJECTS OR DESTRUCTIONS FAILED TO OBTAIN/MAINTAIN FLYING SPEED | 12 | | 12 | 25 76 | 1 | 54 76 | 88 | 1 | 42 88 | | |
| MISJUDGED, SPEED, ALTITUDE OR CLEARANCE | | | | 5 | | 5 | 5 | | 5 | | |
| FAILED TO MAINTAIN ADEQUATE ROTOR RPM FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC | | 1 | 1 | 8 | | 8 2 | 8 | 1 | 8. | | |
| IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS | | - | - | .3 | 1 | 4 | 3 | 1 | .4 | | |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS IMPROPER OPERATION OF FLIGHT CONTROLS | | | | 5 | 1 | 6 | 57 | 1 | 6 8 | | |
| PREMATURE LIFT OFF | | | | 4 | • | 4 | 4 | - | 4 | | |
| IMPROPER LEVEL OFF | | | , | 4 | | .4 | 4 | | 4 | | |
| IMPROPER IN-FLIGHT DECISIONS OR PLANNING IMPROPER COMPENSATION FOR WIND CONDITIONS | 1 | | 1 | 11 | 1 | 11 4 | 12 3 | 1 | 12 | | |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | 1 | 1 | 2 | 59 | 4 | 63 | 60 | 5 | 65 | | |
| LACK OF FAMILIARITY WITH AIRCRAFT MISMANAGEMENT OF FUEL | 1 | 1 | 1 | 1 35 | 1 | 2 35 | 1 36 | 2 | 3 36 | | |
| SELECTED UNSUITABLE TERRAIN | - | | | 9 | 2 | 11 | 9 | 2 | 11 | | |
| MISJUDGED DISTANCE, SPEED, AND ALTITUDE MISJUDGED DISTANCE AND SPEED | | | | 1 4 | | 1 4 | 1 4 | | 1 4 | | |
| MISJUDGED DISTANCE | 1 | | 1 | i | | 1 | 2 | | 2 | | |
| MISJUDGED DISTANCE AND ALTITUDE MISJUDGED SPEED AND ALTITUDE | | | | 1 | 1 | 2 1 | ·1 1 | 1 | 2 | | |
| MISJUDGED SPEED AND CLEARANCE | | | | 2 | | 2 | 2 | | 2 | | |
| MISJUDGED ALTITUDE AND CLEARANCE MISJUDGED CLEARANCE | 1 | | 1 | 9 29 | | 9 29 | 10 32 | | 10 32 | | |
| INPROPER RECOVERY FROM BOUNCED LANDING | 5 | | .7 | 1 | 1 | 29 | 1 | 1 | 2 | | |
| INCAPACITATION | | | - | 1 | | 1 | 1 | | 1 | | |
| PHYSICAL IMPAIRMENT SPATIAL DISORIENTATION | 1 | 1 | 2 1 | | | | 1 | 1 | 2 1 | | |
| MISUSED DR FAILED TO USE FLAPS | - | | - | 1 | | 1 | 1 | | 1 | | |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL FAILED TO ABORT TAKEOFE | | | | 9 | 1 | 9 10 | 9 | 1 | 9 10 | | |
| FAILED TO INITIATE GO-AROUND | | | | 2 | ĩ | 3 | 2 | ī | 3 | | |
| SUBTOTAL | 35 | 5 | 40 | 358 | 21 | 379 | 393 | 26 | 419 | | |
| ** PERSONNEL ** | | | | | | | | | | | |
| FLIGHT INSTRUCTOR | | | | | | | | | | | |
| MAINTENANCE, SERVICING, INSPECTION | | | | | | , | | | , | | |
| IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL) IMPROPER MAINTENANCE(OWNER PERSONNEL) | | | | 6 | | 6 3 | 6 | | 6 | | |
| IMPROPERLY SERVICED AIRCRAFT (GROUND CREW) | | | | 1 | 1 | . 2 | 1 | 1 | 2 | | |
| IMPROPERLY SERVICED AIRCRAFT(OWNER-PILOT) INADEQUATE INSPECTION OF AIRCRAFT(MAINTENANCE PERSONNEL) | | | | 2 | 1 | 2 2 | 2 1 | 1 | 2 2 | | |
| INADEQUATE INSPECTION OF ACFT(OWNER-PILOT PERSONNEL) | | | | 2 | | 2 | 2 | | 2 | | |
| INADEQUATE MAINTENANCE AND INSPECTION | | | | 18 | 5 | 23 1 | 18 1, | 5 | 23 1 | | |
| OPERATIONAL SUPERVISORY PERSONNEL | | | | 1 | | | . . | | • | | |
| INADEQUATE SUPERVISION/TRAINING OF RAMP CREWS DEFICIENCY, COMPANY MAINTAINED EQMT, SERV, REGULATIONS | | | | 3 | 1 | 1 4 | 3 | 1 | 1 4 | | |
| WEATHER PERSONNEL | | | | 3 | 1 | 7 | د | 1 | 7 | | |
| TRAFFIC CONTROL PERSONNEL | | | | | | | | | | | |

TRAFFIC CONTROL PERSONNEL AIRPORT SUPERVISORY PERSONNEL AIRWAYS FACILITIES PERSONNEL

| PERSONNEL (CONTINUED) | FAT | AL ACCID | ENTS | | TAL ACCI | | ۸L | L ACCIDE | NTS |
|--|---------|----------|--------|----------------------------------|-------------|----------------------------------|----------------------------------|-------------|----------------------------------|
| | C AU 65 | | TOTAL | | | | C AUSE | EACTOR | |
| DETAILED CAUSE/FACTOR | | FACTOR | 10 TAL | | FACTOR | 101AL | | FAC TOR | |
| PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT GROUND SIGNALMAN GROUND CREWMAN DRIVER OF VEHICLE THIRD PILOT FLIGHT ENGINEER FLIGHT PERSONNEL DISPATCHING (AIR CARRIER ONLY) | 4 | | 4 | 2 3 1 1 1 | 1 | 2 4 1 1 1 | 2 7 1 1 1 | 1 | 2 8 1 1 |
| SUBTOTAL | 4 | | 4 | 45 | 10 | 55 | 49 | 10 | 59 |
| ** AIRFRAME ** | | | | | | | | | |
| WINGS | | | | | | | | | |
| FUSELAGE DODRS, DOOR FRAMES LANDING GEAR | | | | | 1 | 1 | | 1 | 1 |
| MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC TAILWHEEL ASSEMBLIES | | | | 3 | | 3 3 | 3 | | 3 |
| WHEELS, TIRES, AXLES BRAKING SYSTEM (NORMAL) OTHER | | | | 2 11 | 1 1 1 | 3 12 1 | 2 11 | 1 1 1 | 3 12 1 |
| FLIGHT CONTROL SURFACES ELEVATOR, ASSEMBLY ATTACHMENTS AILERON, SURFACES ATTACHMENTS | | | | 1 1 | - | 1 | 1 1 | | 1 |
| SUBTOTAL | | | | 21 | 4 | 25 | 21 | 4 | 25 |
| ** POWERPLANT ** | | | | | | | | | |
| ENGINE STRUCTURE CRANKSHAFT MASTER AND CONNECTING RODS CYLINDER ASSEMBLY PISTON, PISTON RINGS VALVE ASSEMBLIES BLOWER, IMPELLER ASSEMBLY OTHER | | | | 3 9 11 3 6 7 2 | | 3 9 11 3 6 7 2 | 3 9 11 3 6 7 2 | | 3 9 11 3 6 7 2 |
| IGNITION SYSTEM MAGNETOES SPARK PLUG | | | | 3 5 | 1 | 3 6 | 3 5 | 1 | 3 |
| SWITCHES FUEL SYSTEM | | | | 1 | | 1 | 1 | | 1 |
| TANKS LINES AND FITTINGS CARBURETOR FUEL INJECTION SYSTÉM VENTS, DRAINS, TANK CAPS RAM AIR ASSEMBLY LUBRICATING SYSTEM | | | | 2 5 1 1 2 1 | | 2 5 1 2 1 | 2 5 1 2 1 | | 2 5 1 1 2 1 |
| COOLING SYSTEM OTHER | | | | 1 | | 1 | 1 | | 1 |
| PROPELLER AND ACCESSORIES BLADES HUBS | | | | 1 | | 1 | 1 | | 1 |
| HYDRAULIC PITCH CONTROL MECHANISM COUNTERWEIGHT OTHER | | | | 1 1 1 | | 1 1 1 | 1 1 1 | | 1 1 1 |
| EXHAUST SYSTEM MANIFOLDS MUFFLERS STACKS | | | | 1 1 1 | | 1 1 1 | 1 1 1 | | 1 1 1 |
| OTHER ENGINE ACCESSORIES ENGINE CONTROLS | | | | 1 | | 1 | 1 | | 1 |
| THROTTLE-POWER LEVER ASSEMBLIES MIXTURE CONTROL ASSEMBLIES FUEL INJECTION CONTROL | | | | 4 1 | 1 | 4 1 1 | 4 | 1 | 4 1 1 |
| PROPELLER GOVERNOR CONTROLS Powerplant-instruments Fuel Quantity Gauge | | | | | 1 3 | 1 3 | | 1 3 | 1 |
| MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | 33 | | 33 | 33 | | 33 |

| POWERPLANT (CONTINUED) | AL ACCID | | TAL ACCI | | | NTS | |
|--|----------|-------|----------|--------|-------|--------|--------|
| DETAILED CAUSE/FACTOR | FACTOR | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| BIRD INGESTION | | 1 | | 1 | 1 | | 1 |
| REDUCTION GEAR ASSEMBLY GEARS, ACCESSORY DRIVE | | 1 | | 1 | 1 | | 1 |
| COMPRESSOR ASSEMBLY CASTING | | 1 | | 1 | 1 | | 1 |
| COMBUSTION ASSEMBLY TURBINE ASSEMBLY | | | | | | | |
| ACCESSORY DRIVE ASSEMBLY LUBRICATING SYSTEM | | | | | | | |
| FUEL SYSTEM FUEL CONTROL | | | 1 | . 1 | | 1 | 1 |
| SAFETY SYSTEM Ignition system | | | | | | | |
| TORQUEMETER AIR BLEED | | | | | | | |
| EXHAUST SYSTEM THRUST REVERSER | | | | | | | |
| PROPELLER SYSTEM CONSTANT SPEED DRIVE | | | | | | | |
| POWER LEVER PROPELLER LEVER | | | | | | | |
| REVERSE THRUST LEVER ENGINE INDICATING EQUIPMENT | | | | | | | |
| ENGINE INSTALLATION | | | | | | | |
| SUBTOTAL | | 113 | 7 | 120 | 113 | 7 | 120 |
| ** SYSTEMS ** | | | | | | | |
| ELECTRICAL SYSTEM Hydraulic system | | | | | | | |
| FLIGHT CONTROL SYSTEMS AILERON AND AILERON TAR CONTROL SYSTEM | | 1 | | 1 | 1 | | 1 |
| RUDDER AND RUDDER TAB CONTROL SYSTEM ANTI-ICING, DE⊢ICING SYSTEMS | | 1 | | 1 | 1 | | 1 |
| AIR CONDITION, HEATING AND PRESSURIZATION AUTO PILOT | | | | | | | |
| FIRE WARNING SYSTEM FIRE EXTINGUISHER SYSTEM | | | | | | | |
| OXYGEN SYSTEM OTHER SYSTEMS | | | | | | | |
| SUBTOTAL | | 2 | | 2 | 2 | | 2 |
| ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** | | | | | | | |
| FLIGHT AND NAVIGATION INSTRUMENTS COMMUNICATIONS AND NAVIGATION EQUIPMENT | | | | | | | |
| MISCELLANEOUS EQUIPMENT SPRAY, DUSTING EQUIPMENT | | 3 | 6 | 9 | 3 | 6 | . 9 |
| SUBTOTAL | | 3 | 6 | 9 | 3 | 6 | 9 |
| ** ROTORCRAFT ** | | | 0 | | | | - |
| ROTOR ASSEMBLIES | | | | | | | |
| MAIN ROTOR BLADES TAIL ROTOR BLADES | | 2 | | 2 | 2 | | 23 |
| BEARINGS TRANSMISSION ROTOR DRIVE SYSTEM | | 1 | | 1 | . 1 | | ī |
| ENGINE DRIVE SHAFT TAIL ROTOR GEAR BOX | | 1 | | 1 | 1 | | 1 |
| CLUTCH ASSEMBLY FLIGHT CONTROL SYSTEMS | | 2 | | 2 | 2 | | 2 |
| MISCELLANEOUS UNITS AND ASSEMBLIES | | | | | | | |
| SUBTOTAL | | 10 | | 10 | 10 | | 10 |
| ** AIRPORTS/AIRWAYS/FACILITIES ** | | | | | | | |
| AIRPORT FACILITIES AIRPORT CONDITIONS | | | | | | | |
| WET RUNWAY SOFT SHOULDERS (RUNWAY) | | | 3 1 | 3 1 | | 3 1 | 3 1 |
| HIGH VEGETATION PORRLY MAINTAINED RUNWAY SURFACE | | 1 | 1 | 1 4 | 1 | 1 | 1 4 |
| | | | •. | | - | - | |

| AIRPORTS/AIRWAYS/FACILITIES (CONTINUED) | FAT | AL ACCID | ENTS | | TAL ACCI | | ALL ACCIDENTS | | | |
|--|-------|----------|--------|--------|----------|---------|---------------|---------|---------|--|
| DETAILED CAUSE/FACTOR | CAUSE | FACTOR | TOTAL | | FACTOR | | CAUSE | FACTOR | TOTAL | |
| SOFT RUNWAY | | | | | | 4 | | 4 | | |
| OTHER | | | | 2 | 1 | 3 | 2 | 1 | 3 | |
| AIRWAYS FACILITIES | | | | | | | | | | |
| SUBTOTAL | | | | 6 | 10 | 16 | 6 | 10 | 16 | |
| ** WEATHER ** | | | | | | | | | | |
| LOW CEILING | | 1 | 1 | | 1 | 1 | | 2 | 2 | |
| FOG CONDITIONS CONDUCIVE TO CARB/INDUCTION SYSTEM ICING | | | | | 2 1 | 2 1 | | 2 1 | 2 1 | |
| UNFAVORABLE WIND CONDITIONS | | | | | 10 | 10 | | 10 | 10 | |
| WIND SHEAR SUDDEN WINDSHIFT | | | | | 2 | 2 | | 2 | 2 | |
| TURBULENCE IN FLIGHT, CLEAR AIR | | | | | ī | 1 | | 1 | ı | |
| DOWNDRAFTS, UPDRAFTS Local whirlwind | | | | 1 2 | 9 | 10 2 | .1 2 | 9 | 10 | |
| HIGH TEMPERATURE | | | | 2 | 9 | 2 | 2 | 9 | 9 | |
| OBSTRUCTIONS TO VISION | | 1 | 1 | | 10 | 10 | | 1 | 1 | |
| HIGH DENSITY ALTITUDE THUNDERSTORM ACTIVITY | | 1 | 1 | | 10 | 10 1 | | 10 2 | 10 2 | |
| SUBTOTAL | | 3 | 3 | з | 47 | 50 | 3 | 50 | 53 | |
| ** TERRAIN ** | | | | | | 20 | | 20 | | |
| WET, SOFT GROUND | | | | 11 | 9 | 20 | 11 | 9 | 20 | |
| HIGH VEGETATION | | | | 15 | 10 | 25 | 15 | 10 | 25 | |
| HIDDEN OBSTRUCTIONS | | | | 31 | 2 13 | 2 44 | 31 | 2 | 2 | |
| ROUGH/UNEVEN ROUGH WATER | | | | .51 | 15 | 1 | 1 | | 1 | |
| HIGH OBSTRUCTIONS | | 1 | 1 | 22 | 50 | 72 | 22 | 51 | 73 | |
| SANDY OTHER | | | | 1 | 1 | 1 3 | 1 2 | 1 | 1 3 | |
| SUBTOTAL | | 1 | 1 | 83 | 85 | 168 | 83 | 86 | 169 | |
| ** MISCELLANEOUS ** | | • | - | | | 100 | | , | 1 | |
| | | | | | | _ | | | _ | |
| FOREIGN OBJECT DAMAGE SMOKE IN COCKPIT | | | | 2 1 | 1 | 2 2 | 2 | 1 | 2 | |
| FOREIGN MATERIAL AFFECTING NORMAL' OPERATIONS | | | | 4 | | 4 | 4 | | 4 | |
| UNDETERMINED VORTEX TURBULENCE | 1 | | 1 1 | ר 2 | 1 | 3 | 4 | 1 | 4 | |
| EVASIVE MANEUVER TO AVOID COLLISION | ī | | ī | 9 | .2 | 11 | 10 | 2 | 12 | |
| DIRECT ENTRIES | | | | 1 | | 1 | 1 | | 1 | |
| SUBTOTAL | 3 | | 3 | 22 | 4 | 26 | 25 | 4 | 29 | |
| GRAND TOTAL | 42 | 9 | 51 | 666 | 194 | 860 | 708 | 203 | 911 | |
| ** MISCELLANEOUS ACTS, CONDITIONS ** | | | | | | | | | | |
| UNAPPROVED MODIFICATION | | | | 1 | | 1 | 1 | | 1 | |
| IMPROPER/INADEQUATE VENTING ACTION, LACK OF | | | | 1 | | 1 | 1 | | 1 | |
| PREVIOUS DAMAGE | | | | 2 | | 2 | 2 | | 2 | |
| LEAK/LEAKAGE Low compression | | | | 4 3 | 1 | 5 | 4 3 | 1 | 5 | |
| DOWNWIND | | | | 1 | 6 | 7 | 1 | 6 | 7 | |
| CARBDN DEPOSITS LOOSE, PART/FITTING | | | | 1 | 1 | 2 | 1 4 | 1 | 2 4 | |
| BINDING | | | | 1 | | 1 | 1 | | 1 | |
| CHAFFED CROSSED | | | | 2 | 1 | 2 1 | 2 | 1 | 2 1 | |
| DISCONNECTED | | | | 6 | | 6 | 6 | | 6 | |
| ERRATIC GROUNDED | | | | 1 | 1 | 1 | 1 | 1 | 1 | |
| IMPROPERLY INSTALLED | | | | 3 | | 3 | 3 | | 3 | |
| JAMMED | | | | 1 | | 1 | 1 | | 1 | |
| OBSTRUCTED OVERHEATED | | | | 4 | | 4 | 4 | | 1 | |
| SCORED | | | | 1 | | 1 | 1 | | 1 | |
| STRIPPED STUCK | | | | 1 | 1 | 1 | 1 | 1 | 1 | |
| LOAD NOT JETTISONED | | 1 | 1 | 5 | 5 | 10 | 5 | 6 | 11 | |

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)

| SCELLANEUUS ACTS, CUNDITIUNS (CUNTINUED) | | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--|---------|-----------------|-------|----|--------------------|---------|-------|---------------|--------|--|
| TAILED CAUSE/FACTOR | C AU SE | FACTOR | TOTAL | | FAC TOR | TOTAL | CAUSE | FAC TOR | TOTAL | |
| NTENTIONAL GROUND-WATER LOOP-SWERVE | | | | 1 | | 1 | 1 | | 1 | |
| AN OFF END OF RUNWAY | | | | | 4 | 4 | | 4 | 4 | |
| NTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE | | | | 1 | | 1 | 1 | | 1 | |
| ISREGARD OF GOOD OPERATING PRACTICE | | | | 1 | 1 | 2 | 1 | 1 | 2 | |
| NWARRANTED LOW FLYING | 2 | | 2 | 4 | - 2 | 6 | 6 | 2 | 8 | |
| NATTENTIVE TO FUEL SUPPLY | | | | 4 | | 4 | 4 | | 4 | |
| LEW INTO BLIND CANYON | 1 | | 1 | _ | | | 1 | | 1 | |
| ISCALCULATED FUEL CONSUMPTION | | | | 1 | | 1 | 1 | | 1 | |
| ETTISONED LOAD | | | | | 27 | 27 | - | 27 | 27 | |
| MPROPERLY SECURED | | | | 2 | | 2 | 2 | | 2 | |
| OGUS PART | | | | 1 | | 1 | ļ | | 1 | |
| ATIGUE FRACTURE | | | | 4 | | 4 | 4 | | 4 | |
| UEL GRADE-IMPROPER | | | | 2 | | 2 | 2 | | 2 | |
| YDRAULIC FAILURE | | | | 3 | | 3 . | 3 | | 3 | |
| PM-UNCONTROLLABLE-OVERSPEED | | | | | 1 | 1 | | 1 | 1 | |
| INDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION | | | | 1 | 1 | 2 | 1 | 1 | 2 | |
| RONG PART | | | | 2 | | 2 | 2 | | 2 | |
| MPROPER ALIGNMENT/ADJUSTMENT | | | | 2 | | 2 | 2 | | 2 | |
| EPARATION IN FLIGHT | | | | Ļ | 4 | 5 | 1 | 4 | 5 | |
| IRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT | | | | 1 | 1 | 2 | 1 | 1 | 2 | |
| IRE IN ENGINE | | | | 1 | 2 | 3 | 1 | 2 | • 3 | |
| ATERAL IMBALANCE | | | | 1 | | 1 | 1 | | 1 | |
| ORRODED/CORROSION | | | | 4 | | 6. | 2 | F | 2 | |
| ILOT FATIGUE | _ | | | 1 | 5 | | 1 | 5 | 6 | |
| UEL EXHAUSTION | - 1 | | 1 | 38 | 1 | 38 5 | 3.9 | 1 | 39 | |
| UEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL | | | • | 4 | 1 | 2 | 4 | | 5 | |
| LCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | 1 | 1 | 2 | , | | | 1 | 1 | 2 | |
| CE-CARBURETOR | | | | 5 | 3 | 1 | 1 | . 3 | 1 | |
| MPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG | | | | 2 | 5 | 5 | 5 | . 5 | н 5 | |
| UNGLARE | | | | 1 | 5 | 1 | 1 | 9 | 2 | |
| ACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM ATER IN FUEL | | | | 12 | | 12 | 12 | | 12 | |
| IRCRAFT CAME TO REST IN WATER | | | | 12 | 1 | 12 | 14 | 1 | 12 | |
| ISSING | | | | 3 | 1 | 3 | 3 | T | . 3 | |
| YDROPLANING ON WET RUNWAY | | | | | 1 | ĩ | 5 | 1 | 1 | |
| VERLOAD FAILURE | | | | 1 | 21 | 22 | 1 | 21 | 22 | |
| ATERIAL FAILURE | | | | 55 | 21 | 56 | 55 | 1 | 56 | |
| UEL STARVATION | | | | 5 | | 5 | 5 | 1 | 5 | |
| MPROPER CLEARANCE-TOLERANCE | | | | 2 | | ź | 2 | | 2 | |

DIRECT ENTRY CAUSES

MISC - FLT SUIT SLEEVE CAUGHT & CLOSED THROTTLE

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

| FILE | AIRCRAFT | | | AIRCRAF | IN JURY | |
|-----------------|----------|------------------------|-------------------|-----------|---------|---------|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | 1 | | | | | |
| 3 0857 | N88148 | 051477 | LONGKE, AR | BELLANCA | 8GC BC | MINOR |
| 3 1047 | N86782 | 060677 | MANOR+TX | BELLANCA | 8GCBC | NONE |
| 3 1739 | N9871Y | 0 51977 | NOR THVILLE, SD | AERONCA | 7GC B | SERIOUS |
| 3 0758 | N53828 | 050477 | FERRIDAY,LA | BELLANCA | 8GCBC | NONE |
| 3 1126 | N6727D | 040677 | KING CITY.CA | BELL | 47G2 | SERIOUS |
| 3 0180 | N8060E | 011077 | NPARKER,AZ | BELL | 47D1 | NONE |
| 3 0040 | N73872 | 011377 | SAN DIEGO+CA | EL TOMCAT | 47G | NONE |
| 3 0554 | N4231A | 033077 | DEXTER,M0 | BELL | 470-1 | NONE |
| 3 1 7 8İ | N6729D | 080877 | BROOKFIELD, GA | BELL | 47G-2 | NONE |
| 3 1782 | N3575B | 050477 | RAY CITY,GA | EL TOMCAT | MK5A | SERIOUS |
| 3 1768 | N4774S | 041977 | NLAKE WALES,FL | EL TOMCAT | MK 6A | MINOR |
| 3 1343 | N617X | 051777 | NELGIN,NE | BELL | 47G | NONE |
| 3 1559 | N10190 | 0 6 2977 | ALICIA, AR | BELL | 47D 1 | NONE |
| 3 1355 | N16657 | 061577 | COPAN,OK | BELL | 47G | NONE |
| 3 1352 | N64877 | 062477 | NWEIWER, AR | BELL | 47G | NONE |
| 3 2119 | N7989J | 062977 | RED CLOUD,NE | BELL | 47G5A | NONE |
| 3 2377 | N8282 | 080677 | NNEW BROCKTON, AL | BELL | 47D1 | NONE |
| 3 2238 | N64580 | 072177 | BYRON CENTER,MI | BELL | 47D | SERIOUS |
| 3 2320 | N90836 | 0325 77 | NKENTLAND, IN | BELL | 47G2 | MINOR |
| 3 2568 | N908B | 070277 | NBERLIN, GA | BELL | 47-D1 | NONE |
| 3 2435 | N586T | 062577 | OSWEGO, SC | BELL | 47D | NONE |
| | | | | | | |

| FILE NUMBER | AIRCRAF REGIST. | T DATE | LØCATION | AIRCRAF MAKE | T MODEL | INJURY Index |
|----------------------------|--------------------|-----------|------------------|-----------------|------------|-----------------|
| هي هي البيا هي کن مند ا | | | | | | |
| 3 2655 | N8060E | 091477 | POSTON + AZ | BELL | 47D1 | NONE |
| 3 2609 | N9010T | 090177 | NMONROVIA, IN | TOMCAT | MK5A | NONE |
| 3 2873 | N9081T | 081077 | WARRENSBURG, IL | CONTINENTAL | 5 A | NONE |
| 3 3222 | N7888B | 102077 | EDINBURG, TX | BELL | 47G-2 | NONE |
| 3 3593 | N1199₩ | 100277 | ALSEA,OR | BELL | 47G3B1 | MINOR |
| 3 3990 | N9010T | 050677 | RUSSIAVILLE, IN | BELL | MK5A | NONE |
| 3 2634 | N9526 | 092877 | BIG PLAINES,0H | BELL | 47G-2A | NONE |
| 3 2708 | N2880B | 081577 | JAMESTOWN, TN | BELL | 47G2 A | SERIOUS |
| 3 2686 | N8515F | 100377 | CROSSVILLE, IL | BELL | 47G4 | NONE |
| 3 2456 | N4095G | 082377 | NDENISON,IA | BELL | 47G5 | SERIOUS |
| 3 2422 | N4227A | 082377 | NLAMBERT, MS | BELL | MK5-B | SERIOUS |
| 3 1504 | N9014T | 071277 | NCOLQUITT, GA | EL TOMCAT | MK5A | MINOR |
| 3 0548 | N8142J | 041577 | ENFIELD,IL | BELL | 47G5 | MINOR |
| 3 0514 | N2218W | 032977 | VILLE PLATTE, LA | BELL | 47G-4A | SERIOUS |
| 3 1104 | N1150W | 041577 | STROUDSBURG + PA | BELL | 47G-4 | MINOR |
| 3 2571 | N2299W | 052877 | NFRANKLIN, GA | BELL | 206B | MINOR |
| 3 4268 | N90324 | 082777 | NFT MYERS.FL | BELL | 206B | MINOR |
| 3 3348 | N1313N | 111177 | NPLANADA, CA | BOEING | A75 | SERIOUS |
| 3 2984 | N268N | 092977 | GREENFIELD, CA. | BØEING | A75N1 | NONE |
| 3 2955 | N4850N | 081577 | MEXIA, AL | BOEING | E75 | MINOR |
| 3 2236 | N52014 | 071377 | CONVERSE, IN | STEARMAN | PT-17 | NONE |
| | | | | | | |

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| FILE | AIRCRAF | T. | | AIRCRAF | T | INJURY |
|--------|--|--------|--------------------------|------------|------------------------------|---------|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | 48 en en en en en ¹ 21 | | 900 km 60/60 en an en en | | ්නුම එයට එවිම නො යා ව | |
| 3 2170 | N5053V | 073077 | NMODESTØ,CA | BOEING | A75N1 | NONE |
| 3 2209 | N68200 | 070177 | NHUNTERS,WA | STEARMAN | A75N1 | NONE |
| 3 1111 | N60885 | 061177 | SULPHUR,LA | BOEING | A75N1 | NONE |
| 3 1135 | N53179 | 050177 | MALIN, BR | BOEING | D75N1 | NONE |
| 3 1041 | N4575N | 051577 | BEAUMONT, TX | BOEING | E75N1 | FATAL |
| 3 0430 | N15GC | 032277 | NPAICINES+CA | BBEING | A-7 5 | NONE |
| 3 0456 | N5179N | 040877 | ERICK, ØK | BOEING | E75 | SERIOUS |
| 3 0375 | N4759V | 032977 | NTRACY+CA | BOEING | A75 | NONE |
| 3 0341 | N4758V | 020177 | NPARKER, AZ | BOEING | A75N1 | FATAL |
| 3 0613 | N60885 | 050477 | LACCASSINE + LA | BOEING | A75 | NONE |
| 3 1508 | N68486 | 071677 | NHICKMAN, CA | BOEING | B 75 A | NONE |
| 3 1291 | N53280 | 062877 | MARKSVILLE.LA | BOEING | ▲75 | NONE |
| 3 1738 | N59249 | 071577 | GRAND FORKS, ND | BØEING | A75N1 | MINOR |
| 3 1675 | N62394 | 061077 | LAKEVIEW+OR | BOEING | PT-17 | NONE |
| 3 1959 | N48577 | 082077 | NIMPERIAL + CA | BOEING | A75N1 | NONE |
| 3 1941 | N56234 | 090577 | NVERNALIS, CA | BOEING | ▲75 | SERIOUS |
| 3 2014 | N66307 | 062877 | NFT.PIERCE,FL | BOEING | E-75 | FATAL |
| 3 1950 | N55439 | 072077 | MARANA+AZ | BOEING | E75 | NONE |
| 3 2824 | N2183U | 071577 | RINGWOOD,IL | BRANTLY | 828 | NONE |
| 3 3244 | N2958G | 091277 | NCEDAR CITY,UT | CALLAIR | A-6 | SERIOUS |
| 3 3423 | N7291V | 082177 | BERRY+AL | AERO COMDR | A 9 | NONÉ |
| | | | | | | |

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| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | | |
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| 3 3413 | N9666Z | 082277 | STURGIS,KY | CALLAIR | A9 | MINDR | |
| 3 3420 | N7284V | 080477 | SAMSON, AL | AERO COMDR | ▲ 9 | NONE | |
| 3 3878 | N7927V | 071377 | NRAYMONDVILLE, TX | CALLAIR | A-9 | SERIOUS | |
| 3 3868 | N7948V | 092077 | NFAIRVIEW, TX | AERO COMOR | ▲9 B | NONE | |
| 3 3964 | N7279V | 112577 | NCALEXICO,CA | CALLAIR | A9 | MINOR | |
| 3 1669 | N8267H | 042177 | PILOT ROCK,OR | CALLAIR | ▲ 9 | NONE | |
| 3 1589 | N7723V | 062877 | NNOL AN, TX | AERO COMDR | A9B | FATAL | |
| 3 1420 | N7763V | 071077 | NSTOCKTON, CA | CALLAIR | A-98 | FATAL | |
| 3 0348 | N7249V | 032377 | NLODI,CA. | CALLAIR | A-9 | MINOR | |
| 3 2161 | N7739V | 081377 | PETERSBURG,VA | AERO COMDR | A-9 | FATAL | |
| 3 2075 | N7764V | 071977 | ADR I AN , OR | CALLAIR | A9B | SERIOUS | |
| 3 2415 | N8032V | 081277 | SYLVANI A, GA | AERO COMDR | A-9 | NONE | |
| 3 2495 | N7652V | 082077 | ST.PAUL,NE | CALLAIR | A-9B | NONE | |
| 3 2578 | N3576G | 061777 | HOLLY BLUFF.MS | CALLAIR | A 9 A | MINOR | |
| 3 2524 | N7738V | 080377 | CANANDAIGUA,NY | CALLAIR | A-9 | SERIOUS | |
| 3 2701 | N7728V | 082677 | NCHARLOTTE, NC | CALLAIR | A-9 | NONE | |
| 3 0976 | N9920Q | 040877 | CHESTER,CT | CESSNA | 172 | NONE | |
| 3 2837 | NIFR | 071777 | SCOTTSBLUFF, NE | CESSNA | 305A | NONE | |
| 3 2836 | N9081R | 073177 | CLEARWATER, NE | CESSNA | 188B | NONE | |
| 3 2863 | N9705V | 081977 | HOLLISTER,CA | CESSNA | A188 | NONE | |
| 3 2914 | N21602 | 081977 | KANKAKEE, IL | CESSNA | A188B | SERIOUS | |
| | | | | | | | |

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| 3 2807 | N4462Q | 071877 | COLOMA MI | CESSNA | 188B | MINOR |
| 3 2805 | N91828 | 081077 | VALMEYER, IL | CESSNA | 188C | NONE |
| 3 4199 | N53315 | 091277 | NHOPKINSVILLE,KY | CESSNA | A188B | NONE |
| 3 3824 | N9333R | 102777 | KAHOKA,MO | CESSNA | A188B | NONE |
| 3 3645 | N3564Q | 090377 | COOSADA, AL | CESSNA | 188 | MINOR |
| 3 3613 | N9037R | 090277 | NPROSPECT CRK,AK | CESSNA | A188B | NONE |
| 3 3737 | N21693 | 121277 | ZELLWOOD,FL | CESSNA | 188 | NONE |
| 3 3650 | N9104R | 080277 | STATESBORD,GA | CESSNA | 188B | NONE |
| 3 3215 | N6090G | 100577 | ALBERT, OK | CESSNA | A188B | NONE |
| 3 3209 | N8125G | 100477 | DE RIDDER,LA | CESSNA | A188B | NONE |
| 3 31 68 | N6048G | 072777 | TRUMBULL,NE | CESSNA | 188 | MINOR |
| 3 3044 | N4496Q | 093077 | ROANOKE RAPIDS,NC | CESSNA | 188B | NONE |
| 3 3010 | N53213 | 071577 | SENATH, MO | CESSNA | A1888 | NONE |
| 3 3097 | N8088V | 071177 | ONTARIO, OR | CESSNA | 188A | NONE |
| 3 3346 | N9600G | 091377 | NASHVILLE, GA | CESSNA | 188-B | FATAL |
| 3 0734 | N92619 | 042577 | ELBOW LAKE, MN | CESSNA | A188B | NONE |
| 3 0863 | N4892Q | 050977 | UVALDE, TX | CESSNA | A188 | MINOR |
| 3 0619 | N4905Q | 050977 | NSEAGOVILLE, TX | CESSNA | A188B | NONE |
| 3 0858 | N 93 05 G | 051577 | NMER ROUGE, LA | CESSNA | 188B | SERIOUS |
| 3 0961 | N4918R | 041177 | ALBANY, OR | CESSNA | 188B | NONE |
| 3 0311 | N9916G | 030177 | NEL CAMPO, TX | CESSNA | A188A | NONE |
| | | | B 4.05 B 4 | | | |

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| 3 0380 | N6500G | 032077 | ALTUS, OK | CESSNA | A188B | MINOR |
| 3 0303 | N48110 | 030777 | KNOX CITY,TX | CESSNA | 188B | NONE |
| 3 0436 | N4724R | 032177 | MERCED+CA | CESSNA | 188B | NONE |
| 3 0021 | N70063 | 012977 | NMODESTO, CA | CESSNA | A188B | NONE |
| 3 0589 | N53376 | 041977 | CAWKER CITY,KS | CESSNA | 188 | NONE |
| 3 0481 | N9451G | 021577 | HOOD RIVER, OR | CESSNA | 188 | NONE |
| 3 1038 | N9367R | 060377 | LAWTON, OK | CESSNA | A1888 | MINOR |
| 3 1052 | N9857V | 053177 | FOWLER TON, TX | CESSNA | 188 | NONE |
| 3 1163 | N9300R | 061377 | NVERNAL, UT | CESSNA | 188B | MINOR |
| 3 1051 | N4707Q | 060177 | WAD SWOR TH, TX | CESSNA | 188 | NONE |
| 3 2703 | N9095G | 072777 | COLUMBIA,NC | CESSNA | 188 | NONE |
| 3 2696 | N9621G | 091677 | SHEPARDSVILLE, KY | CESSNA | A188B | NONE |
| 3 2768 | N49470 | 072977 | NCLOVIS, NM | CESSNA | 188 | MINOR |
| 3 2704 | N44490 | 080577 | CLAYTON, NC | CESSNA | 188C | NONE |
| 3 2784 | N72414 | 080377 | CONNELL,WA | CESSNA | 188 | NONE |
| 3 2585 | N53307 | 041577 | HOLLY SPRING, MS | CESSNA | 188 | NONE |
| 3 2575 | N8279G | 081677 | NROCKY FORD,GA | CESSNA | A188B | NONE |
| 3 2567 | N5695J | 061377 | NCAIRO,GA | CESSNA | A188A | NONE |
| 3 2584 | N9143R | 071277 | NFLORA,MS | CESSNA | 188B | SERIOUS |
| 3 2626 | N9032R | 092177 | NBLOOMVILLE, OH | CESSNA | 188B | NONE |
| 3 2579 | N79581 | 062077 | LELAND, MS | CESSNA | 188 | NONE |
| | | | | | | |

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| | | | | | | |
| 3 2499 | N4408Q | 072277 | NRISING CITY, NE | CESSNA | A188A | NONE |
| 3 2581 | N70389 | 052777 | NLAMBERT,MS | CESSNA | A188B | NONE |
| 3 2580 | N91229 | 060177 | NVICKSBURG, MS | CESSNA | A188B | NONE |
| 3 2572 | N9631G | 053077 | ROCHELLE,GA | CESSNA | A188B | NONE |
| 3 2425 | N731DH | 091277 | NSUNFLOWER, MS | CESSNA | 1888 | NONE |
| 3 2428 | N79462 | 082577 | NWINONA, MS | CESSNA | A188B | FATAL |
| 3 2389 | N4495Q | 092577 | ZELLWOOD,FL | CESSNA | A188B | NONE |
| 3 2430 | N561.9G | 080677 | NLYNCHBURG, SC | CESSNA | A188B | NONE |
| 3 2369 | N9960G | 082277 | NEDENTON+NC | CESSNA | A188A | MINOR |
| 3 2424 | N70124 | 081977 | NGRACE,MS | CESSNA | 188B | NONE |
| 3 2433 | N5704G | 082477 | NLOUISVILLE, MS | CESSNA | A188B | NONE |
| 3 2421 | N91262 | 082577 | ROLLING FORK,MS | CESSNA | A188B | NONE |
| 3 2423 | N21756 | 7 ¹ 70911 | NMOR TON, MS | CESSNA | A188B | MINOR |
| 3 2436 | N4454Q | 090577 | NBENNETTSVILLE, SC | CESSNA | A188B | NONE |
| 3 2437 | N53354 | 100177 | ST MATTHEWS,SC | CESSNA | 188B | NONE |
| 3 2420 | N9139G | 081677 | CANTON, MS | CESSNA | A188B | SERIOUS |
| 3 2441 | N8014V | 081777 | NEDGEMOOR, SC | CESSNA | 188 | NONE |
| 3 2451 | N9899V | 080877 | NME ADE , KS | CESSNA | 188 | NONE |
| 3 2418 | N21705 | 080477 | NMYRTE, MS | CESSNA | A188B | MINOR |
| 3 2397 | N9940G | 072077 | NCAMPBELLTON, FL | CESSNA | 188 | SERIOUS |
| 3 2086 | N70296 | 062377 | WARDEN, WA | CESSNA | 1884 | NONE |
| | | | 9405 23 | | | |

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| | | | | | | |
| 3 2164 | N5525S | 083077 | CHARLOTTE, TN | CESSNA | 188 | NONE |
| 3 2101 | N53330 | 051977 | PARIS,IL | CESSNA | A188B | MINOR |
| 3 2189 | N731HL | 091277 | PORTLAND, AR | CESSNA | 188B | NONE |
| 3 1563 | N4842R | 062277 | TULELAKE,CA | CESSNA | 188B | NONE |
| 3 1634 | N21691 | 071777 | DE SOTO,KS | CESSNA | 188 | NONE |
| 3 1627 | N91974 | 062777 | TURTON, SD | CESSNA | 188B | SERIOUS |
| 3 1570 | N5654J | 072977 | DELL CITY, TX | CESSNA | 188 | NONE |
| 3 1551 | N5647J | 072677 | NBLYTHE, CA | CESSNA | 1888 | NONE |
| 3 1434 | N49460 | 072377 | MCGEHEE | CESSNA | 188 | NONE |
| 3 1784 | N21808 | 071477 | WINTERVILLE.MS | CESSNA | A188 | NONE |
| 3 1721 | N8010G | 071177 | NGRADY,NM | CESSNA | 188 | NONE |
| 3 1801 | N8487G | 072777 | POSTON,AZ | CESSNA | 188 | SERIOUS |
| 3 1785 | N5854G | 080677 | NLIVINGSTON,SC | CESSNA | A188B | NONE |
| 3 1747 | N9212R | 080277 | ELIZABETH CITY, NC | CESSNA | 1888 | NONE |
| 3 1734 | N48090 | 061677 | OLSBURG,KS | CESSNA | 1888 | FATAL |
| 3 1 7 0 3 | N4700R | 053077 | PLAINVIEW, TX | CESSNA | A188B | NONE |
| 3 1857 | N91054 | 071877 | TABERNACLE,NJ | CESSNA | 188 | NONE |
| 3 1853 | N9437R | 081077 | CLAY, TX | CESSNA | 188B | NONE |
| 3 2017 | N4917R | 072077 | DIXONVILLE,FL | CESSNA | A188 | NONE |
| 3 1875 | N9602G | 082077 | OAK RIDGE.LA | CESSNA | A188B | NONE |
| 3 1969 | N91432 | 082377 | MER ROUGE,LA | CESSNA | 1888 | SERIOUS |
| | | | | | | |

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| | | | | | | |
| 3 1935 | N53296 | 080277 | NTCHULA, MS | CESSNA | A188B | SERIOUS |
| 3 1914 | N4756R | 062477 | MERRITT,NC | CESSNA | A188B | NONE |
| 3 1350 | N4909Q | 070277 | PARKIN,AR | CESSNA | A188B | NONE |
| 3 1277 | N9073R | 062477 | GRAND RAPIDS.MI | CESSNA | 188B | NONE |
| 3 1201 | N9261R | 060777 | BOVINA, TX | CESSNA | A188B | NONE |
| 3 1384 | N70146 | 052477 | BILLINGS,MT | CESSNA | 188 | MINOR |
| 3 1198 | N8210G | 060377 | NCHEROKEE, OK | CESSNA | A188B | SERIOUS |
| 3 1430 | N9815V | 071377 | BROOKLAND, AR | CESSNA | 188 | NONE |
| 3 1336 | N9246G | 070277 | DUQUOIN, IL | CESSNA | 188B | NONE |
| 3 2067 | N459 | 071877 | NSHER IDAN, WY | DOUGLAS | DC-3A | FATAL |
| 3 2226 | N6648Q | 062977 | HANNA, IN | GRUMMAN | G -1 64B | NONE |
| 3 2326 | N5396 | 062777 | NJUNCTION CITY,KS | GRUMMAN | G -164 A | NONE |
| 3 2352 | N48457 | 062777 | WEEDSPORT, NY | GRUMMAN | G - 164B | MINOR |
| 3 2166 | N945X | 092477 | WOODLAKE,CA | GRUMMAN | G-164A | NONE |
| 3 2200 | N6616Q | 071577 | CARNEGIE, OK | GRUMMAN | G - 164B | NONE |
| 3 2196 | N959X | 083077 | GILLIAM,LA | GRUMMAN | G-164A | NONE |
| 3 2191 | N9375 | 090277 | TRANSYLVANIA,LA | GRUMMAN | G-164A | NONE |
| 3 2199 | N5264 | 082177 | VILLE PLATTE, LA | GRUMMAN | G -164A | SERIOUS |
| 3 2407 | N9829 | 090677 | NCUTHBER T. GA | GRUMMAN | G-164A | NONE |
| 3 2472 | N6606 | 080377 | PERHAM,MN | GRUMMAN | G-164A | NONE |
| 3 2434 | N48426 | 081877 | FLORA, MS | GRUMMAN | G164A | NONE |
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| 3 | 2496 | N48594 | 062877 | NSIDNEY,NE | GRUMMAN | G-164A | NONE |
| 3 | 2417 | N66020 | 100777 | FLOR A, MS | GRUMMAN | G-164A | NONE |
| 3 | 2513 | N5353 | 071577 | WOLCOTT.NY | GRUMMAN | G-164A | NONE |
| 3 | 2519 | N652Y | 050477 | NNORTH ROSE, NY | GRUMMAN | G - 164 | NONE |
| 3 | 2431 | N6632 | 072377 | NTUNICA, MS | GRUMMAN | G-164A | FATAL |
| 3 | 2431 | N6543 | 072377 | NTUNICA,MS | GRUMMAN | G-164A | FATAL |
| 3 | 2531 | N4824 | 060177 | CENTREVILLE,AL | GRUMMAN | G-164A | NONE |
| 3 | 2395 | N8677H | 062177 | CLEWISTOWN, FL | GRUMMAN | G-164A | NONE |
| 3 | 2657 | N5297 | 083077 | BUCKEYE, AZ | GRUMMAN | G-164A | NONE |
| 3 | 2583 | N48628 | 080477 | NHOUSTON, MS | GRUMMAN | G -164 B | NONE |
| 3 | 2569 | N953X | 061677 | CAMILLA,GA | GRUMMAN | G -164 ▲ | MINOR |
| 3 | 2788 | N48423 | 081577 | QUINCY,WA | GRUMMAN | G164B | NONE |
| 3 | 2706 | N48668 | 062577 | DUNLAP, TN | GRUMMAN | G-164B | NONE |
| 3 | 2052 | N968X | 090377 | CASA GRANDE, AZ | GRUMMAN | G-164A | SERIOUS |
| 3 | 1952 | N597Y | 083077 | CHANDLER + AZ | GRUMMAN | G -16 4 | MINOR |
| _3 | 1316 | N48646 | 051977 | PUGH CITY,MS | GRUMMAN | G-164B | NONE |
| 3 | 1433 | N4638 | 072177 | KEO,AR | GRUMMAN | G -164 | NONE |
| 3 | 1348 | N8672H | 070877 | JONESBOR O, AR | GRUMMAN | G-164A | NONE |
| 3 | 1353 | N66700 | 071177 | BATON ROUGE,LA | GRUMMAN | G-164B | NONE |
| 3 | 1337 | N930X | 062477 | HEBRONVIN | GRUMMAN | G-164A | NONE |
| 3 | 1783 | N63D | 080277 | TCHULA, MS | GRUMMAN | G1648 | NONE . |
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| | | | | | | |
| 3 1832 | N67290 | 073177 | QUEEN CREEK,AZ | GRUMMAN | G -164 B | NONE |
| 3 1846 | N5292 | 072277 | EL CENTRO,CA | GRUMMAN | G-164A | NONE |
| 3 1828 | N944X | 072677 | NELFRIDA, AZ | GRUMMAN | G-164A | NONE |
| 3 1849 | N462RF | 080177 | MARINGOUIN+LA | GRUMMAN | G-164 | NONE |
| 3 1850 | N5417 | 080877 | WATERPROOF + LA | GRUMMAN | G-164A | FATAL |
| 3 1737 | N7499 | 070477 | NSIKESTON, MO | GRUMMAN | G-164A | FATAL |
| 3 1818 | N6651Q | 080977 | NMODEST0,CA | GRUMMAN | G164-B | NONE |
| 3 1695 | N8945H | 081577 | DE VALLS,AR | GRUMMAN | G-164A | NONE |
| 3 1674 | N66620 | 061677 | NKLAMATH FALLS, OR | GRUMMAN | G-164A | MINOR |
| 3 1576 | N8950H | 072077 | LK PROVIDENCE,LA | GRUMMAN | G-164A | NONE |
| 3 1631 | N12LW | 071577 | BOONE, IA | GRUMMAN | G -164 | SERIOUS |
| 3 1560 | N8742H | 072177 | STUTTGART, AR | GRUMMAN | G164A | NONE |
| 3 1693 | N4832 | 080377 | ENGLAND, AR | GRUMMAN | G-164A | NONE |
| 3 1180 | N9707 | 050777 | GREENFIELD,CA | GRUMMAN | G -1 64 | NONE |
| 3 1190 | N991X | 062377 | ARKADELPHIA, AR | GRUMMAN | G-164A | NONE |
| 3 1192 | N7902 | 061177 | BASTROP,LA | GRUMMAN | G-164A | NONE |
| 3 1151 | N7225 | 062377 | PROCTOR, AR | GRUMMAN | G-164A | NONE |
| 3 1152 | N724Y | 062077 | MARIANNA, AR | GRUMMAN | G-164A | NONE |
| 3 1219 | N6653Q | 043077 | EUNICE,LA | GRUMMAN | G-164B | SERIOUS |
| 3 1113 | N7985 | 050977 | DANBURY, TX | GRUMMAN | G-164A | NONE |
| 3 1222 | N7998 | 061577 | SAN BENITO+TX | GRUMMAN | G-164A | MINOR |
| | | | | | | |

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| | | | | | | |
| 3 1147 | N599Y | 062577 | NCOLUSA, CA | GRUMMAN | G-164 | NONE |
| 3 1108 | N10292 | 060877 | PINE PRAIRIE+LA | GRUMMAN | G -16 4 | NONE |
| 3 1119 | N8367 | 050877 | NMARTIN, SD | GRUMMAN | G-164A | NONE |
| 3 1287 | N5361 | 070877 | CLARENDON, AR | GRUMMAN | G-164A | NONE |
| 3 1288 | N7485 | 070777 | HUNTER,AR | GRUMMAN | G-164A | NONÉ |
| 3 0612 | N6564 | 050677 | HAZEN, AR | GRUMMAN | G-164A | NONE |
| 3 0591 | N7807 | 042177 | YUBA CITY,CA | GRUMMAN | G-164A | NONE |
| 3 0636 | N4665 | 081277 | TILLAR,AR | GRUMMAN | G-164A | NONE |
| 3 0611 | N584Y | 05077 7 | ÀLMYRA, AR | GRUMMAN | G-164A | NONE |
| 3 0689 | N472Y | 042577 | PORT LAVACA, TX | GRUMMAN | G-164 | NONE |
| 3 0593 | N5236 | 041477 | NAUSTIN,NY | GRUMMAN | G-164A | NONE |
| 3 0743 | N10298 | 051277 | NGRIDLEY,CA | GRUMMAN | G - 164 | NONE |
| 3 0748 | N73PB | 042177 | QUEEN CREEK,AZ | GRUMMAN | G-164A | NONE |
| 3 0 6 0 1 | N5470 | 041877 | NWINNIE,TX | GRUMMAN | G-164A | NONE |
| 3 0756 | N8389 | 051277 | CARLISLE.AR | GRUMMAN | G-164A | SERIOUS |
| 3 0 5 6 1 | N4862 | 071377 | SHELBYVILLE, IN | GRUMMAN | G-164A | NONE |
| 3 0773 | N987X | 041577 | NDUNNIGAN,CA | GRUMMAN | G-164A | NONE |
| 3 0789 | N 83 84 | 060277 | JEROME,AR | GRUMMAN | G-164A | NONE |
| 3 0791 | N8548H | 0 51877 | WELSHOLA | GRUMMAN | G-164▲ | NONE |
| 3.0794 | N9888 | 042977 | EUNICE, LA | GRUMMAN | G-164A | NONE |
| 3 0588 | N6533 | 042777 | CONCORDIA,KS | GRUMMAN | G-164A | NONE |
| | | | | | | |

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| | | | | | | |
| 3 0821 | N10212 | 041177 | NBUTTE CITY.CA | GRUMMAN | G-164A | NONE |
| 3 0458 | N6600Q | 032377 | CARNEGIE.OK | GRUMMAN | G164B | NONE |
| 3 0189 | N48476 | 022277 | NWIDNER + AR | GRUMMAN | G-164B | NONE |
| 3 0429 | N10259 | 032177 | NESPARTO, CA | GRUMMAN | G-164 | NONE |
| 3 0379 | N740Y | 031577 | DEVALLS BRUFF, AR | GRUMMAN | G-164 | NONE |
| 3 0131 | N48534 | 020577 | SPRINGLAKE, TX | GRUMMAN | G164B | NONE |
| 3 1034 | N7480 | 060277 | IOTA,LA | GRUMMAN | G-164A | NONE |
| 3 1035 | N7231 | 060277 | LAKE ARTHUR, LA | GRUMMAN | G-164A | NONE |
| 3 1024 | N10219 | 060177 | BIGGS+CA | GRUMAN | G - 164 | NONE |
| 3 1020 | N703Y | 052877 | NGRIDLEY,CA | GRUMMAN | G-164 | NONE |
| 3 0856 | N8960H | 051977 | WEINER,AR | GRUMMAN | G - 164A | MINOR |
| 3 1030 | N6560 | 051977 | KEISER, AR | GRUMMAN | G-164A | NONE |
| 3 1026 | N10221 | 042177 | NMAXWELL, CA | GRUMMAN | G - 164 | NONE |
| 3 1029 | N8732H | 053077 | GEORGETOWN + AR | GRUMMAN | G-164A | SERIOUS |
| 3 1049 | N4309 | 053177 | GARWOOD, TX | GRUMMAN | G-164A | NONE |
| 3 1050 | N8641U | 052477 | KATY,TX | GRUMMAN | G-164A | MINOR |
| 3 1028 | N7363 | 060477 | DUMAS, AR | GRUMMAN | G-164A | FATAL |
| 3 3079 | N85124 | 082477 | WASHINGTON+LA | GRUMMAN | G-164A | NONE |
| 3 2981 | N9903 | 100777 | HOLTVILLE,CA. | GRUMMAN | G-164A | NONE |
| 3 3027 | N6658 | 090177 | NSTERLING, IL | GRUMMAN | G-164A | NONE |
| 3 3202 | N659Y | 092877 | HUGHES | GRUMMAN | G - 164 | NONE |
| | | | | | | • |

| FILE NUMBER | AIRCRAF REGIST. | | LOCATION | AIRCRAF Make | MODEL | INJURY INDEX |
|----------------|--------------------|--------|-------------------|-----------------|-----------------|-----------------|
| | | | | | | |
| 3 3050 | N15289 | 082477 | COLQUITT,GA | GRUMMAN | G-164A | NONE |
| 3 3945 | N6771Q | 121477 | CLEWI STON, FL | GRUMMAN | G-164B | NONE |
| 3 3495 | N6607Q | 120277 | NMERCED, CA | GRUMMAN | G-164B | NONE |
| 3 3432 | N9513 | 071177 | BAINBRIDGE, GA | GRUMMAN | 164 A | NONE |
| 3 3856 | N6651Q | 102777 | NEL NIDO,CA | GRUMMAN | G -16 4B | NONE |
| 3 2930 | N910X | 080777 | VINELAND, NY | GRUMMAN | G-164A | NONE |
| 3 2870 | N8623H | 092477 | NATCHITOCHES,LA | GRUMMAN | G-164A | NONE |
| 3 2733 | N9512 | 082877 | GRANT, LA | GRUMMAN | G-164A | NONE |
| 3 0039 | N6417V | 011577 | TERRA BELLA,CA | HILLER ACFT | UH-12C | NONE |
| 3 0881 | N99242 | 060177 | NBAKER SFIELD, CA | HILLER ACFT | UH-12E | NONE |
| 3 2831 | N3351F | 071177 | REASONER, IA | HILLER ACFT | 12E | NONE |
| 3 3885 | N9786C | 110377 | DEPOE BAY, OR | HILLER ACFT | UH-12E | SERIOUS |
| 3 4226 | N105HA | 100377 | NLOS BANOS, CA | HILLER | UH-12E | NONE |
| 3 1826 | N62349 | 072877 | NYUMA, AZ | HILLER ACFT | UH-12E | NONE |
| 3 1845 | N62413 | 080677 | NCALIPATRIA, CA | HILLER ACFT | UH-12E | NONE |
| 3 1340 | N155HA | 050277 | NBIG LAKE, MN | HILLER ACFT | UH - 12E | SERIOUS |
| 3 1329 | N75204 | 071177 | BLYTHE,CA | HILLER ACFT | UH -12 E | NONE |
| 3 2055 | N28877 | 082277 | NMESA AZ | HILLER | UH-12E | NONE |
| 3 1138 | N5073F | 051177 | DAKLEY,KS | HILLER | FH1100 | NONE |
| 3 0802 | N9439F | 052377 | NPOST,TX | HUGHES | 269B | NONE |
| 3 1309 | N9636F | 042077 | NCLANTON,AL | HUGHES | 269C | NONE |
| | | | | | | • |

| FILE | E AIRCRAFT | | | AIRCRAFT | | INJURY | | |
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| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX | | |
| | | | | | | | | |
| 3 1877 | N8716F | 082177 | COUNCIL HILL.OK | HUGHES | 269A | NONE | | |
| 3 1660 | N7432F | 070577 | GOODING, ID | HUGHES | 3000 | NONE | | |
| 3 4159 | N8925F | 062777 | NWOODSTOCK, IL | HUGHES | 269 | NONE | | |
| 3 3741 | N7404F | 091077 | MONTEZUMA,GA | HUGHES | 269 | NONE | | |
| 3 3843 | N8877F | 082177 | CLANTON, AL | HUGHES | 269A | NONE | | |
| 3 2965 | N7404F | 081977 | NMONTEZUMA, GA | HUGHES | 269C | NONE | | |
| 3 2860 | N8869F | 082477 | NROY STON, GA | HUGHES | 269A | NONE | | |
| 3 2810 | N9357F | 062977 | HAWKEYE,IA | HUGHES | 269B | NONE | | |
| 3 2813 | N8892F | 071577 | HERNDON,KS | HUGHES | 269A | MINOR | | |
| 3 2773 | N7456F | 072677 | MALTA, ID | HUGHES | 269C | NONE | | |
| 3 2591 | N9325F | 080877 | NJOHNSTON, SC | HUGHES | 269B | NONE | | |
| 3 2576 | N9318F | 082077 | NMONTEZUMA, GA | HUGHES | 269B | NONE | | |
| 3 [.] 2523 | N7417F | 063077 | ASHFORD,NY | HUGHES | 269C | MINOR | | |
| 3 2378 | N8897F | 081177 | NMT.MEIGS, AL | HUGHES | 269A1 | NONE | | |
| 3 2283 | N9448F | 080277 | NWAUPACA, WI | HUGHES | 269B | SERIOUS | | |
| 3 2258 | N7459F | 090677 | NURBANA, OH | HUGHES | 269C | MINOR | | |
| 3 2215 | N9153F | 070877 | NMACKINAW, IL | HUGHES | 3690 | NONE | | |
| 3 2889 | N9224F | 070977 | AMERICAN FALLS, ID | HUGHES | 369HS | FATAL | | |
| 3 1724 | N7256C | 062477 | TORRINGTON, WY | LOCKHEED | 8-34 | NONE | | |
| 3 3106 | N45261 | 081177 | PRESCOTT,WA | NAVAL FCTY | N3N-3 | SERIOUS | | |
| 3 0595 | N44875 | 041477 | BRAWLEY,CA | NAVAL FCTY | N3N-3 | NONE | | |
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|-----------------|--------------------|-----------|--------------------|-----------------|------------|-----------------|
| ~ ~ ~ ~ ~ ~ ~ ~ | | | | | | |
| 3 2724 | N5502X | 092377 | BLYTHE, CA | AERO COMDR | 600S2R | SERIOUS |
| 3 2835 | N88570 | 072677 | TRENTON,MO | PIPER | J-3 | NONE |
| 3 2370 | N8285C | 082177 | EDENTON, NC | PIPER | PA-18 | NONE |
| 3 2376 | N9115D | 062977 | NRIVERSIDE, AL | PIPER | PA-18 | NONE |
| 3 2429 | N1358C | 072677 | NLOUISVILLE, MS | PIPER | PA-18 | FATAL |
| 3 1132 | N4614Y | 050377 | NCHESTER,MT | PIPER | PA-18 | MINOR |
| 3 1596 | N8462D | 061577 | NYUMA,CO | PIPER | PA-18 | NONE |
| 3 3018 | N4731A | 081577 | VINCENT, AL | PIPER | PA-18 | FATAL |
| 3 3527 | N14303 | 072877 | NBYERS,CO | PIPER | PA-18A | SERIOUS |
| 3 0 5 9 2 | N9015D | 020577 | NCLEARLAKE DAKS,CA | PIPER | PA-22 | FATAL |
| 3 4021 | N7634Z | 073077 | SPRINGFIELD, MN | PIPER | PA-25 | NONE |
| 3 3947 | N8735L | 112677 | BOYNTON BEACH, FL | PIPER | PA-25 | NONE |
| 3 2866 | N6884Z | 092777 | PARAGOULD,AR | PIPER | PA-25 | NONE |
| 3 3036 | N4835Y | 092277 | N.FAIRFIELD.OH | PIPER | PA-25 | MINOR |
| 3 2991 | N7060Z | 042977 | RAMSEY, IN | PIPER | PA-25 | SERIOUS |
| 3 2949 | N8945L | 082377 | TRIMBLE, TN | PIPER | PA-25 | NONE |
| 3 2874 | N8835L | 090977 | CHARLOTTE, TX | PIPER | PA-25 | SERIOUS |
| 3 2874 | N4391Y | 090977 | CHARLOTTE, TX | PIPER | PA-25 | SERIOUS |
| 3 3085 | N4901V | 082377 | EDMONSON, TX | PIPER | PA-25 | NONE |
| 3 2968 | N6370Z | 081377 | NBELTON, SC | PIPER | PA-25 | NONE |
| 3 3105 | N4566Y | 092177 | PASCO,WA | PIPER | PA-25 | MINOR |
| | | | | | | |

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|-----------|--------------------|-----------|------------------|------------------|------------|-----------------|
| | ~~~~~~~~~~~ | ~~~~~ | | | | |
| 3 3217 | N9733P | 101977 | ANSON, TX | PIPER | PA-25 | NONE |
| 3 3376 | N9568P | 101677 | DENVER CITY,TX | PIPER | PA-25 | NONE |
| 3 3327 | N4960Y | 081677 | ASHFORD, AL | PIPER | PA-25 | NONE |
| 3 3369 | N6947Z | 110377 | NBLYTHE, CA | PIPER | PA-25 | NONE |
| 3 3 5 1 6 | N7048Z | 110277 | LAREDO, TX | PIPER | PA-25 | SERIOUS |
| 3 4270 | N4578Y | 101977 | SMYER,TX | PIPER | PA-25 | FATAL |
| 3 0680 | N4,830Y | 042677 | HOLTVILLE,CA | PIPER | PA-25 | NONE |
| 3 0615 | N8822L | 032977 | GOTEBO,OK | PIPER | PA-25 | SERIOUS |
| 3 1227 | N4940Y | 030677 | KNOX CITY,TX | PIPER | PA-25 | NONE |
| 3 1315 | N8809L | 053177 | NREBECCA,GA | PIPER | PA-25 | NONE |
| 3 1220 | N6452Z | 060277 | NPERRY,OK | PIPER | PA-25 | MINOR |
| 3 1161 | N3MC | 042377 | NCLOVIS,NM | PIPER | PA-25B | NONE |
| 3 1133 | N7312Z | 052177 | BROCKWAY,MT | PIPER | PA-25 | NONE |
| 3 1063 | N7547Z | 051977 | WESTFIELD, IN | PIPER | PA-25 | NONE |
| 3 1048 | N8639L | 061377 | SEAGR AVES, TX | PIPER | PA-25 | NONE |
| 3 1032 | N6729Z | 060777 | EVENING STAR, AR | PIPER | PA-25 | NONE |
| 3 1109 | N47637Z | 042977 | NCROWLEY,LA | PIPER | PA-25 | MINOR |
| 3 1040 | N4860Y | 052877 | SAN ANGELO,TX | PIPER | PA-25 | NONE |
| 3 1037 | N4646Y | 052877 | PRYOR , OK | PIPER | PA-25 | NONE |
| 3 0526 | N9890P | 033077 | ROGERS,NM | PIPER | PA-25 | NONE |
| 3 0175 | N4916Y | 020377 | POSTON, AZ | PIPER | PA-25 | NONE |
| | | | | | | |

| FILE | AIRCRAF | | | AIRC | AFT | INJURY |
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| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 0432 | N4779Y | 030877 | HEALDSBURG+CA | PIPER | PA-25 | NONE |
| 3 0467 | N4741Y | 033077 | PHARR, TX | PIPER | PA-25 | NONE |
| 3 1622 | N6063Z | 062077 | AMHERST, MA | PIPER | PA-25 | FATAL |
| 3 1704 | N9628P | 072977 | GRUVER+TX | PIPER | PA-25 | NONE |
| 3 1705 | N8682L | 072577 | EDMONSON, TX | PIPER | PA-25 | NONE |
| 3 1712 | N8739L | 072777 | BROWNFIELD, TX | PIPER | PA-25 | NONE |
| 3 1638 | N8784L | 061077 | CANBY, MN | PIPER | PA-25 | NONE |
| 3 1632 | N4826Y | 071677 | MINDEN, IA | PIPER | PA-25 | NONE |
| 3 1731 | N8800L | 070677 | WOODBINE,IA | PIPER | PA-25 | FATAL |
| 3 1686 | N8850L | 072877 | QUINCY, WA | PIPER | PA-25 | NONE |
| 3 1579 | N8736L | 060777 | LAMESA,TX | PIPER | PA-25 | NONE |
| 3 1901 | N4995Y | 052877 | NPOPLAR BLUFF,MO | PIPER | PA-25 | FATAL |
| 3 1903 | N4650Y | 062077 | ALBANY,KY | PIPER | PA-25 | SERIOUS |
| 3 1838 | N6312Z | 043077 | NKING CITY,CA | PIPER | PA-25 | MINOR |
| 3 1932 | N4710Z | 071377 | NSYLVANIA,GA | PIPER | PA-25 | NONE |
| 3 1866 | N6788Z | 071377 | ROLL, AZ | PIPER | PA-25 | SERIOUS |
| 3 1848 | N4798Y | 090177 | LEACHVILLE • AR | PIPER | PA-25 | NONE |
| 3 1 4 3 2 | N9837₽ | 071277 | NC OY + AR | PIPER | PA-25 | NONE |
| 3 1476 | N6764Z | 070277 | MT @LIVE,NC | PIPER | PA-25 | NONE |
| 3 1 4 3 1 | N4685Y | 070577 | NDES ARC, AR | PIPER | PA-25 | SERIOUS |
| 3 1561 | N9511P | 071477 | MANILA,AR | PIPER | PA-25 | NØNE |
| | | | | | | |

| FILE | AIRCRAFT | | | AIRCRAFT | | INJURY |
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| | | | | | | |
| 3 1970 | N7470Z | 081577 | JONESVILLE, LA | PIPER | PA-25 | NONE |
| 3 1968 | N8545L | 09027 7 | PIGGOTT,AR | PIPER | PA-25 | NONE |
| 3 2107 | N7278Z | 071377 | NILES,MI | PIPER | PA-25 | NONE |
| 3 2051 | N6601Z | 091477 | MARICOPA,AZ | PIPER | PA-25 | SERIOUS |
| 3 2032 | N82313 | 082977 | NEHRHARDT, SC | PIPER | PA-25 | NONE |
| 3 2024 | N4414Y | 080377 | NREBECCA,GA | PIPER | PA-25 | MINOR |
| 3 2070 | N4734Y | 081977 | MARSING, ID | PIPER | PA-25 | SERIOUS |
| 3 1966 | N9715P | 090677 | GREGORY,AR | PIPER | PA-25 | SERIOUS |
| 3 2553 | N8932L | 071377 | HOMESTEAD,FL | PIPER | PA-25 | MINOR |
| 3 2465 | N7453Z | 061477 | SHEVLIN, MN | PIPER | PA-25 | NONE |
| 3 2464 | N4740Y | 062477 | NALEXANDRIA, MN | PIPER | PA-25 | SERIOUS |
| 3 2396 | N9860P | 091777 | NBONIFAY,FL | PIPER | PA-25 | NONE |
| 3 2381 | N7509Z | 082577 | MCCULLOUGH, AL | PIPER | PA-25 | NONE |
| 3 2404 | N4350Y | 072977 | NMURRAY, GA | PIPER | PA-25 | MINOR |
| 3 2382 | N4622Y | 082077 | NCASTLEBERRY, AL | PIPER | PA-25 | FATAL |
| 3 2408 | N4632Y | 070677 | NCLIMAX,GA | PIPER | PA-25 | NONE |
| 3 2413 | N7571Z | 090877 | DUDLEY, GA | PIPER | PA-25 | NONE |
| 3 2817 | N6476Z | 072077 | CAIRO,MO | PIPER | PA-25 | NONE |
| 3 2750 | N7021Z | 091977 | GARDEN CITY, TX | PIPER | PA-25 | MINOR |
| 3 2747 | N4534Y | 101377 | DENVER CITY,TX | PIPER | PA-25 | NONE |
| 3 2739 | N4775Y | 091277 | COYANOSA, TX | PIPER | PA-25 | FATAL |
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|--------|---------|--------|-------------------|----------|--------|---------|--|
| NUMBER | REGIST. | DATE | LOCATION | | MODEL | INDEX | |
| | | | | | | | |
| 3 2730 | N9865P | 092877 | CARAWAY, AR | PIPER | PA-25 | NONE | |
| 3 2838 | N9813P | 072977 | CALLAWAY, NE | PIPER | PA-25 | MINOR | |
| 3 2721 | N8465Z | 110477 | NARIZONA CITY,AZ | PIPER | PA-25 | NONE | |
| 3 2746 | N4853Y | 100177 | SMYER . TX | PIPER | PA-25 | NONE | |
| 3 4200 | N5374W | 112977 | LAKEPORT,FL | PIPER | PA-28. | FATAL | |
| 3 3363 | N57713 | 091477 | CALEXICO,CA | PIPER | PA-36 | MINOR | |
| 3 2876 | N9920P | 101977 | NEW DEAL,TX | PIPER | PA-36 | MINOR | |
| 3 4124 | N57831 | 091277 | BYROMVILLE, GA | PIPER | PA36 | NONE | |
| 3 2839 | N9947P | 072677 | KENNEBEC, SD | PIPER | PA-36 | NONE | |
| 3 2821 | N40983 | 060777 | HAYES, SD | PIPER | PA-36 | NONE | |
| 3 2438 | N59655 | 080777 | DARLINGTON, SC | PIPER | PA-36 | MINOR | |
| 3 2658 | N9908P | 042077 | NBRAWLEY,CA | PIPER | PA-36 | NONE | |
| 3 2139 | N9931P | 051977 | BATAVIA,NY | PIPER | PA-36 | NONE | |
| 3 1829 | N55785 | 073077 | CASA GRANDE, AZ | PIPER | PA-36 | NONE | |
| 3 1802 | N9989P | 072977 | BRAWLEY,CA | PIPER | PA-36 | NONE | |
| 3 1844 | N44118 | 080977 | NNILAND, CA | PIPER | PA-36 | NONE | |
| 3 0584 | N57855 | 041877 | NEW ROADS, LA | PIPER | PA-36 | SERIOUS | |
| 3 0241 | N9925P | 012077 | NEOREST GROVE, OR | PIPER | PA-36 | NONE | |
| 3 0581 | N9965P | 041577 | TULARE,CA | PIPER | PA-36 | NONE | |
| 3 0393 | N57588 | 051777 | GRANT+MI | PIPER | PA36 | NONE | |
| 3 2550 | N95760 | 041577 | LADY LAKE, FL | SIKORSKY | H19E | MINOR | |
| | | | | | | | |

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| 3 3550 | N8294 | 112877 | NWASHINGTON, NC | SIKORSKY | \$58E | NONE |
| 3 2380 | N8942Q | 080677 | NBAY MINETTE, AL | ROCKWELL | S2R | MINOR |
| 3 1266 | N9403R | 070877 | NPREMONT,TX | SNOW | S2 A | NONE |
| 3 1293 | N5615X | 061777 | TYRONE, OK | ROCKWELL | S2R | NONE |
| 3 0935 | N6175U | 041277 | BELLE RIVE, IL | SNOW | S2B | SERIOUS |
| 3 2110 | N1670S | 062577 | NEKOOSA,WI | SNOW | S2C | NONE |
| 3 1549 | N5626X | 062277 | NMARICOPA, AZ | AERO COMDR | 600S2R | MINOR |
| 3 1558 | N5649X | 070677 | BEEDEVILLE + AR | AERO COMDR | S-2R | NONE |
| 3 1872 | N5501X | 082377 | REYDELL, AR | AERO COMMOR | S-2R | NONE |
| 3 1887 | N5582X | 070977 | STERLING CITY, TX | AERO-COMMDR | S-2R | NONE |
| 3 1694 | N8466V | 082277 | WILMOT, AR | SNOW | S-2R | NONE |
| 3 0753 | N8429V | 031277 | BRAWLEY, CA | AERO COMDR | 600S2R | FATAL |
| 3 2371 | N4980X | 080977 | ELIZABETH CITY, NC | ROCKWELL | S2R | NONE |
| 3 2573 | N4199X | 072577 | NVADA + GA | ROCKWELL | THRUSH | NONE |
| 3 2586 | N5624X | 082177 | NHERNANDO, MS | AERO COMDR | S-2R | NONE |
| 3 2861 | N8439V | 100877 | FIVE POINTS,CA | ROCKWELL | S-2R | NONE |
| 3 2723 | N32LF | 100477 | NBAKER SFIELD, CA. | AERO COMDR | 600S2R | NONE |
| 3 4223 | N5504K | 072877 | NPAHOKEE,FL | AERO COMDR | S2R | SERIOUS |
| 3 3736 | N4227X | 110177 | JAY,FL | AERO COMDR | S2R | NONE |
| 3 4106 | N8834Q | 091277 | CORDELE, GA | AERO COMDR | S2R | MINOR |
| 3 4037 | N8502V | 100977 | FLORIDA CITY,FL | AERO COMDR | S2R | NONE |
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| 3 3108 | N5045X | 091777 | TOUCHET,WA | AERO COMDR | S2R | MINOR |
| 3 3158 | N75GS | 072977 | STEWARTVILLE, MN | ROCKWELL | S-2R | NONE |
| 3 3051 | N89210 | 102777 | POPLARVILLE, MS | THRUSH | S2R | FATAL |
| 3 3530 | N4956X | 090277 | NCLOVI S, NM | AERO COMDR | 600S2R | NONE |
| 3 3344 | N8493V | 092277 | ALBANY,GA | AERO COMDR | 600\$2R | FATAL |
| 3 3389 | N1500R | 072777 | OTHELLO, WA | AERO COMDR | 600S2R | NONE |
| 3 2656 | N8961Q | 090577 | NSTANFIELD, AZ | AERO COMDR | S2R | NONE |
| 3 0822 | N4997X | 042677 | NMAXWELL,CA | AERO-COMDR | S-2R | FATAL |
| 3 2536 | N90824 | 041377 | MCINTOSH, AL | AEROSPATLE | SA315B | NONE |
| 3 0607 | N1256W | 031877 | STOCKTON, CA | WEATHERLY | 201B | NONE |
| 3 1180 | N2937W | 050777 | GREENFIELD, CA | WEATHERLY | 201B | NONE |
| 3 1692 | N1259W | 081577 | CORNER STONE + AR | WEATHERLY | 201B | FATAL |
| 3 1692 | N1274W | 081577 | CORNERSTONE, AR | WEATHERLY | 201B | FATAL |
| 3 2172 | N1287W | 090777 | TRACY,CA | WEATHERLY | 201B | NONE |
| 3 2198 | N1020Y | 082677 | COUSHATTA,LA | MURRAYAIR | MA-1 | SERIOUS |
| 3 1033 | N1014Y | 052377 | SULPHUR,LA | MURRAYAIR | MA-1B | NONE |
| 3 3961 | N305MA | 122977 | NLIHUE, HI | EMAIR | MA-1 | NONE |

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| | | | | | | |
| 3 0021 | N70063 | 012977 | NMODESTO,CA | CESSNA | A188B | NONE |
| 3 0039 | N6417V | 011577 | TERRA BELLA,CA | HILLER ACFT | UH-12C | NONE |
| 3 0040 | N73872 | 011377 | SAN DIEGO,CA | EL TOMCAT | 47G | NONE |
| 3 0131 | N48534 | 020577 | SPRINGLAKE, TX | GRUMMAN | G164B | NONE |
| 3 0175 | N4916Y | 020377 | POSTON, AZ | PIPER | PA-25 | NONE |
| 3 0180 | N8060E | 011077 | NPARKER • AZ | BELL | 47D1 | NONE |
| 3 0189 | N48476 | 022277 | NWIDNER, AR | GRUMMAN | G - 1648 | NONE |
| 3 0241 | N9925P | 012077 | NFOREST GROVE.OR | PIPER | PA-36 | NONE |
| 3 0303 | N4811Q | 030777 | KNOX CITY,TX | CESSNA | 188B | NONE |
| 3 0311 | N9916G | 030177 | NEL CAMPO,TX | CESSNA | A188A | NONE |
| 3 0341 | N4758V | 020177 | NPARKER • AZ | BOF ING | A75N1 | FATAL |
| 3 0348 | N7249V | 032377 | NLODI,CA. | CALLAIR | Δ-9 | MINOR |
| 3 0375 | N4759V | 032977 | NTRACY,CA | BOEING | Δ75 | NONE |
| 3 0379 | N740Y | 031577 | DEVALLS BRUFF, AR | GRUMMAN | G -1 64 | NONE |
| 3 0380 | N6500G | 032077 | ALTUS,OK | CESSNA | A188B | MINOR |
| 3 0393 | N57588 | 051777 | GRANT,MI | PIPER | P A 3 6 | NONE |
| 3 0429 | N10259 | 032177 | NESPARTO, CA | GRUMMAN | G - 164 | NONE |
| 3 0430 | N15GC | 032277 | NPAICINES, CA | BOEING | Δ-75 | NONE |
| 3 0432 | N4779Y | 030877 | HEALDSBURG,CA | PIPER | PA-25 | NONE |
| 3 0436 | N4724R | 032177 | MERCED,CA | CESSNA | 188B | NONE |
| 3 0456 | N5179N | 040877 | ERICK+OK | BOEING | E75 | SERIOUS |
| | | | | | | |

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|----------------|--------------------|----------------|--------------------|-----------------|-----------------|-----------------|
| 3 0458 | N6600Q | 032377 | CARNEGIE,OK | GRUMMAN | G164B | NONE |
| 3 0467 | N4741Y | 033077 | PHARR +TX | PIPER | PA-25 | NONE |
| 3 0481 | N9451G | 021577 | HOOD RIVER, OR | CESSNA | 188 | NONE |
| 3 0514 | N2218W | 032977 | VILLE PLATTE,LA | BELL | 47G-4A | SERIOUS |
| 3 0526 | N9890P | 033077 | ROGERS, NM | PIPER | PA-25 | NONE |
| 3 0548 | N8142J | 041577 | ENFIELD + IL | BELL | 47G5 | MINOR |
| 3 0554 | N4231A | 033077 | DEXTER,MO | BELL | 47D-1 | NONE |
| 3 0561 | N4862 | 071377 | SHELBYVILLE, IN | GRUMMAN | G-164A | NONE |
| 3 0581 | N9965P | 041577 | TULARE,CA | PIPER | PA-36 | NONE |
| 3 0584 | N57855 | 041877 | NEW ROADS,LA | PIPER | PA-36 | SERIOUS |
| 3 0588 | N6533 | 042777 | CONCORDIA+KS | GRUMMAN | G-164A | NONE |
| 3 0589 | N53376 | 04197 7 | CAWKER CITY,KS | CESSNA | 188 | NONE |
| 3 0591 | N7807 | 042177 | YUBA CITY.CA | GRUMMAN | G - 164A | NONE |
| 3 0592 | N9015D | 020577 | NCLEARLAKE DAKS.CA | PIPER. | PA-22 | FATAL |
| 3 0593 | N5236 | 041477 | NAUSTIN, NY | GRUMMAN | G - 164A | NONE |
| 3 0595 | N44875 | 041477 | BRAWLEY,CA | NAVAL FCTY | N3N-3 | NONE |
| 3 0601 | N5470 | 041877 | NWINNIE, TX | GRUMMAN | G - 164A | NONE |
| 3 0607 | N1256W | 031877 | STOCKTON,CA | WEATHERLY | 201B | NONE |
| 3 0611 | N584Y | 050777 | ALMYRA, AR | GRUMMAN | G-164A | NONE |
| 3 0612 | N6564 | 050677 | HAZEN,AR | GRUMMAN | G - 164A | NONE |
| 3 0613 | N60885 | 050477 | LACCASSINE,LA | BOEING | Δ75 | NONE |
| | | | | | | |

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| | | | | | هو خد ده مو هو | |
| 3 0615 | N8822L | 032977 | GOTEBO,OK | PIPER | PA-25 | SERIOUS |
| 3.0619 | N49050 | 050977 | NSEAGOVILLE, TX | CESSNA | A188B | NONE |
| 3 0636 | N4665 | 081277 | TILLAR,AR | GRUMMAN | G - 164A | NONE |
| 3 0680 | N4830Y | 042677 | HOLTVILLE.CA | PIPER | PA-25 | NONE |
| 3 0689 | N472Y | 042577 | PORT LAVACA,TX | GRUMMAN | G - 164 | NONE |
| 3 0734 | N92619 | 042577 | ELBOW LAKE, MN | CESSNA | A188B | NONE |
| 3 0743 | N10298 | 051277 | NGRIDLEY,CA | GRUMMAN | 6-164 | NONE |
| 3 0748 | N73PB | 042177 | QUEEN CREEK.AZ | GRUMMAN | G - 164A | NONE |
| 3 0753 | N8429V | 031277 | BRAWLEY,CA | AERO COMDR | 600 S2 R | FATAL |
| 3 0756 | N8389 | 051277 | CARLISLE,AR | GRUMMAN | G-164A | SERIOUS |
| 3 0758 | N53828 | 050477 | FERRIDAY,LA | BELLANCA | 8GCBC | NONE |
| 3 0773 | N987X | 041577 | NDUNNI GAN, CA | GRUMMAN | G - 164A | NONE |
| 3 0789 | N8384 | 060277 | JEROME, AR | GRUMMAN | G - 164A | NONE |
| 3 0791 | N8548H | 051877 | WELSH, LA | GRUMMAN | G - 164A | NONE |
| 3 0794 | N9888 | 042977 | EUNICE+LA | GRUMMAN | G-164A | NONE |
| 3 0802 | N9439F | 052377 | NPOST,TX | HUGHES | 269B | NONE |
| 3 0821 | N10212 | 041177 | NBUTTE CITY,CA | GRUMMAN | G-164A | NONE |
| 3 0822 | N4997X | 042677 | NMAXWELL+CA | AERO-COMDR | S-2R | FATAL |
| 3 0856 | N8960H | 051977 | WEINER AR | GRUMMAN | G-164A | MINOR |
| 3 0857 | N88148 | 051477 | LONOKE,AR | BELLANCA | 8GC BC | MINOR |
| 3 0858 | N9305G | 051577 | NMER ROUGE,LA | CESSNA | 188B | SERIOUS |
| | | | | | | |

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| | | | | | | |
| 3 0863 | N48920 | 050977 | UVALDE,TX | CESSNA | A188 | MINOR |
| 3 0881 | N99242 | 060177 | NBAKERSFIELD,CA | HILLER ACFT | UH - 12E | NONE |
| 3 0935 | N6175U | 041277 | BELLE RIVE, IL | SNOW | S 2 B | SERIOUS |
| 3 0961 | N4918R | 041177 | ALBANY, OR | CESSNA | 188B | NONE |
| 3 0976 | N9920Q | 040877 | CHESTER,CT | CESSNA | 172 | NONE |
| 3 1020 | N703Y | 052877 | NGRIDLEY,CA | GRUMMAN | G - 164 | NONE |
| 3 1024 | N10219 | 060177 | BIGGS+CA | GRUMAN | G - 164 | NONE |
| 3 1026 | N10221 | 042177 | NMAXWELL,CA | GRUMMAN | G - 164 | NONE |
| 3 1028 | N7363 | 060477 | DUMAS + AR | GRUMMAN | G-164A | FATAL |
| 3 1029 | N8732H | 053077 | GEORGETOWN, AR | GRUMMAN | G - 164A | SERIOUS |
| 3 1030 | N6560 | 051977 | KEISER, AR | GRUMMAN | G - 164A | NONE |
| 3 1032 | N6729Z | 060777 | EVENING STAR, AR | PIPER | PA-25 | NONE |
| 3 1033 | N1014Y | 052377 | SUL PHUR + LA | MURRAYAIR | MA-18 | NONE |
| 3 1034 | N7480 | 060277 | IOTA,LA | GRUMMAN | G - 164A | NONE |
| 3 1035 | N7231 | 060277 | LAKE ARTHUR,LA | GRUMMAN | G - 164A | NONE |
| 3 1037 | N4646Y | 052877 | PRYOR • OK | PIPER | PA-25 | NONE |
| 3 1038 | N9367R | 060377 | LAWTON, OK | CESSNA | A1888 | MINOR |
| 3 1040 | N4860Y | 052877 | SAN ANGELO,TX | PIPER | PA-25 | NONE |
| 3 1041 | N4575N | 051577 | BEAUMONT, TX | BOEING | E75N1 | FATAL |
| 3 1047 | N86782 | 060677 | MANOR + T X | BELLANCA | 8GCBC | NONE |
| 3 1048 | N8639L | 061377 | SEAGRAVES,TX | PIPER | PA-25 | NONE |
| | | | | | | |

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| 3 1049 | N4309 | 053177 | GARWOOD , T X | GRUMMAN | 6-1644 | NONE |
| 3 1050 | N8641U | 052477 | ΚΑΤΥ,ΤΧ | GRUMMAN | G-164A | MINOR |
| 3 1051 | N4707Q | 060177 | WADSWORTH,TX | CESSNA | 188 | NONE |
| 3 1052 | N9857V | 053177 | FOWLERTON,TX | CESSNA | 188 | NONE |
| 3 1063 | N7547Z | 051977 | WESTFIELD, IN | PIPER | PA-25 | NONE |
| 3 1104 | N1150W | 041577 | STR OUD SBUR G • PA | BELL | 47G-4 | MINOR |
| 3 1108 | N10292 | 060877 | PINE PRAIRIE, LA | GRUMMAN | G-164 | NONE |
| 3 1109 | N47637Z | 042977 | NCROWLEY,LA | PIPER | PA-25 | MINOR |
| 3 1111 | N60885 | 061177 | SUL PHUR, LA | BOEING | A75N1 | NONE |
| 3 1113 | N7985 | 050977 | DANBURY, TX | GRUMMAN | G-164A | NONE |
| 3 1119 | N8367 | 050877 | NMART IN, SD | GRUMMAN | G-164A | NONE |
| 3 1126 | N6727D | 040677 | KING CITY,CA | BELL | 47G2 | SERIOUS |
| 3 1132 | N4614Y | 050377 | NCHESTER,MT | PIPER | PA-18 | MINOR |
| 3 1133 | N7312Z | 052177 | BROCKWAY,MT | PIPER | PA-25 | NONE |
| 3 1135 | N53179 | 050177 | MALIN+OR | BOEING | D75N1 | NONE |
| 3 1138 | N5073F | 051177 | OAKLEY,KS | HILLER | FH1100 | NONE |
| 3 1147 | N599Y | 062577 | NCOLUSA .CA | GRUMMAN | G-164 | NONE |
| 3 1151 | N7225 | 062377 | PROCTOR, AR | GRUMMAN | G-164A | NONE |
| 3 1152 | N724Y | 062077 | MARIANNA, AR | GRUMMAN | G - 164A | NONE |
| 3 1161 | N3MC | 042377 | NCLOVIS, NM | PIPER | PA-25B | NONE |
| 3 1163 | N9300R | 061377 | NVERNAL, UT | CESSNA | 188B | MINOR |
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| | | | <u></u> | | | |
| 3 1180 | N2937W | 050777 | GREENFIELD, CA | WEATHERLY | 201B | NONE |
| 3 1180 | N9707 | 050777 | GREENFIELD .CA | GRUMMAN | G - 164 | NONE |
| 3 1190 | N991X | 062377 | ARKADELPHIA, AR | GRUMMAN | G - 164A | NONE |
| 3 1192 | N7902 | 061177 | B'ASTROP+LA | GRUMMAN | G - 164A | NONE |
| 3 1198 | N8210G | 060377 | NCHEROKEE, OK | CESSNA | A188B | SERIOUS |
| 3 1201 | N9261R | 060777 | BOVINA,TX | CESSNA | A188B | NONE |
| 3 1219 | N6653Q | 043077 | EUNICE,LA | GRUMMAN | G - 164B | SERIOUS |
| 3 1220 | N6452Z | 060277 | NPERRY,OK | PIPER | PA-25 | MINOR |
| 3 1222 | N 7 998 | 061577 | SAN BENITO, TX | GRUMMAN | G - 164A | MINOR |
| 3 1227 | N4940Y | 030677 | KNOX CITY,TX | PIPER | PA-25 | NONE |
| 3 1266 | N9403R | 070877 | NPREMONT, TX | SNOW | S 2 A | NONE |
| 3 1277 | N9073R | 062477 | GRAND RAPIDS,MI | CESSNA | 188B | NONE |
| 3 1287 | N5361 | 070877 | CLARENDON,AR | GRUMMAN | G-164A | NONE |
| 3 1288 | N7485 | 070777 | HUNTER • AR | GRUMMAN | G - 164A | NONE |
| 3 1291 | N53280 | 062877 | MARKSVILLE,LA | BOEING | Δ75 | NONE |
| 3 1293 | N5615X | 061777 | TYRONE • OK | ROCKWELL | S2R | NONE |
| 3 1309 | N9636F | 042077 | NCLANTON, AL | HUGHE S | 2690 | NONE |
| 3 1315 | N8809L | 053177 | NREBECCA,GA | PIPER | PA-25 | NONE |
| 3 1316 | N48646 | 051977 | PUGH CITY,MS | GRUMMAN | G-1648 | NONE |
| 3 1329 | N75204 | 071177 | BLYTHE,CA | HILLER ACFT | UH-12E | NONE |
| 3 1336 | N9246G | 070277 | DUQUOIN, IL | CESSNA | 188B | NONE |
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|----------------|--------------------|-----------|----------------|--------------------------|----------------|-----------------|
| 3 1337 | N930X | 062477 | HEBRON, IN | GRUMMAN | G-164A | NONE |
| 3 1340 | N155HA | 050277 | NBIG LAKE, MN | HILLER ACFT | UH-12E | SERIOUS |
| 3 1343 | N617X | 051777 | NELGIN,NE | BELL | 47G | NONE |
| 3 1348 | N8672H | 070877 | JONESBOR O, AR | GRUMMAN | G-164A | NONE |
| 3 1350 | N4909Q | 070277 | PARKIN,AR | CESSNA | A188B | NONE |
| 3 1352 | N64877 | 062477 | NWEIWER, AR | BELL | 47G | NONE |
| 3 1353 | N6670Q | 071177 | BATON ROUGE,LA | GRUMMAN | G-164B | NONE |
| 3 1355 | N16657 | 061577 | COPAN, OK | BELL | 47G | NONE |
| 3 1384 | N70146 | 052477 | BILLINGS,MT | CESSNA | 188 | MINOR |
| 3 1420 | N7763V | 071077 | NSTOCKTON, CA | CALLAIR | A-9B | FATAL |
| 3 1430 | N9815V | 071377 | BROOKLAND, AR | CESSNA | 188 | NONE |
| 3 1431 | N4685Y | 070577 | NDES ARC, AR | PIPER | PA-25 | SERIOUS |
| 3 1432 | N9837P | 071277 | NCOY,AR | PIPER | PA-25 | NONE |
| 3 1433 | N4638 | 072177 | KEO, AR | GRUMMAN | G - 164 | NONE |
| 3 1434 | N4946Q | 072377 | MCGEHEE, AR | CESSNA | 188 | NONE |
| 3 1476 | N6764Z | 070277 | MT OLIVE,NC | PIPER | PA-25 | NONE |
| 3 1504 | N9014T | 071277 | NCOLQUITT,GA | EL TOMCAT | ΜΚ5Α | MINOR |
| 3 1508 | N68486 | 071677 | NHICKMAN, CA | BOEING | 875A | NONE |
| 3 1549 | N5626X | 062277 | NMARICOPA,AZ | AERO COMDR | 600S2R | MINOR |
| 3 1551 | N5647J | 072677 | NBLYTHE, CA | CESSNA | 188B | NONE |
| 3 1558 | N5649X | 070677 | BEEDEVILLE, AR | AERO COMDR | S-2R | NONE |

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| | | | | | | |
| 3 1559 | N10190 | 062977 | ALICIA,AR | BELL | 47D1 | NONE |
| 3 1560 | N8742H | 072177 | STUTTGART, AR | GRUMMAN | G164A | NONE |
| 3 1561 | N9511P | 071477 | MANILA,AR | PIPER | PA-25 | NONE |
| 3 1563 | N4842R | 062277 | TULELAKE•CA | CESSNA | 188B | NONE |
| 3 1570 | N5654 J | 072977 | DELL CITY,TX | CESSNA | 188 | NONE |
| 3 1576 | N8950H | 072077 | LK PROVIDENCE,LA | GRUMMAN | G-164A | NONE |
| 3 1579 | N8736L | 060777 | LAMESA,TX | PIPER | PA-25 | NONE |
| 3 1589 | N7723V | 062877 | NNOLAN,TX | AERO COMDR | A9B | FATAL |
| 3 1596 | N8462D | 061577 | NYUMA,CO | PIPER | PA-18 | NONE |
| 3 1622 | N6063Z | 062077 | AMHERST,MA | PIPER | PA-25 | FATAL |
| 3 1627 | N91974 | 062777 | TUR TON, SD | CESSNA | 188B | SERIOUS |
| 3 1631 | N12LW | 071577 | BOONE,IA | GRUMMAN | G - 164 | SERIOUS |
| 3 1632 | N4826Y | 071677 | MINDEN,IA | PIPER | PA-25 | NONE |
| 3 1634 | N21691 | 071777 | DE SOTO,KS | CESSNA | 188 | NONE |
| 3 1638 | N8784L | 061077 | CANBY,MN | PIPER | PA-25 | NONE |
| 3 1660 | N7432F | 070577 | GOODING, ID | HUGHES | 300C | NONE |
| 3 1669 | N8267H | 042177 | PILOT ROCK,OR | CALLAIR | ۵9 | NONE |
| 3 1674 | N66620 | 061677 | NKLAMATH FALLS, OR | GRUMMAN | G-164A | MINOR |
| 3 1675 | N62394 | 061077 | LAKEVIEW, OR | BOEING | PT-17 | NONE |
| 3 1686 | N8850L | 072877 | QUINCY,WA | PIPER | PA-25 | NONE |
| 3 1692 | N1259W | 081577 | CORNERSTONE, AR | WEATHERLY | 201B | FATAL |
| | | | | | | |

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| 3 1692 | N1274W | 081577 | CORNERSTONE, AR | WEATHERLY | 201B | FATAL |
| 3 1693 | N4832 | 080377 | ENGLAND, AR | GRUMMAN | G - 164A | NONE |
| 3 1694 | N8466V | 082277 | WILMOT,AR | SNOW | S-2R | NONE |
| 3 1695 | N8945H | 081577 | DE VALLS,AR | GRUMMAN | G - 164A | NONE |
| 3 1703 | N4700R | 053077 | PLAINVIEW, TX | CESSŅA | A188B | NONE |
| 3 1704 | N9628P | 072977 | GRUVER, TX | PIPER | PA-25 | NONE |
| 3 1705 | N8682L | 072577 | EDMONSON • T X | PIPER | PA-25 | NONE |
| 3 1712 | N8739L | 072777 | BROWNFIELD,TX | PIPER | PA-25 | NONE |
| 3 1721 | N8010G | 071177 | NGRADY, NM | CESSNA | 188 | NONE |
| 3 1724 | N7256C | 062477 | TORRINGTON,WY | LOCKHEED | B-34 | NONE |
| 3 1731 | N8800L | 070677 | WOODBINE, IA | PIPER | P.A-25 | FATAL |
| 3 1734 | N4809Q | 061677 | OLSBURG,KS | CESSNA | 188B | FATAL |
| 3 1737 | N7499 | 070477 | NSIKESTON,MO | GRUMMAN | G - 164A | FATAL |
| 3 1738 | N59249 | 071577 | GRAND FORKS,ND | BOEING | A75N1 | MINOR |
| 3 1739 | N9871Y | 051977 | NORTHVILLE, SD | AERONCA | 7GCB | SERIOUS |
| 3 1747 | N9212R | 080277 | ELIZABETH CITY, NC | CESSNA | 188B | NONE |
| 3 1768 | N4774S | 041977 | NLAKE WALES,FL | EL TOMCAT | МК6А | MINOR |
| 3 1781 | N6 729 D | 080877 | BROOKFIELD,GA | BELL | 47G-2 | NONE |
| 3 1782 | N3575B | 050477 | RAY CITY,GA | EL TOMCAT | MK5A | SERIOUS |
| 3 1783 | N63D | 080277 | TCHULA,MS | GRUMMAN | G164B | NONE |
| 3 1784 | N21808 | 071477 | WINTERVILLE.MS | CESSNA | A188 | NONE |
| | | | | | | |

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| | | | | | | |
| 3 1785 | N5854G | 080677 | NLIVINGSTON, SC | CESSNA | A188B | NONE |
| 3 1801 | N8487G | 072777 | POSTON, AZ | CESSNA | 188 | SERIOUS |
| 3 1802 | N9989P | 072977 | BRAWLEY,CA | PIPER | PA-36 | NONE |
| 3 1818 | N6651Q | 080977 | NMODESTO,CA | GRUMMAN | G164-B | NONE |
| 3 1826 | N62349 | 072877 | NYUMA, AZ | HILLER ACFT | UH-12E | NONE |
| 3 1828 | N944X | 072677 | NELFR IDA, AZ | GRUMMAN | G - 164A | NONE |
| 3 1829 | N55785 | 073077 | CASA GRANDE, AZ | PIPER | PA-36 | NONE |
| 3 1832 | N6729Q | 073177 | QUEEN CREEK,AZ | GRUMMAN | G-164B | NONE |
| 3 1838 | N6312Z | 043077 | NKING CITY,CA | PIPER | PA-25 | MINOR |
| 3 1844 | N44118 | 080977 | NNILAND, CA | PIPER | PA-36 | NONE |
| 3 1845 | N62413 | 080677 | NCALIPATRIA, CA | HILLER ACFT | UH - 12 E | NONE |
| 3 1846 | N5292 | 072277 | EL CENTRO,CA | GRUMMAN | G - 164A | NONE |
| 3 1848 | N4798Y | 090177 | LEACHVILLE, AR | PIPER | PA-25 | NONE |
| 3 1849 | N462RF | 080177 | MARINGOUIN,LA | GRUMMAN | 6-164 | NONE |
| 3 1850 | N5417 | 080877 | WATERPROOF,LA | GRUMMAN | G-164A | FATAL |
| 3 1853 | N9437R | 081077 | CLAY,TX | CESSNA | 188B | NONE |
| 3 1857 | N91054 | 071877 | TABERNACLE,NJ | CESSNA | 188 | NONE |
| 3 1866 | N6788Z | 071377 | ROLL AZ | PIPER | PA-25 | SER I DUS |
| 3 1872 | N5501X | 082377 | REYDELL, AR | AERO COMMDR | S-2R | NONE |
| 3 1875 | N9602G | 082077 | OAK RIDGE,LA | CESSNA | A188B | NONE |
| 3 1877 | N8716F | 082177 | COUNCIL HILL, OK | HUGHES | 269A | NONE |
| | | | | | | |

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| | | | | | | |
| 3 1887 | N5582X | 070977 | STERLING CITY, TX | AERO-COMMDR | S-2R | NONE |
| 3 1901 | N4995Y | 052877 | NPOPLAR BLUFF,MO | PIPER | PA-25 | FATAL |
| 3 1903 | N4650Y | 062077 | ALBANY,KY | PIPER | PA-25 | SERIOUS |
| 3 1914 | N4756R | 062477 | MERRITT, NC | CESSNA | A188B | NONE |
| 3 1932 | N4710Z | 071377 | NSYLVANIA,GA | PIPER | PA-25 | NONE |
| 3 1935 | N53296 | 080277 | NTCHULA, MS | CESSNA | A188B | SERIOUS |
| 3 1941 | N56234 | 090577 | NVERNAL IS, CA | BOEING | Δ75 | SERIOUS |
| 3 1950 | N55439 | 072077 | MARANA, AZ | BOEING | E75 | NONE |
| 3 1952 | N597Y | 083077 | CHANDLER + AZ | GRUMMAN | G - 164 | MINOR |
| 3 1959 | N48577 | 082077 | NIMPERIAL, CA | BOEING | A75N1 | NONE |
| 3 1966 | N9715P | 090677 | GREGORY,AR | PIPER | PA-25 | SERIOUS |
| 3 1968 | N8545L | 090277 | PIGGOTT,AR | PIPER | PA-25 | NONE |
| 3 1969 | N91432 | 082377 | MER ROUGE,LA | CESSNA | 188B | SERIOUS |
| 3 1970 | N7470Z | 081577 | JONESVILLE, LA | PIPER | PA-25 | NONE |
| 3 2014 | N66307 | 062877 | NFT.PIERCE,FL | BOEING | E-75 | FATAL |
| 3 2017 | N4917R | 072077 | DIXONVILLE, FL | CESSNA | A188 | NONE |
| 3 2024 | N4414Y | 080377 | NREBECCA,GA | PIPER | PA-25 | MINOR |
| 3 2032 | N82313 | 082977 | NEHRHARDT, SC | PIPER | PA-25 | NONE |
| 3 2051 | N6601Z | 091477 | MARICOPA+AZ | PIPER | PA-25 | SERIOUS |
| 3 2052 | N968X | 090377 | CASA GRANDE, AZ | GRUMMAN | G-164A | SERIOUS |
| 3 2055 | N28877 | 082277 | NMESA AZ | HILLER | UH-12E | NONE |
| | | | | | | |

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| ~~~~~~ | | | | | | |
| 3 2067 | N459 | 071877 | NSHERIDAN, WY | DOUGLAS | DC-3A | FATAL |
| 3 2070 | N4734Y | 081977 | MARSING, ID | PIPER | PA-25 | SERIOUS |
| 3 2075 | N7764V | 071977 | ADRIAN, OR | CALLAIR | A9 B | SERIOUS |
| 3 2086 | N70296 | 062377 | WARDEN,WA | CESSNA | 188A | NONE |
| 3 2101 | N53330 | 051977 | PARIS,IL | CESSNA | A188B | MINOR |
| 3 2107 | N7278Z | 071377 | NILES,MI | PIPER | PA-25 | NONE |
| 3 2110 | N1670S | 062577 | NEKOOSA, WI | SNOW | S2C | NONE |
| 3 2119 | N7989J | 062977 | RED CLOUD,NE | BELL | 47G5A | NONE |
| 3 2139 | N9931P | 051977 | BATAVIA,NY | PIPER | PA-36 | NONE |
| 3 2161 | N7739V | 081377 | PETERSBURG • VA | AERO COMDR | ∆-9 | FATAL |
| 3 2164 | N5525S | 083077 | CHARLOTTE, TN | CESSNA | 188 | NONE |
| 3 2166 | N945X | 092477 | WOODLAKE,CA | GRUMMAN | G - 164A | NONE |
| 3 2170 | N5053V | 073077 | NMODESTO,CA | BOEING | A75N1 | NONE |
| 3 2172 | N1287W | 090777 | TRACY,CA | WEATHERLY | 201B | NONE |
| 3 2189 | N731HL | 091277 | PORTLAND, AR | CESSNA | 188B | NONE |
| 3 2191 | N9375 | 090277 | TRANSYLVANIA.LA | GRUMMAN | G -1 64A | NONE |
| 3 2196 | N959X | 083077 | GILLIAM, LA | GRUMMAN | G-164A | NONE |
| 3 2198 | N1020Y | 082677 | COUSHATTA,LA | MURRAYAIR | MA-1 | SERIOUS |
| 3 2199 | N5264 | 082177 | VILLE PLATTE,LA | GRUMMAN | G-164A | SERIOUS |
| 3 2200 | N6616Q | 071577 | CARNEGIE.OK | GRUMMAN | G - 164B | NONE |
| 3 2209 | N68200 | 070177 | NHUNTER S, WA | STEARMAN | A75N1 | NONE |
| | | | | | | |

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|----------------|--------------------|---------------|--------------------|---------------------|---------------------|-----------------|
| 3 2215 | N9153F | 070877 | NMACKINAW;IL | HUGHE S | 369C | NONE |
| 3 2226 | N66480 | 062977 | HANNA,IN | GRUMMAN | G - 164B | NONE |
| 3 2236 | N52014 | 071377 | CONVERSE, IN | STEARMAN | PT-17 | NONE |
| 3 2238 | N64580 | 072177 | BYRON CENTER,MI | BELL | 47D | SERIOUS |
| 3 2258 | N7459F | 090677 | NURBANA, OH | HUGHES | 269C | MINOR |
| 3 2283 | N9448F | 080277 | NWAUPACA, WI | HUGHES | 269B | SERIOUS |
| 3 2320 | N90836 | 032577 | NKENTLAND, IN | BELL | 47G2 | MINOR |
| 3 2326 | N5396 | 062777 | NJUNCTION CITY,KS | GRUMMAN | G - 164A | NONE |
| 3 2352 | N48457 | 062777 | WEEDSPORT,NY | GRUMMAN | G-164B | MINOR |
| 3 2369 | N9960G | 082277 | NEDENTON, NC | CESSNA | A188A | MINOR |
| 3 2370 | N8285C | 082177 | EDENTON,NC | PIPER | PA-18 | NONE |
| 3 2371 | N4980X | 080977 | ELIZABETH CITY, NC | ROCKWELL | SŻR | NONE |
| 3 2376 | N9115D | 062977 | NRIVERSIDE,AL | PIPER | PA-18 | NONE |
| 3 2377 | N8282 | 080677 | NNEW BROCKTON, AL | BELL | 47D1 | NONE |
| 3 2378 | №889 7 F | 081177 | NMT.MEIGS,AL | HUGHES | 269A1 | NONE |
| 3 2380 | N89420 | 080677 | NBAY MINETTE,AL | ROCKWELL | S2R | MINOR |
| 3 2381 | N7509Z | 082577 | MCCULLOUGH, AL | PIPER | PA-25 | NONE |
| 3 2382 | N4622Y | 082077 | NCASTLEBERRY.AL | PIPER | PA-25 | FATAL |
| 3 2389 | N4495Q | 092577 | ZELLWOOD,FL | CESSNA | A188B | NONE |
| 3 2395 | N8677H | 062177 | CLEWISTOWN, FL | GRUMMAN | G - 164A | NONE |
| 3 2396 | N9860P | 091777 | NBONIFAY, FL | PIPER | PA-25 | NONE |
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| | | | | | | |
| 3 2397 | N9940G | 072077 | NCAMPBELLTON, FL | CESSNA | 188 | SERIOUS |
| 3 2404 | N4350Y | 072977 | NMURRAY, GA | PIPER | PA-25 | MINOR |
| 3 2407 | N9829 | 090677 | NCUTHBERT, GA | GRUMMAN | G -1 64A | NONE |
| 3 2408 | N4632Y | 070677 | NCLIMAX, GA | PIPER | PA-25 | NONE |
| 3 2413 | N7571Z | 090877 | DUDLEY,GA | PIPER | PA-25 | NONE |
| 3 2415 | N8032V | 081277 | SYLVANIA, GA | AERO COMDR | Δ-9 | NONE |
| 3 2417 | N66020 | 100777 | FLORA, MS | GRUMMAN | G-164A | NONE |
| 3 2418 | N21705 | 080477 | NMYRTE,MS | CESSNA | A188B | MINOR |
| 3 2420 | N9139G | 081677 | CANTON, MS | CESSNA | A188B | SERIOUS |
| 3 2421 | N91262 | 082577 | ROLLING FORK,MS | CESSNA | A188B | NONE |
| 3 2422 | N4227A | 082377 | NLAMBER T, MS | BELL | MK5-B | SERIOUS |
| 3 2423 | N21756 | 091177 | NMORTON, MS | CESSNA | A188B | MINOR |
| 3 2424 | N70124 | 081977 | NGRACE, MS | CESSNA | 188B | NONE |
| 3 2425 | N731DH | 091277 | NSUNFLOWER,MS | CESSNA | 188B | NONE |
| 3 2428 | N79462 | 082577 | NWINONA, MS | CESSNA | A188B | FATAL |
| 3 2429 | N1358C | 072677 | NLOUISVILLE,MS | PIPER | PA-18 | FATAL |
| 3 2430 | N5619G | 080677 | NLYNCHBURG, SC | CESSNA | A188B | NONE |
| 3 2431 | N6543 | 072377 | NTUNICA,MS | GRUMMAN | G-164A | FATAL |
| 3 2431 | N6632 | 072377 | NTUNICA, MS | GRUMMAN | G-164A | FATAL |
| 3 2433 | N5704G | 082477 | NLOUISVILLE,MS | CESSNA | A188B | NONE |
| 3 2434 | N48426 | 081877 | FLORA,MS | GRUMMAN | G164A | NONE |
| | | | | | | |

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|----------------|--------------------|-----------|--------------------|-----------------|-----------------|-------------------------------|
| | | | | en eng | | ین ک نان در بن ک نو |
| 3 2435 | N586T | 062577 | OSWEGO,SC | BELL | 47D | NONE |
| 3 2436 | N4454Q | 090577 | NBENNETTSVILLE, SC | CESSNA | A188B | NONE |
| 3 2437 | N53354 | 100177 | ST MATTHEWS, SC | CESSNA | 188B | NONE |
| 3 2438 | N59655 | 080777 | DARLINGTON, SC | PIPER | PA-36 | MINOR |
| 3 2441 | N8014V | 081777 | NEDGEMOOR,SC | CESSNA | 188 | NONE |
| 3 2451 | N9899V | 080877 | NMEADE,KS | CESSNA | 188 | NONE |
| 3 2456 | N4095G | 082377 | NDENISON,IA | BELL | 4765 | SERIOUS |
| 3 2464 | N4740Y | 062477 | NALEXANDRIA, MN | PIPER | PA-25 | SERIQUS |
| 3 2465 | N7453Z | 061477 | SHEVLIN, MN | PIPER | PA-25 | NONE |
| 3 2472 | N6606 | 080377 | PERHAM,MN | GRUMMAN | G - 164A | NONE |
| 3 2495 | N7652V | 082077 | ST.PAUL,NE | CALLAIR | ∆- 9B | NONE |
| 3 2496 | N48594 | 062877 | NSIDNEY, NE | GRUMMAN | G - 164A | NONE |
| 3 2499 | N4408Q | 072277 | NRISING CITY,NE | CESSNA | A188A | NONE |
| 3 2513 | N5353 | 071577 | WOLCOTT, NY | GRUMMAN | G - 164A | NONE |
| 3 2519 | N652Y | 050477 | NNORTH ROSE NY | GRUMMAN | G - 164 | NONE |
| 3 2523 | N7417F | 063077 | A SH F OR D , N Y | HUGHES | 2690 | MINOR |
| 3 2524 | N7738V | 080377 | CANANDAIGUA, NY | CALLAIR | Δ-9 | SERIOUS |
| 3 2531 | N4824 | 060177 | CENTREVILLE, AL | GRUMMAN | G - 164A | NONE |
| 3 2536 | N90824 | 041377 | MCINTOSH,AL | AEROSPATLE | SA315B | NONE |
| 3 2550 | N95760 | 041577 | LADY LAKE, FL | SIKORSKY | H19E | MINOR |
| 3 2553 | N8932L | 071377 | HOMESTEAD,FL | PIPER | PA-25 | MINOR |
| | | | | | | |

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|----------------|--------------------|-----------|------------------|-------------------------|-----------------|-----------------|
| | | | | | | |
| 3 2567 | N5695J | 061377 | NCAIRD, GA | CESSNA | A188A | NONE |
| 3 2568 | N908B | 070277 | NBERLIN, GA | BELL | 47-D1 | NONE |
| 3 2569 | N953X | 061677 | CAMILLA, GA | GRUMMAN | G - 164A | MINOR |
| 3 2571 | N2299W | 052877 | NFRANKLIN,GA | BELL | 206B | MINOR |
| 3 2572 | N9631G | 053077 | ROCHELLE, GA | CESSNA | A188B | NONE |
| 3 2573 | N4199X | 072577 | NVADA,GA | ROCKWELL | THRUSH | NONE |
| 3 2575 | N8279G | 081677 | NROCKY FORD,GA | CESSNA | A188B | NONE |
| 3 2576 | N9318F | 082077 | NMONTEZUMA,GA | HUGHES | 269B | NONE |
| 3 2578 | N3576G | 061777 | HOLLY BLUFF,MS | CALLAIR | Δ9Δ | MINOR |
| 3 2579 | N79581 | 062077 | LELAND, MS | CESSNA | 188 | NONE |
| 3 2580 | N91229 | 060177 | NVICKSBURG, MS | CESSNA | A188B | NONE |
| 3 2581 | N70389 | 052777 | NLAMBERT,MS | CESSNA | A188B | NONE |
| 3 2583 | N48628 | 080477 | NHOUSTON, MS | GRUMMAN | G - 164B | NONE |
| 3 2584 | N9143R | 071277 | NFLORA+MS | CESSNA | 188B | SERIOUS |
| 3 2585 | N53307 | 041577 | HOLLY SPRING, MS | CESSNA | 188 | NONE |
| 3 2586 | N5624X | 082177 | NHERNANDO,MS | AERO COMDR | S - 2R | NONE |
| 3 2591 | N9325F | 080877 | NJOHNSTON, SC | HUGHES | 269B | NONE |
| 3 2609 | N9010T | 090177 | NMONROVIA, IN | TOMCAT | ΜΚ5Α | NONE |
| 3 2626 | N9032R | 092177 | NBLOOMVILLE, OH | CESSNA | 188B | NONE |
| 3 2634 | N9526 | 092877 | BIG PLAINES, OH | BELL | 47G-2A | NONE |
| 3 2655 | N8060E | 091477 | POSTON, AZ | BELL | 47D1 | NONE |
| | | | | | | |

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| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 2656 | N89610 | 090577 | NSTANFIELD, AZ | AERO COMDR | S2R | NONE |
| 3 2657 | N5297 | 083077 | BUCKEYE, AZ | GRUMMAN | G-164A | NONE |
| 3 2658 | N9908P | 042077 | NBRAWLEY,CA | PIPER | PA-36 | NONE |
| 3 2686 | N8515F | 100377 | CROSSVILLE, IL | BELL | 4764 | NONE |
| 3 2696 | N9621G | 091677 | SHEPARDSVILLE,KY | CESSNA | A188B | NONE |
| 3 2701 | N7728V | 082677 | NCHARLOTTE, NC | CALLAIR | ۵-9 | NONE |
| 3 2703 | N9095G | 072777 | COLUMBIA,NC | CESSNA | 188 | NONE |
| 3 2704 | N44490 | 080577 | CLAYTON, NC | CESSNA | 188C | NONE |
| 3 2706 | N48668 | 062577 | DUNLAP, TN | GRUMMAN | G-164B | NONE |
| 3 2708 | N2880B | 081577 | JAMESTOWN, TN | BELL | 47G2A | SERIOUS |
| 3 2721 | N8465Z | 110477 | NARIZONA CITY,AZ | PIPER | PA-25 | NONE |
| 3 2723 | N32LF | 100477 | NBAKERSFIELD,CA. | AERO COMDR | 600 52 R | NONE |
| 3 2724 | N5502X | 092377 | BLYTHE,CA | AERO COMDR | 600S2R | SERIOUS |
| 3 2730 | N9865P | 092877 | CARAWAY | PIPER | PA-25 | NONE |
| 3 2733 | N9512 | 082877 | GRANT,LA | GRUMMAN | G -164 A | NONE |
| 3 2739 | N4775Y | 091277 | COYANOSA, TX | PIPER | PA-25 | FATAL |
| 3 2746 | N4853Y | 100177 | SMYER,TX | PIPER | PA-25 | NONE |
| 3 2747 | N4534Y | 101377 | DENVER CITY, TX | PIPER | PA-25 | NONE |
| 3 2750 | N7021Z | 091977 | GARDEN CITY,TX | PIPER | PA-25 | MINOR |
| 3 2768 | N4947Q | 072977 | NCLOVIS, ŃM | CESSNA | 188 | MINOR |
| 3 2773 | N7456F | 072677 | MALTA, ID | HUGHES | 2690 | NONE |
| | | | | | | |

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|-----------|----------------|--------|----------|-----------------|------------------|-----------------|-----------------|
| 3 27 | 84 N72 | 2414 (| 80377 | CONNELL, WA | CESSNA | 188 | NONE |
| 3 27 | | | | QUINCY.WA | GRUMMAN | G164B | NONE |
| | | | 081577 | | | | |
| 3 28 | 05 1191 | .828 (| 081077 | VALMEYER,IL | CESSNA | 188C | NONE |
| 3 28 | 07 N44 | 620 (| 071877 | COLOMA MI | CESSNA | 188B | MINOR |
| 3 28 | 10 N93 | 57F (| 062977 | HAWKEYE, IA | HUGHE S | 269B | NONE |
| 3 28 | 13 N88 | 392F (|)71577 | HERNDON,KS | HUGHES | 269A | MINOR |
| 3 28 | 17 N64 | 76Z 0 | 72077 | CAIRO, MO | PIPER | PA-25 | NONE |
| 3 28 | 21 N40 | 983 (| 60777 | HAYES,SD | PIPER | PA-36 | NONE |
| 3 282 | 24 N21 | 830 0 | 71577 | RINGWOOD,IL | BRANTLY | B2B | NONE |
| 3 28 | 31 N33 | 51F (| 71177 | REASONER, IA | HILLER ACFT | 12E | NONE |
| 3 28 | 35 N88 | 570 0 | 72677 | TRENTON, MO | PIPER | J-3 | NONE |
| 3 28 | 36 N90 | 81R 0 | 73177 | CLEARWATER,NE | CESSNA | 188B | NONE |
| 3 2 8 | 37 N1F | R (| 071777 | SCOTTSBLUFF,NE | CESSNA | 3 05 A | NONE |
| 3 28 | 38 N98 | 13P 0 | 72977 | CALLAWAY,NE | PIPER | PA-25 | MINOR |
| 3 283 | 39 N99 | 47P (| 72677 | KENNEBEC, SD | PIPER | PA-36 | NONE |
| 3 28 | 60 N88 | 69F (|)82477 N | ROYSTON, GA | HUGHES | 269A | NONE |
| 3 28 | 51 N84 | 39V 1 | 00877 | FIVE POINTS,CA | ROCKWELL | S-2R | NONE |
| 3 28 | 63 N97 | 050 0 | 81977 | HOLLISTER,CA | CESSNA | A188 | NONE |
| 3 28 | 56 N68 | 84Z C | 92777 | PARAGOULD,AR | PIPER | PA-25 | NONE |
| 3 28 | 70 N8 <i>6</i> | 23H C | 92477 | NATCHITOCHES,LA | GRUMMAN | G - 164A | NONE |
| 3 28 | 73 N90 | 81T C | 81077 | WARRENSBURG, IL | CONTINENTAL | 5 A | NONE |
| | | | | PACE 56 | | | |

| FILE | AIRCRAF | т | | AIRCRAF | т | INJURY |
|--------|---------|--------|--------------------|---------|-----------------|---------|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| | | | | | | |
| 3 2874 | N4391Y | 090977 | CHARLOTTE,TX | PIPER | PA-25 | SERIOUS |
| 3 2874 | N8835L | 090977 | CHARLOTTE, TX | PIPER | PA-25 | SERIOUS |
| 3 2876 | N9920P | 101977 | NEW DEAL,TX | PIPER | PA-36 | MINOR |
| 3 2889 | N9224F | 070977 | AMERICAN FALLS, ID | HUGHES | 369HS | FATAL |
| 3 2914 | N21602 | 081977 | KANKAKEE, IL | CESSNA | A188B | SERIOUS |
| 3 2930 | N910X | 080777 | VINELAND, NY | GRUMMAN | G-164A | NONE |
| 3 2949 | N8945L | 082377 | TRIMBLE,TN | PIPER | PA-25 | NOŃE |
| 3 2955 | N4850N | 081577 | MEXIA,AL | BOEING | E75, | MINOR |
| 3 2965 | N7404F | 081977 | NMONTEZUMA, GA | HUGHES | 269C | NONE |
| 3 2968 | N6370Z | 081377 | NBELTON, SC | PIPER | PA-25 | NONE |
| 3 2981 | N9903 | 100777 | HOLTVILLE,CA. | GRUMMAN | G - 164A | NONE |
| 3 2984 | N268N | 092977 | GREENFIELD, CA. | BOEING | A75N1 | NONE |
| 3 2991 | N7060Z | 042977 | RAMSEY, IN | PIPER | PA-25 | SERIOUS |
| 3 3010 | N53213 | 071577 | SENATH, MO | CESSNA | A188B | NONE |
| 3 3018 | N4731A | 081577 | VINCENT, AL | PIPER | PA-18 | FATAL |
| 3 3027 | N6658 | 090177 | NSTERLING, IL | GRUMMAN | G - 164A | NONE |
| 3 3036 | N4835Y | 092277 | N.FAIRFIELD,OH | PIPER | PA-25 | MINOR |
| 3 3044 | N44960 | 093077 | RDANOKE RAPIDS,NC | CESSNA | 188B | NONE |
| 3 3050 | N15289 | 082477 | COLQUITT,GA | GRUMMAN | G - 164A | NONE |
| 3 3051 | N89210 | 102777 | POPLAR VILLE, MS | THRUSH | S2R | FATAL |
| 3 3079 | N85124 | 082477 | WASHINGTON, LA | GRUMMAN | G-164A | NONE |
| | | | 5.4.5.5 | | | |

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| 3 3085 | N4901Y | 082377 | EDMONSON, TX | PIPER | PA-25 | NONE |
| 3 3097 | N8088V | 071177 | ONTARIO, OR | CESSNA | 1884 | NONE |
| 3 3105 | N4566Y | 092177 | PASCO, WA | PIPER | PA-25 | MINOR |
| 3 3106 | N45261 | 081177 | PRESCOTT,WA | NAVAL FCTY | N3N-3 | SERIOUS |
| 3 3108 | N5045X | 091777 | TOUCHET,WA | AERO COMDR | S2R | MINOR |
| 3 3158 | N75GS | 072977 | STEWARTVILLE,MN | ROCKWELL | S - 2R | NONE |
| 3 3168 | N6048G | 072777 | TRUMBULL, NE | CESSNA | 188 | MINOR |
| 3 3202 | N659Y | 092877 | HUGHES,AR | GRUMMAN | G - 164 | NONE |
| 3 3209 | N8125G | 100477 | DE RIDDER,LA | CESSNA | A188B | NONE |
| 3 3215 | N6090G | 100577 | ALBERT, OK | CESSNA | A188B | NONE |
| 3 3217 | N9733P | 101977 | ANSON, TX | PIPER | PA-25 | NONE |
| 3 3222 | N7888B | 102077 | ED INBURG, TX | BELL | 47G-2 | NONE |
| 3 3244 | N2958G | 091277 | NCEDAR CITY,UT | CALLAIR | A-6 | SERIOUS |
| 3 3327 | N4960Y | 081677 | ASHFORD, AL | PIPER | PA-25 | NONE |
| 3 3344 | N8493V | 092277 | ALBANY, GA | AERO COMDR | 60052R | FATAL |
| 3 3346 | N9600G | 091377 | NASHVILLE, GA | CESSNA | 188-B | FATAL |
| 3 3348 | N1313N | 111177 | NPLANADA, CA | BOEING | ∆75 | SERIOUS |
| 3 3363 | N57713 | 091477 | CALEXICO,CA | PIPER | PA-36 | MINOR |
| 3 3369 | N6947Z | 110377 | NBLYTHE,CA | PIPER | PA-25 | NONE |
| 3 3376 | N9568P | 101677 | DENVER CITY,TX | PIPER | PA-25 | NONE |
| 3-3389 | N1500R | 072777 | OTHELLO, WA | AERO COMDR | 600S2R | NONE |
| | | | | | | |

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| 3 3413 | N9666Z | 082277 | STURGIS,KY | CALLAIR | Δ9 | MINOR |
| 3 3420 | Ň7284V | 080477 | SAMSON, AL | AERO COMDR | 49 | NONE |
| 3 3423 | N7291V | 082177 | BERRY,AL | AERO COMDR | Δ9 | NONE |
| 3 3432 | N9513 | 071177 | BAINBRIDGE, GA | GRUMMAN | 164A | NONE |
| 3 3495 | N6607Q | 120277 | NMERCED .CA | GRUMMAN | G-164B | NONE |
| 3 3516 | N7048Z | 110277 | LAREDO,TX | PIPER | PA-25 | SERIOUS |
| 3 3527 | N14303 | 072877 | NBYERS,CO | PIPER | PA-18A | SERIOUS |
| 3 3530 | N4956X | 090277 | NCLOVIS,NM | AERO COMDR | 600S2R | NONE |
| 3 3550 | N8294 | 112877 | NWASHINGTON,NC | SIKORSKY | \$58E | NONE |
| 3 3593 | N1199W | 100277 | ALSEA, OR | BELL | 47G3B1 | MINOR |
| 3 3613 | N9037R | 090277 | NPROSPECT CRK,AK | CESSNA | A188B | NONE |
| 3 3645 | N3564Q | 090377 | COOSADA, AL | CESSNA | 188 | MINOR |
| 3 3650 | N9104R | 080277 | STATESBORD, GA | CESSNA | 188B | NONE |
| 3 3736 | N4227X | 110177 | JAY,FL | AERO COMDR | S2R | NONE |
| 3 3737 | N21693 | 121277 | ZELLWOOD,FL | CESSNA | 188 | NONE |
| 3 3741 | N7404F | 091077 | MONTEZUMA, GA | HUGHES | 269 | NONE |
| 3 3824 | N9333R | 102777 | КАНОКА,МО | CESSNA | A188B | NONE |
| 3 3843 | N8877F | 082177 | CLANTON, AL | HUGHES | 269A | NONE |
| 3 3856 | N66510 | 102777 | NEL NIDO,CA | GRUMMAN | G - 164B | NONE |
| 3 3868 | N7948V | 092077 | NFAIRVIEW,TX | AERO COMDR | A9B | NONE |
| 3 3878 | N7927V | 071377 | NRAYMONDVILLE,TX | CALLAIR | ۵-9 | SERIOUS |

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| | | | | | | |
| 3 3885 | N9786C | 110377 | DEPOE BAY,OR | HILLER ACFT | UH - 12E | SERIOUS |
| 3 3945 | N6771Q | 121477 | CLEWISTON, FL | GRUMMAN | G - 164B | NONE |
| 3 3947 | N8735L | 112677 | BOYNTON BEACH, FL | PIPER | PA-25 | NONE |
| 3 3961 | N305MA | 122977 | NLIHUE,HI | EMAIR | MA-1 | NONE |
| 3 3964 | N7279V | 112577 | NCALEXICO, CA | CALLAIR | Δ9 | MINOR |
| 3 3990 | N9010T | 050677 | RUSSIAVILLE, IN | BELL | ΜΚ5Α | NONE |
| 3 4021 | N7634Z | 073077 | SPRINGFIELD, MN | PIPER | PA-25 | NONE |
| 3 4037 | N8502V | 100977 | FLORIDA CITY,FL | AERO COMDR | S2R | NONE |
| 3 4106 | N8834Q | 091277 | CORDELE,GA | AERO COMDR | S2R | MINOR |
| 3 4124 | N57831 | 091277 | BYROMVILLE,GA | PIPER | PA36 | NONE |
| 3 4159 | N8925F | 062777 | NWOODSTOCK, IL | HUGHES | 269 | NONE |
| 3 4199 | N53315 | 091277 | NHOPKINSVILLE,KY | CESSNA | A188B | NONE |
| 3 4200 | N5374W | 112977 | LAKEPORT, FL | PIPER | PA-28 | FATAL |
| 3 4223 | N5504K | 072877 | NPAHOKEE, FL | AERO COMDR | S2R | SERIOUS |
| 3 4226 | N105HA | 100377 | NLOS BANOS+CA | HILLER | UH-12E | NONE |
| 3 4268 | N90324 | 082777 | NFT MYERS, FL | BELL | 206B | MINOR |
| 3 4270 | N4578Y | 101977 | SMYER, TX | PIPER | PA-25 | FATAL |
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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING AERIAL APPLICATION OPERATIONS

1977

(IN STATE AND DATE ORDER)

| | DATE | | AIRCRAFT DATA | | F | S P | 1/N | PURPOSE | PILOT DATA |
|---------------------|--------------------------------|--|--|-------------------|-----|------|-------|-----------------------|-------------------------|
| | | MCINTOSH, AL | AEROSPATLE SA3158 N90824 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | COMMERCIAL | |
| | DEPARTUR | E POINT | INTENDED DESTINATION | | | | | | |
| | MCINTOS | SH,AL | LOCAL | | | | | | |
| | TYPE OF A | ACCIDENT | | | Ρ | PHAS | SE (| F OPERATION | |
| | | FAILURE OR MALFUN | CTION | | | . IN | FL | IGHT EN ROUTE TO TR | EAT CROP |
| COLLIDED WITH TREES | | ED WITH TREES | | | | L | ND] | ING POWER-OFF AUTORO | TATIVE LANDING |
| | POWERPI TERRAIN FACTOR(S | N - HIGH OBSTRUCTI | | | | _ | | | |
| | | LANEOUS ACTS,CONDI Lant - fuel system | TIONS - FUEL CONTAMINAT FUEL CONTROL | 0N-E) | CLU | SIV | /E (| OF WATER IN FUEL | |
| | | | LETE ENGINE FAILURE/FLAN Forced Landing off Airpo | | | | INE | | |
| | SPECIAL (| | | | | | | | |
| | TOTAL I | HOURS IN CROP CONT | ROL - 6135 | | | κı | ND. | OF OPERATION - FERTI | LIZING (LIQUID) |
| | KIND OF | F CROP - FOREST-TR | EES | | | TΥ | PE | OF CHEMICAL USED - L | IQUID CHEMICAL-NONTOXIC |
| | PILOT | S SEAT BELT - UNKN | OWN/NOT REPORTED | GLØVES - NOT USED | | | | | |
| | | S – NOT USED | | | | - | | HELMET - AVAILABLE- | |
| | | T CRASHPAD - NOT I | | | | | | H BAR - NOT INSTALLED | |
| | | | LING LOADED | | | · TE | ERR / | IN-TYPE - ROLLING | |
| | | ION-AREA BEING TRE | | | | | | | • |
| | REMARKS- | ONE VALVE IN FUEL | CONTROL PARTLY STUCK. E | LACK | FLA | KES | 5 FC | UND IN FUEL. | |

| | | | BRIEFS | S OF ACC | | | | | |
|--------|---|---|--|----------------|-------------|---------------------------------|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIE | s | FLIGHT | | PILOT DATA |
| | 4/20/77 NR. TIME - 1230 | CLANTON, AL | HUGHES 269C | CR- 0 | |) 1 | COMMERCIAL ASSOC CROP C | TL ACTIVITY | COMMERCIAL, AGE 31, 850 TOTAL HOURS, 110 IN TYPE NOT INSTRUMENT RATED. |
| | | PORT - DUSTER STRI DINT I | P NTENDED DESTINATION LOCAL | | | | | | |
| | TYPE OF ACCI COLLISION | DENT WITH GROUND/WATER | UNCONTROLLED | | | | F OPERATION NG FINAL APP | ROACH | |
| | | OUS - UNDETERMINE RCUMSTANCES - FOR | D Ced Landing on Airpon Frame Buffet | RT/SEAPL | ANE | BAS | E/HELIPT. | | |
| | KIND OF CP PILOT'S SE GOGGLES - TANK/HOPPE ELEVATION- FIRE AFTER 1 | RS IN CROP CONTROL LOP — OTHER EAT BELT — FASTENE NOT USED R—LOCATION — SIDE -AREA BEING TREATE | D-PROPERLY S D-FEET - 380 | | 1 0 1 | TYPE GLOVE CRASH Ferra | ÓF OPERATION OF CHEMICAL U S - NOT USED Helmet - AVA IN-TYPE - ROL RUN-HOW FLOW | SED - LIQUID ILABLE-NOT US LING | CHEMICAL-TOXIC |
| 3-2531 | 6/1/77 (TIME - 0745 Departure p(Centrevil | | GRUMMAN G-164A N4824 DAMAGE-SUBSTANTIAL NTENDED DESTINATION LOCAL | CR- 0 PX- 0 |) () (|) 1) 0 | CGMMERCIAL AERIAL APPLI | CATION | COMMERCIAL, AGE 33, 1000 Total Hours, 150 in type Instrument rated. |
| | TYPE OF ACCI ENGINE FAI | | | | 1 | IN FL | F OPERATION IGHT PROCEDU NG LEVEL OFF | |) |
| | MISCELLANE TERRAIN - COMPLETE POU | F → ENGINE STRUCTU DUS ACTS,CONDITIO HIGH ØBSTRUCTIONS VER LOSS → COMPLET | RE MASTER AND CONNEC NS - MATERIAL FAILUR E ENGINE FAILURE/FLAM CED LANDING OFF AIRPO | = 1EQUT-1 | ENG | | | | |
| | KIND OF CH GLOVES - N COCKPIT CH TANK/HOPPE Elevation- Swath Run- Procedure | RS IN CROP CONTROL ROP — FOREST-TREES NOT USED RASHPAD — INSTALLE R-LOCATION — FORW -AREA BEING TREATE -HOW FLOWN — WIND TURNAROUND — ENTR | D ARD OF PILOT D-FEET - 400 | | - - | TYPE CRASH CRASH | HELMET - AVA BAR - INSTAL IN-TYPE - ROL HIL | SED - LIQUID ILABLE USED LED LING | CHEMICAL-NONTOXIC |

BRIEFS OF ACCIDENTS

| | | | BRIEFS | OF A | | DEN | TS | | |
|--------|---|---|--|-------------------------------------|-----|---|------------------------------|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | | | 1/N. | FLIGHT PURPOSE | PILOT DATA |
| 3-2376 | | R.RIVERSIDE,AL D | PIPER PA-18 | PX- | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 33, 2618 TOTAL HOURS, 350 IN TYPE, INSTRUMENT RATED. |
| | TYPE OF AC | AILURE OR MALFUNC | INTENDED DESTINATION UNKNOWN/NOT REPORTED Tion | | P | IN | FL | F OPERATION IGHT SWATH RUN NG ROLL | |
| | MISCELLAM MISCELLAM PERSONNEI TERRAIN - COMPLETE P EMERGENCY (SPECIAL DA TOTAL HOU KIND OF (PILØT'S 3 GØGGLES - COCKPIT (TANK/HOPF | NT - FUEL SYSTEM NEOUS ACTS,CONDIT NEOUS ACTS,CONDIT L - MAINTENANCE,S - WET,SOFT GROUND SWER LOSS - COMPL CIRCUMSTANCES - FI IRS IN CROP CONTR GROP - MOSQUITO CI SEAT BELT - UNKNO | WN/NOT REPORTED Stalled Lly | ING IADEQU/ IEDUT-1 IRT ON | ιE | NGI ND KI TY GL CR CR | NE ND PE ØVE ASH | ENANCE AND INSPECTION OF OPERATION - OTHER OF CHEMICAL USED - LIQ S - USED HELMET - AVAILABLE US BAR - NOT INSTALLED IN-TYPE - SWAMPY/WATER LEVEL.FLAT | ED |
| | | N-HOW FLOWN - CRO Ascolator Loose D | SSWIND JE NØT PROPERLY SAFETIE | D. MOS | 500 | 1 1 0 | co | NTROL. | |
| -3420 | 8/4/77 TIME - 0630 | | AERO COMDR A9 N7284V Damage-Substantial | PX- | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 32, 1400 Total Hours, UNK/NR IN Type, Not instrument Rated. |
| | | L | | | | IN | FL | F OPERATION IGHT PULLUP FROM SWAT NG LEVEL OFF/TOUCHOOW | |
| | TERRAIN - PARTIAL PO | NT - MISCELLANEOU - HIGH VEGETATION √ER LØSS - PARTIA | S POWERPLANT FAILURE F L LOSS OF POWER - 1 ENG Orced Landing off Airpo | INE | | | INE | D REASONS | |
| | | | DL - UNKNOWN/NOT REPORT | ED | | ΤY | PE | OF OPERATION - DUSTING OF CHEMICAL USED - LIQ S - USED | |
| | PILOT'S S Goggles Crash Bai | SEAT BELT - FASTE - USED R - INSTALLED TYPE - LEVEL,FLAT | | | | CR | ASH NK/ | HELMET - AVAILABLE US HOPPER-LOCATION - FORM TION-AREA BEING TREATE | ARD OF PILOT |

| | | | | | | | - | | | |
|-------|--|--|---|----------------|---|---------------------------------|---------------------|--|------------------------------|---|
| FILE | DATE | LOCATION | | | F | S M/ | N | PURPOSE | | PILOT DATA |
| | | R.BAY MINETTE,AL | ROCKWELL S2R N89420 DAMAGE-SUBSTANTIAL | CR- PX- | | | | COMMERCIAL ASSOC CROP | CTL ACTIVITY | COMMERCIAL, FL.INSTR., AGE 45, 14000 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE PØINT INTENDED DESTINATION BAY MINETTE,AL LOCAL PHASE OF OPERATION TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT EN ROUTE TO TRE COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | | ROP | | |
| | POWERPLA TERRAIN Partial Po | NT - MISCELLANEOUS - HIGH OBSTRUCTION WER LOSS - PARTIAL | | GINE | | | NEI | D REASONS | | |
| | KIND OF Pilot's Gøggles Cøckpit Tank/hop | TA URS IN CROP CONTRO CROP — OTHER SEAT BELT — UNKNOW — NOT USED CRASHPAD — NOT INS PER-LOCATION — FOR N-AREA BEING TREAT | N/NOT REPORTED TALLED WARD OF PILOT | | | TYF GLG CR/ CR/ | E VE SH SH | DF CHEMICAL S - NOT USE |) VAILABLE-NOT U ALLED | CHEMICAL-TOXIC |
| -2377 | TIME - 101 NAME OF AI Departure | RPORT - AG STRIP Point | N8282 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | PX- | | | | COMMERCIAL Aerial Appi | | COMMERCIAL, AGE 48, 5510 Total Hours, 370 in type Not instrument rated. |
| | NEW BROCK Type of AC Engine F Hard Lan | CIDENT AILURE OR MALFUNCT | EBCAL | | | IN | FL | F OPERATION IGH'T SWATH NG POWER-DI | RUN FF AUTOROTATIV | E LANDING |
| | MISCELLA Factor(S) Personne Partial Po | NT - IGNITION SYST NEOUS ACTS,CONDITI 1 - MAINTENANCE,SE WER LOSS - PARTIAL | EM SPARK PLUG ONS - CARBON DEPOSITS RVICING, INSPECTION II LOSS OF POWER - 1 EN RCED LANDING OFF AIRP | NADEQI GINE | | | PE | CTION'OF AI | RCRAFT (MAINTE | NANCE PERSONNEL) |
| | KIND OF Pilot's Goggles Cockpit TANK/HOP Elevatio | | TALLED ES ED-FEET - 360 | ΓED | | TYI GLC CR/ CR/ TEI | E SH SH | OF CHEMICAL S - USED Helmet - A Bar - Not IN-Type - Ri | VAILABLE USED | CHEMICAL-TOXIC |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA . F S M/N PURPOSE 3-2378 8/11/77 NR.MT.MEIGS.AL HUGHES 269A1 CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.INSTR., TIME - 2015 N8897F PX- 0 0 ASSOC CROP CTL ACTIVITY AGE 35, 2809 TOTAL HOURS, DAMAGE-SUBSTANTIAL 987 IN TYPE, NOT INSTRU-MENT RATED. NAME OF AIRPORT - MEIGS DEPARTURE POINT INTENDED DESTINATION MT.MEIGS.AL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAXI AERIAL TAXI, OTHER TAXI AERIAL TAXI, OTHER ROLL OVER PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) MISCELLANEOUS ACTS+CONDITIONS - AIRCRAFT CAME TO REST IN WATER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. 3-2955 8/15/77 MEXIA.AL BOEING E75 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 49, 11945 TIME - 1800 N4850N PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 10020 IN DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION MEXIA.AL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT PROCEDURE TURNAROUND COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA KIND OF OPERATION - SPRAYING CROPS TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC KIND OF CROP - COTTON PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 425 TERRAIN-TYPE - HILLY SWATH RUN-HOW FLOWN - WIND CALM

| FILE | | LOCATION | AIRCRAFT DATA | | F | SM | /N | | PILOT DATA |
|--------|--|---|---|-------|--------|----------------------------|--------------------------------|---|--|
| 3-3018 | 8/15/77 TIME - 1400 DEPARTURE I VINCENT, TYPE OF ACC | VINCENT,AL) Point AL | PIPER PA-18 | CR- | 1 0 | 0 0 HAS | 0 0 E 0 | COMMERCIAL | COMMERCIAL, AGE 28, 1272 TOTAL HOURS, 195 IN TYPE, NOT INSTRUMENT RATED. |
| | | COMMAND - MISJUD | GED CLEARANCE Aneuver to avoid collis | SION | | | | | |
| | KIND OF (PILOT'S S Goggles - Cockpit (Tank/Hopf Elevation | JRS IN CROP CONTR CROP - BEANS SEAT BELT - FASTE | LED LLY TED-FEET - 400 | ΓED | | TY GL CR CR TE | PE OVE ASH ASH RRA | DF OPERATION - SPRAYING O DF CHEMICAL USED - LIQUIN S - USED HELMET - AVAILABLE USED BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - UNKNOWN | D CHEMICAL-TOXIC |
| 3-3327 | TIME - 1830 NAME OF AID DEPARTURE F | D RPORT - PRIVATE S POINT | N4960Y DAMAGE-SUBSTANTIAL TRIP INTENDED DESTINATION | PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 31, 1073 TOTAL HOURS, 197 IN TYPE, INSTRUMENT RATED. |
| | ASHFORD + TYPE OF ACC OVERSHOD COLLIDED | CIDENT | LOCAL | | F | LA | NDI | F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL | |
| | PILOT IN FACTOR(S) AIRPORTS MISCELLA | COMMAND - MISJUD COMMAND - FAILED AIRWAYS/FACILITI NEDUS ACTS+CONDIT | GED DISTANCE AND SPEED TO INITIATE GO-AROUND ES - AIRPORT CONDITION: IONS - HYDROPLANING ON IONS - RAN OFF END OF | WET I | RUNI | | Y | | |

BRIEFS OF ACCIDENTS

| | | | BRIEF | | | | | | | | | | | | |
|--------|--|---------------------------------------|---|------------|-------------|----------------------|-------------------------|---|----------------------------------|--|--|--|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUA F | IES S M | /N | FLIGHT PURPOSE | | PILOT DATA | | | | | |
| 3-2382 | TIME - 13 DEPARTURE CASTLEBE TYPE OF A | RRY, AL | PIPER PA-25 N4622Y DAMAGE-DESTROYED INTENDED DESTINATION | CR- PX- | 1 0 P | 0 0 HAS | 0 0 E 0 | | CTL ACTIVITY | COMMERCIAL, AGE 26, 2500 ACTIVITY TOTAL HOURS, 1000 IN Type, Instrument rated. | | | | | |
| | PROBABLE PILOT I | | GED ALTITUDE AND CLEAR | NCE | | | | | | | | | | | |
| | KIND OF PILOT'S G©GGLES COCKPIT TANK/HO ELEVATI | OURS IN CROP CONTRO CROP - COTTON | IED-PRØPERLY Stalled Sward of Pilot | | | TY Gl Cr Cr | PE OVE ASH ASH | OF CHEMICAL S - NOT USED |) /AILABLE-NOT U INSTALLED | CHÉMICAL-TOXIC | | | | | |
| -3843 | TIME - 08 | | HUGHES 269A N8877F DAMAGE-SUBSTANTIAL | | 0 | 0 0 | 1 1 | COMMERCIAL AERIAL APPL | ICATION | COMMERCIAL, AGE 38, 1194 Total Hours, 145 in Type, Not instrument rated. | | | | | |
| | DEPARTURE Clanton Type of A | ↓AL CCIDENT GN WITH GROUND/WATE | INTENDED DESTINATION LOCAL | | | TA | KEØ | F OPERATION FF VERTICAL NG POWER-ON | Landing · | | | | | | |
| | PROBABLE PILOT I | | TO MAINTAIN ADEQUATE P | ROTOR | R.P | .м. | | | | | | | | | |
| | KIND OF PILOT'S Guggles Cuckpit Tank/Ho | OURS IN CROP CONTRO Crop - Cotton | HED-PROPERLY Stalled OF Pilot | | | TY Gl Cr Cr | PE OVE ASH ASH | DF CHEMICAL S - USED | AILABLE-NOT U | CHEMICAL-TOXIC | | | | | |

| C ~ | | | | | | | | |
|--------|------------------------------------|--|---|------------|-------------|---------------|--|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JURI F S | ES M/N | FLIGHT PURPOSE | PILOT DATA |
| | | BERRY+AL | | CR- PX- | | | | ATP,FLIGHT INSTR., AGE TY 34, 4355 TOTAL HOURS, 313 IN TYPE, INSTRUMENT RATED. |
| | | RPORT - DUSTER STR | | | | | | |
| | BERRY,AL | - | INTENDED DESTINATION LOCAL | | | | | |
| | | CIDENT WITH TREES | | | | | F OPERATION OFF ABORTED | |
| | | TS/EQUIPMENT AND | ACCESSORIES - MISCELLA IONS - MATERIAL FAILURE | | EQU | IPMEN | IT SPRAY, DUSTING EQUIP | MENT |
| | SPECIAL DA | | | | | | | |
| | | JRS IN CROP CONTRE CROP - BEANS | JL - 1730 | | | | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIQ | |
| | | SEAT BELT - FASTEN - NOT USED | NED-PROPERLY | | | | S - NOT USED I HELMET - AVAILABLE US | FD |
| | COCKPIT (| RASHPAD - INSTALL | | | | | BAR - NOT INSTALLED | |
| | | PER-LOCATION - FOR OPPER BAFFEL BROKE | WARD OF PILOT E ALLOWING LOAD TO SHIF | T AND | MOV | E CG | BACK AND FOR TH | |
| | | | | | | | | |
| 3-2381 | | MCCULLOUGH, AL | PIPER PA-25 N7509Z DAMAGE-SUBSTANTIAL | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 33, 4600 Total Hours, 4200 IN Type, not instrument Rated. |
| | DEPARTURE P | | INTENDED DESTINATION | | | | | RATED. |
| | MCCULLOU | | LOCAL | | РН | ASE 0 | FOPERATION | |
| | | AILURE OR MALFUNC WITH TREES | LION | | | | .IGHT PROCEDURE/TURNAR NG OTHER | OUND |
| | MISCELLA TERRAIN COMPLETE PO | NT — ENGINE STRUC Neous Acts,condit - High Obstruction Gwer Loss — Comple | IONS - MATERIAL FAILURE | EOUT- | | | | |
| | KIND OF | JRS IN CROP CONTRO Crop - Cotton Seat Belt - Unknow | | | | TYPE GLOVE | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIQ ES - NOT USED I HELMET - AVAILABLE US | UID CHEMICAL-TOXIC |
| | | CRASHPAD - INSTALI PER-LOCATION - FO | | | | | I BAR - INSTALLED AIN-TYPE - LEVEL,FLAT | |
| | | N-AREA BEING TREAT | | | | | I RUN-HOW FLOWN - WIND. | CALM |
| | | | TRY TO PROCEDURE TURN | | | 544.0 | | UAE. |

| | | | BRIEF | | | | | | | |
|-------|--|---|--|-----------------------|-------------|----------------|------------|--|--|--|
| FILE | | | AIRCRAFT DATA | | F | SM | /N | PURPOSE | | PILOT DATA |
| | 9/3/77 TIME - 0900 | COOSADA, AL | | CR- PX- | | | | | | COMMERCIAL, AGE 18, 730 Y TOTAL HOURS, 400 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE P | | INTENDED DESTINATION | | | | | | | |
| | COOSADA,A Type of Acc | | LOCAL | | | | - 0 | - OPERATION | | |
| | | ILURE OR MALFUNCT | [ON | | r | IN | FL | GHT EN ROL | JTE TO TREAT F/TOUCHDOWN | CROP |
| | AIRFRAME MISCELLAN COMPLETE PO | NT - MISCELLANEOUS - FLIGHT CONTROL NEOUS ACTS,CONDITIE WER LOSS - COMPLE | POWERPLANT FAILURE (SURFACES AILERON SUR INS - MATERIAL FAILUR IE ENGINE FAILURE/FLA RCED LANDING OFF AIRPO | FACES, E Meout- | АТ1 •1 е | NGI | 1EN | | | |
| | KIND OF C Pilot's s Crash Hel | JRS IN CROP CONTROL ROP - UNKNOWN/NOT EAT BELT - FASTENE MET - AVAILABLE US R - NOT INSTALLED | D-PROPERLY | FED | | TY GL CO | DVE CKP | DF CHEMICAL S - USED IT CRASHPAD | I – UNKNOWN/N USED – LIQUI – NOT INSTAL TION – FORWAR | ID CHEMICAL-NONTOXIC |
| | | | IGINE POWER FOLLOWED | BY LOS | s o | FA | LE | RON CONTROL, | P/N1660404-3 | 3 RIVETS FAILED. |
| -3613 | 9/2/77 NA TIME - 1430 | R.PROSPECT CRK.AK | CESSNA A188B N9037R DAMAGE-SUBSTANTIAL | PX- | | | | | | COMMERCIAL, AGE 33, 100 7 Total Hours, Unk/NR IN Type, Not Instrument |
| | DEPARTURE P | OINT | INTENDED DESTINATION | | | | | | | RATED. |
| | PROSPECT | CREEK,AK | PIPELINE PAD,AK | | | | | | | |
| | TYPE OF ACC Engine FA NOSE OVER | ILURE OR MALFUNCTI | ION | | | IN | FL | | JTE TO RELOAD F/TOUCHDOWN | DING AREA |
| | PILOT IN MISCELLAN FACTOR(S) TERRAIN - COMPLETE PE | COMMAND — INADEQUA Command — Mismana(Iedus Acts,Conditio - Rough/Üneven Dwer Loss — Complet | TE PREFLIGHT PREPARAT GEMENT OF FUEL INS - FUEL EXHAUSTION TE ENGINE FAILURE/FLAP RCED LANDING OFF AIRPO | 4EOUT- | ·1 E | NGI | | NNING | | |
| | KIND OF C Terrain-T | A IRS IN CROP CONTROL ROP - OTHER YPE - SWAMPY/WATEP EDING GRASS. | | | | | | | N - SEEDING (F - UNKNOWN/M | |

BRIEFS OF ACCIDENTS

| | | | BRIEF | S OF AC | | | | | | |
|-------|--|--|--|---------------------|-----------|---|--|---------------|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJ | UR | I E S | ES M/N | | FLIGHT PURPOSE | PILOT DATA |
| -0180 | 1/10/77 NF TIME - 1500 | R.PARKER, AZ | BELL 47D1 N8060E DAMAGE-SUBSTANTIAL | CR- (PX- (| | | | | | COMMERCIAL, AGE 41, 10000 TY TOTAL HOURS, 7751 IN Type, Not Instrument Rated. |
| | DEPARTURE POINT INTENDED DESTINATION POSTON+AZ PARKER+AZ TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT RETURN TO STRIP COULISION WITH GROUND/WATER CONTROLLED LANDING POWER-OFF AUTOROTATION | | TIVE LANDING | | | | | | | |
| | MISCELLAN MISCELLAN COMPLETE PO | - MAINTENANCE, NEOUS ACTS, CONDI NEOUS ACTS, CONDI DWER LOSS - COMPL | SERVICING,INSPECTION I TIONS - FUEL CONTAMINAT TIONS - WATER IN FUEL LETE ENGINE FAILURE/FLA FURCED LANDING OFF AIRP | ION-EXCI MEOUT-1 | LU: El | S I NG | IVE I Sine | OF | | REW) |
| | KIND DF CROP - LETTUCE TYPE OF CHEMICAL US PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAI COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES TERRAIN-TYPE - LEVE | | | | | - NOT USED HELMET - AVAILABLE US BAR - NOT INSTALLED N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND | D'- LIQUID CHEMICAL-TOXIC ABLE USED ALLED FLAT - WIND CALM | | | |
| -0341 | | R.PARKER,AZ 7 | BOEING A75N1 N4758V Damage-destroyed | | | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 53, 11350 TOTAL HOURS, 9000 IN Type, Not instrument Rated. |
| | DEPARTURE F POSTON,AZ Type of Acc Stall | 2 | INTENDED DESTINATION LOCAL | | PI | | | | OPERATION GHT STARTING SWATH R | |
| | PROBABLE CA Pilot in | | Ð TO OBTAIN/MAINTAIÑ FL | YING SP | EEI | D | | | | |
| | KIND OF (PILOT'S S CRASH HEL TERRAIN-I SWATH RUP FIRE AFTER | JRS IN CROP CONT CROP - LETTUCE SEAT BELT - FAST LMET - AVAILABLE TYPE - LEVEL,FLA N-HOW FLOWN - CR | ENED-PROPERLY USED T | | | G | TYPE GOGG TANK | 0 LE /H | F OPERATION - SPRAYIN F CHEMICAL USED - LIC S - USED OPPER-LOCATION - FORW ION-AREA BEING TREATE | QUID CHEMICAL-TOXIC Ward of Pilot |
| | | | | PAGE | 7 | 0 | | | | |

| BRIEFS OF ACCIDENTS | | | | | | | | | | |
|---------------------|---|--|--|-------------|----|----------------------|-------------------------|---|-------------------|------------------------|
| FILE | DATE | LOCATION | AIRCRAFT DATA | I | | SM | /N | FLIGHT PURPOSE | | PILOT DATA |
| 3 -0 175 | 2/3/77 TIME - 09 | | PIPER PA-25 N4916y DAMAGE-SUBSTANTIAL | | | 0 | 1 | COMMERCIAL | | COMMERCIAL, FL.INSTR., |
| | DEPARTURE POSTON, Type of A | AZ | INTENDED DESTINATION Local | | P | | | F OPERATION FF RUN | | |
| | PILOT I FACTOR(S) PILOT I AIRPORT MISCELL | N COMMAND - INADE N COMMAND - FAILE N COMMAND - LACK S/AIRWAYS/FACILIT ANEOUS ACTS+CONDI | OUATE PREFLIGHT PREPARAT D TO ABORT TAKEOFF OF FAMILIARITY WITH AIRC IES - AIRPORT CONDITIONS TIONS - RAN OFF END OF R TIONS - IMPROPERLY LOADE | RAFT SOF | TR | LUNW | AY | | C.G. | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO | OURS IN CROP CONT CROP - GRAIN FIE SEAT BELT - UNKN - NOT USED CRASHPAD - NOT I PPER-LOCATION - U | LDS OWN/NOT REPORTED | | | TY GL CR CR | PE DVE ASH ASH | OF CHEMICAL S - NOT USED HELMET - NO BAR - NOT 1 | D DT AVAILABLE | CHEMICAL-TOXIC |

| DATE LOCATION | | F | S M/ | N PURPOSE | PILOT DATA |
|--|--|---------------------------------|--|---|------------------------------|
| 4/21/77 QUEEN CREEK TIME - 1700 | DAMAGE-SUBSTANTIAL | CR- C PX- C | 0 0 | 1 COMMERCIAL | |
| NAME OF AIRPORT - SCHNE | PF STRIP INTENDED DESTINATION | | | | |
| QUEEN CREEK+AZ | | | | | |
| TYPE OF ACCIDENT | EBOAL | | PHASE | OF OPERATION | |
| ENGINE FAILURE OR MAL Collided with object | FUNCTION | | | FLIGHT PROCEDURE TURN DING LEVEL OFF/TOUCHD | |
| | N GEAR ASSEMBLY GEARS,ACC | | DRIVE | | |
| MISCELLANEUUS ACISEC | MUTITUNS - MATERIAL FAILUR | E i | | | |
| FACTOR(S) | | E | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRU | | - | ENGIN | E | |
| FACTOR(S) TERRAIN - HIGH OBSTRU COMPLETE POWER LOSS - (| ICTIONS | MEOUT-1 | | E. | |
| FACTOR(S) TERRAIN - HIGH OBSTRU COMPLETE POWER LOSS - (EMERGENCY CIRCUMSTANCE: SPECIAL DATA | UCTIONS OMPLETE ENGINE FAILURE/FLA 5 - FORCED LANDING OFF AIRP | MEOUT-1 ØRT ON L | AND | | |
| FACTOR(S) TERRAIN - HIGH OBSTRU COMPLETE POWER LOSS - (EMERGENCY CIRCUMSTANCE: SPECIAL DATA TOTAL HOURS IN CROP (| JCTIONS COMPLETE ENGINE FAILURE/FLA - FORCED LANDING OFF AIRP CONTROL - UNKNOWN/NOT REPOR | MEOUT-1 ØRT ON L | KIN | D OF OPERATION - SPRAY | |
| FACTOR(S) TERRAIN - HIGH OBSTRI COMPLETE POWER LOSS - (Emergency Circumstance: Special data Total Hours in Crop (Kind of Crop - Potato | JCTIONS COMPLETE ENGINE FAILURE/FLA - FORCED LANDING OFF AIRP CONTROL - UNKNOWN/NOT REPOR | - MEOUT-1 ORT ON L TED | LAND KIN TYP | D OF OPERATION - SPRAY E OF CHEMICAL USED - L | |
| FACTOR(S) TERRAIN - HIGH OBSTRI COMPLETE POWER LOSS - (EMERGENCY CIRCUMSTANCE: SPECIAL DATA TOTAL HOURS IN CROP (KIND OF CROP - POTAT(PILOT'S SEAT BELT - F | JCTIONS COMPLETE ENGINE FAILURE/FLA - FORCED LANDING OFF AIRP CONTROL - UNKNOWN/NOT REPOR | - MEOUT-1 ORT ON L TED | KIN KIN TYP GLO | D OF OPERATION - SPRAY E OF CHEMICAL USED - L VES - USED | IQUID CHEMICAL-TOXIC |
| FACTOR(S) TERRAIN - HIGH OBSTRI COMPLETE POWER LOSS - (Emergency Circumstance: Special data Total Hours in Crop (Kind of Crop - Potato | JCTIONS COMPLETE ENGINE FAILURE/FLA - FORCED LANDING OFF AIRP CONTROL - UNKNOWN/NOT REPOR JES ASTENED-PROPERLY | MEOUT-1 ØRT ON L TED | KIN KIN Typ GLO CRA | D OF OPERATION - SPRAY E OF CHEMICAL USED - L | IQUID CHEMICAL-TOXIC |
| FACTOR(S) TERRAIN - HIGH OBSTRI COMPLETE POWER LOSS - (EMERGENCY CIRCUMSTANCE: SPECIAL DATA TOTAL HOURS IN CROP (KIND OF CROP - POTATI PILOT'S SEAT BELT - F GOGGLES - USED COCKPIT CRASHPAD - IM TANK/HOPPER-LOCATION | JCTIONS COMPLETE ENGINE FAILURE/FLA - FORCED LANDING OFF AIRP CONTROL - UNKNOWN/NOT REPOR DES ASTENED-PROPERLY ISTALLED - FORWARD OF PILOT | MEOUT-1 ORT ON L TED | KIN Typ Glo Cra Cra Ter | D OF OPERATION - SPRAY E OF CHEMICAL USED - L VES - USED SH HELMET - AVAILABLE SH BAR - INSTALLED RAIN-TYPE - LEVEL,FLAT | IQUID CHEMICAL-TOXIC USED |
| FACTOR(S) TERRAIN - HIGH OBSTRI COMPLETE POWER LOSS - (EMERGENCY CIRCUMSTANCE: SPECIAL DATA TOTAL HOURS IN CROP (KIND OF CROP - POTATI PILOT'S SEAT BELT - F GOGGLES - USED COCKPIT CRASHPAD - IM TANK/HOPPER-LOCATION | JCTIONS COMPLETE ENGINE FAILURE/FLA S - FORCED LANDING OFF AIRP CONTROL - UNKNOWN/NOT REPOR JES ASTENED-PROPERLY ISTALLED - FORMARD OF PILOT TREATED-FEET - 1385 | MEOUT-1 ORT ON L TED | KIN Typ Glo Cra Cra Ter | D OF OPERATION - SPRAY E OF CHEMICAL USED - L VES - USED SH HELMET - AVAILABLE SH BAR - INSTALLED | IQUID CHEMICAL-TOXIC USED |

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1549 6/22/77 NR.MARICOPA.AZ AERO COMDR 60052R CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 34, 900 TIME - 1525 N5626X PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 50 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION MARICOPA,AZ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP STALL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - HIGH TEMPERATURE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 110 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 145 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 400 KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC KIND OF CROP - COTTON PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 1000 FIRE AFTER IMPACT

BRIEFS OF ACCIDENTS

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| | | | BRIEF | S OF AC | :c1 | (DE | NTS | | | |
|--------|--|--|--|---------|-----|-----------------------|-------------------------------------|---|--|--|
| FILE | | LOCATION | AIRCRAFT DATA | F | | S | 1/N | PURPOSE | PILOT DATA | |
| | 7/13/77 TIME - 08 DEPARTURE | ROLL,AZ 10 POINT | N6788Z DAMAGE-DESTROYED INTENDED DESTINATION | CR- | 0 | 1 | 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 31, 2000 TOTAL HOURS, 40 IN TYPE, INSTRUMENT RATED. | |
| | ENGINE | CCIDENT FAILURE OR MALFUN D WITH WIRES/POL | | | | I | I FL | F OPERATION IGHT PULLUP FROM SWA NG LEVEL OFF/TOUCHOO | | |
| | TERRAIN COMPLETE | ANT - MISCELLANEO - HIGH OBSTRUCTI POWER LOSS - COMP | US POWERPLANT FAILURE I ONS Lete Engine Failure/Flai Forced Landing off Airpi | MEOUT-1 | E | NG | | D REASONS | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO | OURS IN CROP CONT CROP - COTTON SEAT BELT - UNKN - NOT USED CRASHPAD - NOT I PPER-LOCATION - F ON-AREA BEING TRE | OWN/NOT REPORTED | | | T G C C T | YPE LOVE RASH RASH ERRA | DF OPERATION - SPRAYI OF CHEMICAL USED - LI S - NOT USED HELMET - AVAILABLE U BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND | QUID CHEMICAL-TOXIC SED | |
| 3-1950 | 7/20/77 TIME - 08 | MARANA, AZ 00 | BOEING E75 N55439 DAMAGE-SUBSTANTIAL | PX- | | | | COMMERCIAL ASSOC CROP CTL ACTIV | COMMERCIAL, AGE 34, 4000 ITY TOTAL HOURS, 460 IN TYPE, NOT INSTRUMENT RATED. | |
| | | AZ CCIDENT | STRIP INTENDED DESTINATION LOCAL | | P | | | F DPERATION Ng Roll | | |
| | | E - LANDING GEAR | BRAKING SYSTEM (NORMAL TIONS - MATERIAL FAILUR | | 0 | | | | | |
| | KIND OF PILOT'S Goggles Cockpit TANK/HO Elevati | BURS IN CROP CONT CROP - COTTON SEAT BELT - UNKN - NOT USED CRASHPAD - INSTA PPER-LOCATION - F ON-AREA BEING TRE | LLED | | | G G C C T | YPE LOVE RASH RASH ERRA | OF OPERATION - SPRAYI OF CHEMICAL USED - LI S - NOT USED HELMET - AVAILABLE U BAR - INSTALLED IN-TYPE - LEVEL,FLAT | QUID CHEMICAL-TOXIC | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | | F | | | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|---|---|------------------|--|-----------------------|--|--|
| 3-1828 | 7/26/77 TIME - 1 DEPARTUR | NR.ELFRIDA.AZ 900 E POINT | GRUMMAN G-164A N944X DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 45, 5774 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED. |
| | ENGINE | ↓AZ ACCIDENT FAILURE OR MALFUN ØLLAPSED | LOCAL CTION | | P | IN | FL | F OPERATION Ight Starting Swath Run Ng Roll | l . |
| | POWERP MISCEL | LANEDUS ACTS+CONDI | CTURE BLOWER, IMPELLER A TIONS - MATERIAL FAILURE | | BLY | | | | |
| | MISCEL PARTIAL | N — ROUGH/UNEVEN Laneous acts₊Condi Power Loss — Parti | TIONS - OVERLOAD FAILURE AL LOSS OF POWER - 1 ENG | GINE | | | | | |
| | EMERGENC | Y CIRCUMSTANCES - | FORCED LANDING OFF AIRPO | ORT OF | N LA | ND | | | |
| | SPECIAL TOTAL KIND OU GOGGLE: COCKPI TANK/HI ELEVAT REMARKS- | | | KIND OF OPERATION - SPRAYING TYPE OF CHEMICAL USED - LIOU GLOVES - USED CRASH HELMET - AVAILABLE USE CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - CROSSW | | | DID CHEMICAL-NONTOXIC | | |
| 8-1801 | 7/27/77 TIME - 0 | | CESSNA 108 N0407G Damage-destroyed | CR- PX- | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 31, 4500 Total Hours, 500 in type, Not instrument rated. |
| | DEPARTUR POSTON | | INTENDED DESTINATION LOCAL | | | | | | |
| | TYPE OF | ACCIDENT | | | P | | | F OPERATION IGHT PROCEDURE TURNAROU | IND |
| | | CAUSE(S) IN COMMAND - FAILE | D TO OBTAIN/MAINTAIN FL | ING S | SPEE | D | | | |
| | SPECIAL | ĐATA | | | | | | | |
| | TOTAL KIND O PILOT GOGGLE | | | TY GLI CR | PE DVE ASH | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQUI S - NOT USED HELMET - AVAILABLE USED | D CHEMICAL-TOXIC | | |
| | TANK/H | T CRASHPAD — INSTA Opper-location — F ION-AREA BEING TRE URE TURNAROUND — S | ORWARD OF PILOT ATED-FEET - 400 | | | TE | RRA | BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - DOWNWIN | ID |
| | | | | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | FLIGHT PURPOSE | | PILOT DATA |
|--------|--|-----------------------------------|---|-------------|-----------------------------|----------------------------|---|---|
| 3-1826 | TIME - 0645 | 5 | HILLER ACFT UH-12E N62349 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | | | | | COMMERCIAL, AGE 41, 5600 TOTAL HOURS, 900 IN TYPE NOT INSTRUMENT RATED. |
| | TYPE OF ACC | AILURE OR MALFUN | | I | N FL | | UTE TO RELOADI FF AUTOROTATIV | |
| | | COMMAND - MISMA | NAGEMENT OF FUEL TIONS - FUEL EXHAUSTION | | | | | |
| | COMPLETE PO | | LETE ENGINE FAILURE/FLAM Forced Landing off Airpo | | INE | | | |
| | KIND OF (PILOT'S S Goggles - Cockpit (| URS IN CROP CONT Crop - Cotton | OWN/NOT REPORTED | T G C | YPE LOVE RASH ANK/ | S - NOT USER HELMET - A | USED - LIQUID D VAILABLE USED TION - SIDES | CHEMICAL-TOXIC |

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FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1829 7/30/77 CASA GRANDE, AZ PIPER PA-36 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 30, 3265 TIME - 0530 N55785 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 180 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - HAMILTON AIR STRI DEPARTURE POINT INTENDED DESTINATION CASA GRANDE . AZ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF INITIAL CLIMB STALL MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PREMATURE LIFT-OFF FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD WEATHER - HIGH DENSITY ALTITUDE SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 90 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 90 3 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE SPECIAL DATA KIND OF OPERATION - SPRAYING CROPS TOTAL HOURS IN CROP CONTROL - 2176 KIND OF CROP - COTTON TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - USED CRASH HELMET - AVAILABLE-NOT USED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL.FLAT ELEVATION-AREA BEING TREATED-FEET - 1400 REMARKS- AIRCRAFT CRASHED ON TAKEOFF WITH FULL LOAD OF FUEL AND 150 GAL OF SPRAY.DENSITY ALT 5000FT.

| | | | BRIEFS | 5 OF A0 | | | | | | | |
|-------|--|---|--|----------|--|---------------------------------|--|--|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN. F | JURTE | | FLIGHT | PILOT DATA | | | |
| -1832 | | QUEEN CREEK, AZ | GRUMMAN G-164B N67290 DAMAGE-SUBSTANTIAL | | 0 0 | 0 1 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 48, 10360 TOTAL HOURS, 4500 IN TYPE, INSTRUMENT RATED. | | | |
| | DEPARTURE OUEEN CF TYPE OF AC ENGINE F NOSE OVE | REEK.AZ CCIDENT FAILURE OR MALFUNC' | INTENDED DESTINATION LOCAL TION | | 1 | IN FL | F OPERATION IGHT SWATH RUN NG ROLL | | | | |
| | MISCEULA FACTOR(S) POWERPLA MISCEULA TERRAIN COMPLETE F | N COMMAND - MISMAN ANEOUS ACTS,CONDITI ANT - POWERPLANT-IM ANEOUS ACTS,CONDITI - WET,SOFT GROUND POWER LOSS - COMPLI | IONS - FUEL EXHAUSTION NSTRUMENTS FUEL QUANTI | 1EOUT-1 | L ENG | | | | | | |
| | KIND OF PILOT'S Goggles Cockpit Tank/Hof Elevatic | BURS IN CROP CONTRO CROP - COTTON SEAT BELT - UNKNOU - USED CRASHPAD - INSTALI PPER-LGCATION - FOF DN-AREA BEING TREA | WN/NOT REPORTED LED WARD OF PILOT TED-FEET - 1440 | JEL REM | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - WIND CALM EMAINING WHEN ENG QUIT | | | | | | |
| 2055 | | NR.MESA AZ | HILLER UH-12E | CR- | 0 0 | D 1 | COMMERCIAL | COMMERCIAL, FL.INSTR.2 | | | |
| | TIME - 183 | | N28877 DAMAGE-SUBSTANTIAL | | | | AERIAL APPLICATION | AGE 27, 3140 TOTAL HOURS, 550 IN TYPE, NOT INSTRU- MENT RATED. | | | |
| | MESA AZ TYPE OF AC | CCIDENT FAILURE OR MALFUNC | INTENDED DESTINATION LOCAL TION | | - | TAKED | F OPERATION DFF VERTICAL NG POWER-OFF AUTOROT | ATIVE LANDING | | | |
| | MISCELLA COMPLETE P | ANT - IGNITION SYS ANEOUS ACTS,CONDIT POWER LOSS - COMPLI | | | | | | | | | |
| | KIND OF PILOT'S Goggles Cockpit Tank/Hof | DURS IN CROP CONTRI CROP - COTTON SEAT BELT - FASTE | NED-PROPERLY Stalled T of Pilot | | | TYPE GLOVE CRASH CRASH | OF OPERATION - SPRAYI OF CHEMICAL USED - LI IS - USED HELMET - AVAILABLE U BAR - NOT INSTALLED IN-TYPE - LEVEL+FLAT | QUID CHEMICAL-TOXIC | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------|--|--|---|----------------|---|---|--|
| -1952 | 8/30/77 CHAN TIME - 0820 | DLER.AZ | GRUMMAN G-164 N597Y DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- 0 PX- 0 | 0 1 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 29, 8165 Total Hours, 175 IN Type, Not Instrument rated. |
| | TYPE OF ACCIDEN TURBULENCE | т | LOCAL ER CONTROLLED | | IN FL | F OPERATION IGHT SURVEY FIELD/ARE IGHT OTHER | EA |
| | PROBABLE CAUSE(PILOT IN COMM MISCELLANEOUS | AND - IMPROP | ER IN-FLIGHT DECISIONS RBULENCE | OR PLAN | NING | | |
| | SPECIAL DATA TOTAL HOURS I KIND OF CROP PILOT'S SEAT GOGGLES – USE COCKPIT CRASH TANK/HOPPER-L ELEVATION-ARE REMARKS- DROPPE | - COTTON BELT - FASTE D PAD - NOT IN OCATION - FO A BEING TREA | OL - 8100 NED-PROPERLY STALLED RWARD OF PILOT TED-FEET - 1400 AGMAN & CIRCLED. FLEW | (NTO OWN | TYPE GLOVE CRASH CRASH TERRA SWATH | OF OPERATION - DUSTING OF CHEMICAL USED - LIG S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSS ASH. | DUID CHEMICAL-TOXIC |
| -2657 | 8/30/77 BUCK TIME - 2100 | EYE,AZ | GRUMMAN G-164A N5297 DAMAGE-SUBSTANTIAL | PX- 0 | 0 1 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 42, 10200 TOTAL HOURS, 10000 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| | BUCKEYE, AZ | | LOCAL | | | | |
| | TYPE OF ACCIDEN ENGINE FAILUR | | TION | | | IF OPERATION IGHT SWATH RUN | |
| | HARD LANDING | | | | | NG LEVEL OFF/TOUCHDO | 4N |
| | PILOT IN COMM MISCELLANEOUS PILOT IN COMM COMPLETE POWER | AND - INADEQ AND - MISMAN ACTS,CONDIT AND - IMPROP LOSS - COMPL | UATE PREFLIGHT PREPARA AGEMENT OF FUEL IONS - FUEL EXHAUSTION ER LEVEL OFF ETE ENGINE FAILURE/FLAM ORCED LANDING ON AIRPON | 4EOUT-1 8 | NGINE | | |
| | GDGGLES - NOT COCKPIT CRASH TANK/HOPPER-L ELEVATION-ARE | - COTTON BELT - FASTE USED PAD - INSTAL OCATION - FO A BEING TREA | NED-PROPERLY | | TYPE GLOVE CRASH CRASH TERRA | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIG S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED INN-TYPE - LEVEL,FLAT I RUN-HOW FLOWN - WIND | DUID CHEMICAL-TOXIC SED |

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|--------|--|---|---|---|--------------------------------|---|---|---|
| FILE | DATE | LOCATION | | INJUR | IES S M/N | FLIGHT PURPOSE | | PILOT DATA |
| 3-2052 | TIME - 21 NAME OF A DEPARTURE CASA GR. TYPE OF A STALL PROBABLE PILOT II PILOT II MISCELL FACTOR(S) PERSONN POWERPL POWERPL | DO IRPORT - FAY STRIP POINT ANDE,AZ CCIDENT MUSH CAUSE(S) N COMMAND - FAILED N COMMAND - FAILED ANEOUS ACTS,CONDIT EL - MAINTENANCE,S ANT - ENGINE CONTR | N968X DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL TO ABORT TAKEOFF TO OBTAIN/MAINTAIN FLY IONS - LOAD NOT JETTISC ERVICING,INSPECTION IN DLS MIXTURE CONTROL AS OLS PROPELLER GOVERNOF | PX- 0 P YING SPEE DNED NADEQUATE SSEMBLIES | 1 0 0 0 HASE TAKE | COMMERCIAL ASSOC CROP OF OPERATION OFF INITIAL | CTL ACTIVITY CLIMB | COMMERCIAL, AGE 54, 2120 TOTAL HOURS, 330 IN TYPE NOT INSTRUMENT RATED. |
| | SPECIAL D TOTAL H KIND OF PILOT'S GOGGLES COCKPIT | ATA DURS IN CROP CONTR CROP - COTTON SEAT BELT - FASTE - NOT USED CRASHPAD - NOT IN | OL - 9999 NED-PROPERLY | | TYPE GLOV CRASE CRASE | OF CHEMICAL ES - USED | USED - LIQUID VAILABLE USED INSTALLED | OPS CHEMICAL-TOXIC |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | F | SM | /N | PURPOSE | | | PILOT DATA |
|--------|---|--|------------------------------|------|-----|----------------------|-------------------------|---|---------------------|---|------------------------|
| 3-2656 | TIME - 08 | | N89610 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | COMMERCIAL | | COMMERCIAL, AGE 49, 15545 TOTAL HOURS, 2800 IN TYPE, NOT INSTRUMENT RATED. | |
| | DEPARTURE STANFIELD TYPE OF AD ENGINE D | | INTENDED DESTINATION | | .P | LA | NDI | F OPERATION NG TRAFFIC NG ROLL | | TERN-CIRCL | ING |
| | PILOT IN MISCELLA FACTOR(S) TERRAIN COMPLETE N | N COMMAND - INADEQ N COMMAND - MISMAN ANEOUS ACTS,CONDIT | EOUT- | ·1 E | NGI | | NNING | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2800 KIND OF CROP - COTTON PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 1100 REMARKS-NDD AMID FARM MACHINERY. | | | | | TY GL CR CR | PE OVE ASH ASH | DF OPERATIO DF CHEMICAL S - USED HELMET - A BAR - INST IN-TYPE - L | USE VAIL ALLE | D - LIQUID ABLE USED D | ROPS CHEMICAL-TOXIC |

| | | | BRIEFS | S OF AC | CI | DEN | тs | | | |
|--------|--|---|---|------------|----|-----------------------------|----------------------------|---|------------------------------------|---|
| FILE | | | AIRCRAFT DATA | F | | SM | /N | PURPOSE | | PILOT DATA |
| | 9/14/77 | | BELL 47D1 N8060E DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 0 | 1 | COMMERCIAL | | COMMERCIAL, AGE 41, 14360 TOTAL HOURS, 9000 IN TYPE, NOT INSTRUMENT RATED. |
| | POSTON, TYPE OF A | AZ CCIDENT | INTENDED DESTINATION LOCAL | | | | | OPERATION | | KATED. |
| | ENGINE COLLIDE | | | | | FF VERTICAL NG POWER-OFF | AU TORO TA TI VE | LANDING | | |
| | MISCELL FACTOR(S) TERRAIN COMPLETE | N COMMAND - INADEO ANEOUS ACTS,CONDIT - HIGH VEGETATION POWER LOSS - COMPLI | UATE PREFLIGHT PREPARAT IONS - WATER IN FUEL ETE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPC | 1EOUT-1 | E | NGI | | NN ING | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO | | STALLED T OF PILOT | FED | | TY GL CR | DVES | DF OPERATION - DF CHEMICAL US S - USED HELMET - AVA BAR - NOT INS | SED - LIQUID | OPS CHEMICAL – TOXIC |
| 3-2051 | TIME - 00 | | PIPER PA-25 N66012 DAMAGE-NONE INTENDED DESTINATION | PX- | 0 | 0 | 0 | | | COMMERCIAL, AGE 34, 1260 TOTAL HOURS, ALL' IN TYPE, INSTRUMENT RATED. |
| | MARICOP TYPE OF A | A.AZ | LOCAL | | | | | OPERATION | INE(S) | |
| | PROBABLE PERSONN | | -PERSONNEL GROUND CREW | MAN | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI | ATA DURS IN CROP CONTRI CROP - COTTON SEAT BELT - UNKNOU - NOT USED CRASHPAD - NOT IN PPER-LOCATION - FOI ON-AREA BEING TREA LOADER WALKED INTO | WN/NOT REPORTED STALLED WARD OF PILOT TED-FEET - 1250 | | | TY GL CR CR | PE (DVE: ASH ASH | DF OPERATION DF CHEMICAL US S - NOT USED HELMET - AVA BAR - INSTALI IN-TYPE - LEVI | SED - LIQUID ILABLE USED LED | OPS CHEMICAL-TOXIC |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | | PILOT DATA | |
|--------|--|--|---|--|--|----------------------|--|-----------------------------|--------------------|------------------------|--|
| 3-2721 | 11/4/77 NR.ARIZONA CITY.AZ PIPER PA-25 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 26, 675 TIME - 1030 N8465Z PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 127 IN TYP DEPARTURE POINT INTENDED DESTINATION ARIZONA CITY.AZ LOCAL NOT INSTRUMENT RATED. ARIZONA CITY.AZ LOCAL PHASE OF OPERATION COLLIDED WITH OBJECT CANDING ROLL GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PROBABLE CAUSE(S) | | | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE TERRAIN - HIGH VEGETATION | | | | | | | | | | |
| | KIND OF PILOT'S Goggles Cockpit TANK/HOF Elevatic | ATA DURS IN CROP CONTRO CROP - COTTON SEAT BELT - UNKNOW - NOT USED CRASHPAD - NOT INS PPER-LOCATION - FOR DN-AREA BEING TREAT LND ON ROAD,TALL GR | N/NOT REPORTED TALLED WARD OF PILOT ED-FEET - 1500 | | | GL GL CR CR | | OF CHEMICAL S - NOT USED |) /AILABLE USED | ROPS CHEMICAL-TOXIC | |

BRIEFS OF ACCIDENTS

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| FILE | DATE LOCATION | AIRCRAFT DATA | F S M/N | PURPOSE | PILOT DATA |
|-------|--|---|--|--|--|
| | 2/22/77 NR.WIDNER,AR TIME - 1110 | GRUMMAN G-164B N48476 DAMAGE-SUBSTANTIAL INTENDED DESTINATION WIDNER,AR | CR- 0 0 1 PX- 0 0 0 PHASE C | COMMERCIAL | COMMERCIAL, AGE 25, 1815 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPRO FACTOR(S) WEATHER - UNFAVORABLE WI | | ND CONDITIONS | | |
| | SKY CONDITION BROKEN/LOWER SCATTERED VISIBILITY AT ACCIDENT SIT 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT NONE WIND DIRECTION-DEGREES 210 TYPE OF WEATHER CONDITIONS VFR | ACCIDENT SITE | 25000 PRECIPI NONE TEMPERA 63 WIND VE 18 | TATION AT ACCIDENT SITE | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONT TYPE OF CHEMICAL USED - CRASH HELMET - AVAILABLE CRASH BAR - INSTALLED REMARKS- WIND GUSTS TO 25K | DRY CHEMICAL-NONTOXIC USED | PILOT | OF OPERATION - FERTILIZI I'S SEAT BELT - UNKNOWN/N IT CRASHPAD - INSTALLED HOPPER-LOCATION - FORWAR | OT REPORTED |
| -0379 | 3/15/77 DEVALLS BRUFF,A TIME - 0930 | R GRUMMAN G-164 N740Y DAMAGE-SUBSTANTIAL | | | COMMERCIAL, AGE 37, 1597 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - GRIFFIN DEPARTURE POINT DEVALLS BRUFF,AR TYPE OF ACCIDENT ENGINE FAILURE OR MALFUN NOSE OVER/DOWN | INTENDED DESTINATION LOCAL CTION | TAKEC | DF OPERATION DFF INITIAL CLIMB ING ROLL | |
| | PROBABLE CAUSE(S) POWERPLANT - MISCELLANEO TERRAIN - WET,SOFT GROUN COMPLETE POWER LOSS - COMP EMERGENCY CIRCUMSTANCES - | D LETE ENGINE FAILURE/FLAM | MEDUT-1 ENGINE | ED REASONS | |
| | | | | | |

| FILE | | | AIRCRAFT DATA | IN | Ē | IES S M | | | PILOT DATA | | | |
|--------|--|---|---|------------|-----|------------|-----|--|---|--|--|--|
| 3-0612 | | HAZEN+AR | | CR- PX- | 0 | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 28, 1700 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED. | | | |
| | DEPARTURE P HAZEN,AR | | INTENDED DESTINATION LOCAL | | | | | | | | | |
| | TYPE OF ACC | | | | Ρ | | | FOPERATION | | | | |
| | COLLISION | .e I WITH GROUND/WATE | R UNCONTROLLED | | | | | IGHT SWATH RUN IGHT UNCONTROLLED DESC | CENT | | | |
| | | | R IN-FLIGHT DECISIONS BULENCE | OR PL | ANN | ING | | | | | | |
| | TOTAL HOU KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 21 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - RICE TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 250 SWATH RUNHOW FLOWN - WIND CALM | | | | | | | | | | |
| | REMARKS- AC | FT FLYING FORMATI | ON AT SLOW A/S, HIT LE | VEES, | KN | OCK | ED | GEAR OFF, NOSED OVER ON | SUBSEQUENT LNDG. | | | |
| 3-0611 | 5/7/77 TIME - 0800 | | GRUMMAN G-164A N584Y DAMAGE-SUBSTANTIAL | | | | | | PRIVATE, AGE 36, 404 TV TOTAL HOURS, 180 IN TYPE, NOT INSTRUMENT RATED. | | | |
| | DEPARTURE P | - | INTENDED DESTINATION | | | | | | | | | |
| | ALMYRA,AR Type of ACC Gear Coll | IDENT | LOCAL | | Ρ | | _ | F OPERATION FROM LANDING | | | | |
| | AIRFRAME MISCELLAN | - MAINTENANCE, SE - LANDING GEAR M EOUS ACTS, CONDITI | RVICING,INSPECTION IN AIN GEAR-SHOCK ABSORB ONS - DISCONNECTED N #AN-9-908 & AN-8-36 | NG AS | SΥ, | STR | JTS | | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | IN JU F | RIES S M | | FLIGHT | PILOT DATA |
|--------|---|--|---------------------------|-----------------------------|--------------------------------|--|--|
| | 5/12/77 CARLISLE.AR TIME - 1800 | GRUMMAN G-164A N8389 DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | 1 | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 28, 2013 TOTAL HOURS, 534 IN TYPE, NOT INSTRU- MENT RATED. |
| | DEPARTURE POINT CARLISLE+AR TYPE OF ACCIDENT ENGINE FAILURE OR MALF COLLIDED WITH DIRT BA | | | IN | FL | F OPERATION GHT SWATH RUN NG LEVEL OFF/TOUCHDOW | |
| | MISCELLANEOUS ACTS,CON FACTOR(S) TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS,CON COMPLETE POWER LOSS - CO | RUCTURE CYLINDER ASSEMBL' DITIONS - MATERIAL FAILUR DITIONS - WINDSHIELD,DIRT' MPLETE ENGINE FAILURE/FLAI - FORCED LANDING OFF AIRPO | : /,FOGGY, 1EOUT-1 | ENGI | | STRICTED VISION | |
| | SPECIAL DATA TOTAL HOURS IN CROP CO KIND OF CROP - RICE PILOT'S SEAT BELT - FA GOGGLES - NOT USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL+F SWATH RUN-HOW FLOWN - REMARKS- #4 CYL - PN #47 | STENED-PROPERLY LAT VIND CALM | | TYI GLI CR. TA | PE DVE ASH NK/I | DF OPERATION - FERTILI DF CHEMICAL USED - DRY S - NOT USED HELMET - AVAILABLE US HOPPER-LOCATION - FORW HION-AREA BEING TREATE | CHEMICAL-NONTOXIC ED ARD OF PILOT |
| 3-0857 | 5/14/77 LONOKE,AR TIME - 1000 DEPARTURE POINT LONOKE,AR | BELLANCA 8GCBC N88148 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | | | | COMMERCIAL AERIAL APPLICATION | PRIVATE, AGE 41, 2150 TOTAL HOURS, 175 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF ACCIDENT STALL MUSH | 20002 | | | | F OPERATION IGHT PROCEDURE TURNAR | OUND |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAI FACTOR(S) TERRAIN - HIGH OBSTRUC | LED TO OBTAIN/MAINTAIN FL' TIONS | YING SPE | ED | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CO KIND OF CROP - RICE PILOT'S SEAT BELT - FA GOGGLES - NOT USED COCKPIT CRASHPAD - NOT TANK/HOPPER-LOCATION - ELEVATION-AREA BEING TI PROCEDURE TURNAROUND - FIRE AFTER IMPACT | STENED-PROPERLY INSTALLED BELLY REATED-FEET - 250 | | TY GLI CR CR TE | PE DVE ASH ASH RRA | DF OPERATION - SPRAYIN DF CHEMICAL USED - LIQ S - NOT USED HELMET - AVAILABLE US BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND | UID CHEMICAL-NON TOXIC ED |

| | | | BRIEF | S OF A | CC 1 | IDEN | ITS | | | |
|--------|--|---|--|------------|------|----------------------------|--------------------------------|---|------------------------|---|
| FILE | | LOCATION | AIRCRAFT DATA | | | | | | | PILOT DATA |
| 3-0856 | 5/19/77 TIME - 10 | WEINER + AR | GRUMMAN G-164A | CR- PX- | 0 | 0 | 1 | COMMERCIAL | | COMMERCIAL, AGE 47, 12500 TOTAL HOURS, 4000 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE WEINER, TYPE OF A | | INTENDED DESTINATION | | | | | F OPERATION FF INITIAL | | |
| | PROBABLE PILOT I | | GED ALTITUDE AND CLEARA | NCE | | | | | | |
| 3-1030 | TIME - 10 DEPARTURE | POINT | DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | | | | | COMMERCIAL, AGE 25, 2280 TOTAL HOURS, 275 IN TYPE, NOT INSTRUMENT RATED. |
| | | AR CCIDENT D WITH DIRT BANK | LOCAL | | | | | F OPERATION IGHT PROCES | DURE TURNARDUNG |) |
| | PROBABLE PILOT I | | TO OBTAIN/MAINTAIN FL | ING S | PEE | D | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI | OURS IN CROP CONTR CROP - RICE SEAT BELT - UNKNO - NOT USED CRASHPAD - INSTAL | WN/NOT REPORTED LED RWARD DF PILOT TED-FEET - 206 | | | TY GL CR CR TE | PE DVE ASH ASH RRA | OF CHEMICAL S - NOT USE HELMET - A BAR - INST IN-TYPE - L | VAILABLE USED ALLED | MICAL-NONTOXIC |

| FILE | | | AIRCRAFT DATA | | F | S M/ | 'N | PURPOSE | PILOT DATA |
|--------|--|---|---|---|--------|--------|--|---|--|
| 3-1029 | | GEORGETOWN, AR | GRUMMAN G-164A | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL | COMMERCIAL, AGE UNK/NR, 2500 TOTAL HOURS, 2200 IN TYPE, NOT INSTRUMENT RATED. |
| | GEORGET |)WN + AR | INTENDED DESTINATION LOCAL ADER | | | | | F OPERATION IGHT STARTING SWATH RUN | |
| | | L - MISCELLANEOUS | -PERSONNEL GROUND SIGN IONS - ACTION,LACK OF | IALMAN | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO | | | TYPE GLOVE CRASE CRASE TERR | | | DF OPERATION - SPRAYING OF CHEMICAL USED - LIQUI S - NOT USED HELMET - AVAILABLE USEC BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSSWI | D CHEMICAL-TOXIC | |
| 3-0789 | 6/2/77 TIME - 13 | JEROME,AR 30 | GRUMMAN G-164A N8384 DAMAGE-SUBSTANTIAL | | | | | | COMMERCIAL, AGE 40, 3000 7 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE JEROME, TYPE OF AU GROUND-1 GEAR COI | AR CCIDENT VATER LOOP-SWERVE LLAPSED | RSTRIP INTENDED DESTINATION LOCAL | | | LAI | ND I | F OPERATION NG LEVEL OFF/TOUCHDOWN NG LEVEL OFF/TOUCHDOWN | |
| | FACTOR(S) | N COMMAND - IMPROP | ER RECOVERY FROM BOUNCE | IDIN | G | | | | |

| | | | | S OF / | | | | | | | | | | | |
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| FILE | | LOCATION | AIRCRAFT DATA | | F | SΜ | /N | FLIGHT PURPOSE | PILOT DATA | | | | | | |
| | 6/4/77 TIME - 08 DEPARTURE | DUMAS,AR 945 | GRUMMAN G-164A N7363 DAMAGE-DESTROYED INTENDED DESTINATION | CR- | 1 | Ō | 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 23, 3000 | | | | | | |
| | DUMAS, A | R | LOCAL | | | | | | | | | | | | |
| | TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH IN FLIGHT PROCEDURE TURNAROUND | | | | | | | | | | | | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | | | | | | |
| | SPECIAL D | ATA | | | | | | | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI | IOURS IN CROP CONTR CROP - BEANS SEAT BELT - FASTE - NOT USED CRASHPAD - INSTAL PPER-LOCATION - FO ON-AREA BEING TREA RE TURNAROUND - TH | NED-PROPERLY LED RWARD OF PILOT ITED-FEET - 160 | | | TY GL CR CR TE | PE OVE ASH ASH RRA | OF OPERATION - SPRAYIN DF CHEMICAL USED - LIO S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND | UID CHEMICAL-NONTOXIC ED | | | | | | |
| -1032 | 6/7/77 | EVENING STAR, AR | PIPER PA-25 | CR- | | 0 | 1 | COMMERCIAL | COMMERCIAL, AGE 24, 3196 | | | | | | |
| | TIME - 07 DEPARTURE | 30 POINT | N6729Z DAMAGE-DESTROYED INTENDED DESTINATION | | | | | AERIAL APPLICATION | TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED. | | | | | | |
| | EVENING TYPE OF A | STAR, AR | LOCAL | | | | FΩ | F OPERATION | | | | | | | |
| | ENGINE | FAILURE OR MALFUNC | TION | | , | ΙN | FL | IGHT PULLUP FROM SWAT NG LEVEL OFF/TOUCHDOW | | | | | | | |
| | PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY PROPORTION AND AND AND AND AND AND AND AND AND AN | | | | | | | | | | | | | | |
| | PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED FACTOR(S) TERRAIN - ROUGH/UNEVEN | | | | | | | | | | | | | | |
| | MISCELLANEOUS - SMOKE IN COCKPIT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | | | | | |
| | TOTAL H | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 750 KIND OF CROP - RICE | | | | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | | | | | | |
| | PILOT'S GOGGLES COCKPIT | SEAT BELT - FASTE - USED CRASHPAD - INSTAL | LED | | | GL CR CR | OVE: ASH ASH | S - USED HELMET - AVAILABLE US BAR - INSTALLED | | | | | | | |
| | TANK/HC ELEVATI FIRE AFTE | | | | | IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND | CALM | | | | | | | | |
| | KEMAKKS- | NK I UTL SEPARATED | • 15 HRS SINCE OVERHAU | L | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

BRIEFS OF ACCIDENTS

| | | | BRIEF | S OF A | | | | | | | | |
|--------|--|---|---|--------------|----------|------------|-----------|---------------------------------------|-------|---|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR = | IES S M | /N | FLIGHT PURPOSE | | PILOT DATA | | |
| 3-1152 | 6/20/77 TIME - 18 | MAR I ANNA, AR 100 | GRUMMAN G-164A N724Y DAMAGE-SUBSTANTIAL | С R- Р X- | 0 | 0 | 1 | COMMERCIAL | | COMMERCIAL, FL.INSTR., AGE 46, 4679 TOTAL HOURS, 30 IN TYPE, NOT INSTRU- MENT RATED. | | |
| | DEPARTURE MARIANN Type of A Engine | A, AR | INTENDED DESTINATION | | Р | TA | KEO | F OPERATION FF' INITIAL NG ROLL | | | | |
| | PERSONN POWERPL MISCELL TERRAIN | PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE+SERVICING+INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS+CONDITIONS - LOOSE+PART/FITTING TERRAIN - WET+SOFT GROUND EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | |
| -1151 | TIME - 14 | 40 | GRUMMAN G-164A N7225 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | PX- | | | | | | COMMERCIAL, AGE 34, 6080 Total Hours, 165 in type, Not.instrument rated. | | |
| | PROCTOR TYPE OF A STALL | •AR CCIDENT | LOCAL | | Ρ | | | F OPERATION FF INITIAL | CLIMB | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | | | | | | |
| | CLEAR | | | | | | | AT ACCIDEN ITED TATION AT AG | | | | |
| | 5 OR OV | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | | | TURE-F | | | | |
| | WIND DIRE 225 | CTION-DEGREES | | | | 12 | VE | LOCITY-KNOT | | | | |
| | VFR | EATHER CONDITIONS WIND GUSTING 15K | | | Т | | OF INE | FLIGHT PLAN | N . | | | |

| | | | BRIEF | S OF / | | | NTS | | | | |
|--------|--|---|--|---|--|----------------------------|--------------------------------------|---|---|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | I | JUF | RIE | S M/N | FLIGHT PURPOSE | | PILOT DATA | |
| 1-1190 | 6/23/77 TIME - 10 | | GRUMMAN G-164A N991X DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL ASSOC CROP | | COMMERCIAL, AGE 24, 1564 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. | |
| | NAME OF A Type of a Stall | | TO CRUISE | | | | | | | | |
| | FACTOR(S) | N COMMAND - FAILED T | O OBTAIN/MAINTAIN FL | ING S | PEE | D | | | | | |
| -1352 | 6/24/77 TIME - 04 | NR •WEIWER • AR 00 | BELL 47G N64877 DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL ASSOC CROP | CTL ACTIVITY | COMMERCIAL, AGE 33, 3600 Total Hours', 250 in type, Not instrument rated. | |
| | DEPARTURE WEIWER+A Type of a Engine Hard la | R CCIDENT FAILURE OR MALFUNCTI | NTENDED DESTINATION | P | PHASE OF DPERATION IN FLIGHT EN ROUTE TO RELOADING AREA LANDING POWER-OFF AUTOROTATIVE LANDING | | | | | | |
| | MISCELL PILOT I PILOT I COMPLETE EMERGENCY | EL - MAINTENANCE,SER ANEOUS ACTS,CONDITIO N COMMAND - FAILED T N COMMAND - IMPROPER POWER LOSS - COMPLET CIRCUMSTANCES - FOR | VICING, INSPECTION UN INS - FUEL CONTAMINATION O MAINTAIN ADEQUATE F OPERATION OF FLIGHT E ENGINE FAILURE/FLAN CED LANDING OFF AIRPO K CONTAMINATED VIS ON | ON-E) OTOR Contr EOUT- DRT ON | CLU R•P OLS 1 E | IS I M NG ND | /E (, [NE | DF WATER IN I | | HT EMERG LNDG | |
| -1559 | 6/29/77 TIME - 13 | ALICIA, AR 30 | BELL 47D1 N10190 DAMAGE-SUBSTANTIAL | | - | - | - | COMMERCIAL Aerial Appi | | COMMERCIAL, FL.INSTR., AGE 23, 1940 TOTAL HOURS, 50 IN TYPE, NOT INSTRU- | |
| | DEPARTURE ALICIA, Type of A Stall | AR | NTENDED DESTINATION LOCAL | | P | | | F OPERATION | DURE TURNAROUND | MENT RATED. | |
| | PILOT I FACTOR(S) | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | | |
| | KIND OF PILOT'S CRASH H CRASH B TERRAIN SWATH R | ATA DURS IN CROP CONTROL CROP - RICE SEAT BELT - UNKNOWN ELMET - AVAILABLE US AR - NOT INSTALLED -TYPE - LEVEL,FLAT UN-HOW FLOWN - CROSS PLT SAID ACFT OVERLO | VNOT REPORTED ED WIND | | | T\ GC CC T/ El | (PE)GGL)CKP (NK / .EV/ | DF CHEMICAL ES - NOT USI IT CRASHPAD HOPPER-LOCA TION-AREA BI | ED - NOT INSTALLE TION - SIDES EING TREATED-FE | CHEMICAL-NONTOXIC D | |

| | BRIEFS OF ACCIDENTS | | | | | | | | | | |
|--------|--|-----------------------------|--|--|--|---|-------------------------|---|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | PILOT DATA | | |
| 3-1350 | TIME - 1 | PARKIN,AR 515 E POINT | CESSNA A1888 N49090 DAMAGE-DESTROYED INTENDED DESTINATION | | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 31, 1200 TOTAL HOURS, 1100 IN TYPE, NOT INSTRUMENT RATED. | | |
| | PARKIN,AR LOCAL TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | | | | PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS+CONDITIONS - PILOT FATIGUE | | | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1150 KIND OF CROP - BEANS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - UNKNOWN/NOT REPORTED ELEVATION-AREA BEING TREATED-FEET - 215 | | | | | TY GL CR CR TE | PE OVE ASH ASH | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIQ S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUM-HOW FLOWN - UNKNO | UID CHEMICAL-NONTOXIC | | |

| ARC, AR ARC, ARC, AR ARC, ARC, ARC, ARC, ARC, ARC, ARC, ARC, | PIPER PA-25 N4685Y DAMAGE-DESTROYED INTENDED DESTINATION LOCAL TO OBTAIN/MAINTAIN FL TED ATTENTION FROM OPER RE | CR- PX- YING S | O O PEE OF C T | 1 0 IN D AIRO RECI NOM EMPE 100 | O (O) FLIC RAF NG / IMI PIT/ IE RAT() OF / | COMMERCIAL AERIAL APPLIC OPERATION GHT PROCEDURI T AT ACCIDENT SI | ATION E TURNAROUN ITE DENT SITE | COMMERCIAL, AGE 21, 650 TOTAL HOURS, 200 IN TYPE INSTRUMENT RATED. | | |
|--|--|---|---|---|---|--|--|--|--|--|
| S) AND - FAILED AND - DIVERI TEMPERATUR CIDENT SITE MITED) VISION AT A NOTS PLAN A CROP CONTR - RICE HELT - UNKNO | LOCAL D TO OBTAIN/MAINTAIN FL TED ATTENTION FROM OPER RE ACCIDENT SITE | - | PEE OF C P T | IN D AIR(EILI NON EMPE 100 YPE | FLI(RAF NG / IMI PIT/ IE RATU | GHT PROCEDURI T AT ACCIDENT SI TED ATION AT ACCII URE-F | ITE DENT SITE | ID | | |
| AND - FAILED AND - DIVERI I TEMPERATUR CIDENT SITE MITED) VISION AT A NOTS PLAN I CROP CONTR - RICE HELT - UNKNO | O TO OBTAIN/MAINTAIN FL TED ATTENTION FROM OPER RE ACCIDENT SITE | - | PEE OF C P T | IN D AIR(EILI NON EMPE 100 YPE | FLI(RAF NG / IMI PIT/ IE RATU | GHT PROCEDURI T AT ACCIDENT SI TED ATION AT ACCII URE-F | ITE DENT SITE | ιD | | |
| NND - FAILED NND - DIVERI TEMPERATUR CIDENT SITE MITED) VISION AT A NOTS PLAN CROP CONTR - RICE HELT - UNKNO | REL ATTENTION FROM OPER. | - | OF C P T | AIRO UNU RECI NOM EMPE 100 YPE | NG / IMI [®] PIT/ ERATU OF / | AT ACCIDENT S TED ATION AT ACCII URE-F | DENT SITE | | | |
| CIDENT SITE MITED) VISION AT A NOTS LAN I CROP CONTR - RICE HELT - UNKNO | CCIDENT SITE | | Р Т | UNL RECI NOM EMPE 100 YPE | IMI PITA E RATU OF A | TED ATION AT ACCIE URE-F | DENT SITE | | | |
| MITED) VISION AT A NOTS PLAN N CROP CONTR - RICE NELT - UNKNO | ACCIDENT SITE | | Р Т | UNL RECI NOM EMPE 100 YPE | IMI PITA E RATU OF A | TED ATION AT ACCIE URE-F | DENT SITE | | | |
| MITED) VISION AT A NOTS PLAN N CROP CONTR - RICE NELT - UNKNO | ACCIDENT SITE | | т | RECI NOM EMPE 100 YPE | PIT/ ERATU | ATION AT ACCIU URE-F | | | | |
| MITED) VISION AT A NOTS PLAN N CROP CONTR - RICE NELT - UNKNO | ACCIDENT SITE | | т | NON EMPE 100 YPE | E RATU OF W | URE-F | | | | |
| VISION AT A NOTS Plan N Crop Contr - Rice NELT - UNKNO | RaL – 200 | | | E MP E 100 YP E | RATU OF V | <i>i</i> | TIONS | | | |
| YLAN I CROP CONTR - RICE JELT - UNKNO | | | T | YPE | OF V | WEATHER CONDI | TIONS | | | |
| YLAN I CROP CONTR - RICE JELT - UNKNO | | | | | | | | | | |
| I CROP CONTR - Rice Delt - Unkno | | | | | | | | | | |
| - RICE BELT - UNKNO | | | | | | | | | | |
| - RICE BELT - UNKNO | | | | | | | | | | |
| BELT - UNKNO | NUN (NOT BEDORTED | KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC | | | | | | | | |
| PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED | | | | | | - NOT USED | | | | |
| CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVELFLAT | | | | | | T CRASHPAD - 1 OPPER-LOCATION | | | | |
| | | | | | | ION-AREA BEING | | | | |
| FLOWN - UNK | NOWN/NOT REPORTED | | | PRC | CEDU | URE TURNAROUNE |) - THIRD 1 | /3 TURN | | |
| | | | | | | | | | | |
| VILLE,AR | N5649X | PX- | | | | | ACTIVITY | COMMERCIAL, AGE 25, 1719 Total Hours, 153 IN Type Not Instrument Rated. | | |
| | IS FARM | | | | | | | ····· • • • • • • • • • • • • • • • • • | | |
| | | | | | | | | | | |
| BEEDEVILLE,AR LOCAL TYPE OF ACCIDENT | | | | | | OPERATION | | | | |
| | | | | LAN | DING | G GO-AROUND | | | | |
| | D IN INITIATING GO-ARO | JND | | | | | | | | |
| | | SYSTE | M) | | | | | | | |
| | DIRT BANK) ND - DELAYE NDING GEAR NDING GEAR | N5649X DAMAGE-SUBSTANTIAL - YOUNG BROS FARM INTENDED DESTINATION LOCAL DIRT BANK S) AND - DELAYED IN INITIATING GO-ARO | N5649X PX- DAMAGE-SUBSTANTIAL - YOUNG BROS FARM INTENDED DESTINATION LOCAL DIRT BANK S) NDD - DELAYED IN INITIATING GO-AROUND NDING GEAR BRAKING SYSTEM (NORMAL SYSTE | N5649X PX- 0 DAMAGE-SUBSTANTIAL - YOUNG BROS FARM INTENDED DESTINATION LOCAL DIRT BANK S) AND - DELAYED IN INITIATING GO-AROUND NDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) | N5649X PX- 0 0 DAMAGE-SUBSTANTIAL - YOUNG BROS FARM INTENDED DESTINATION LOCAL PHASE DIRT BANK LAN DIRT BANK LAN DING GEAR BRAKING SYSTEM (NORMAL SYSTEM) | N5649X PX- 0 0 0 DAMAGE-SUBSTANTIAL - YOUNG BROS FARM INTENDED DESTINATION LOCAL DIRT BANK C) ND - DELAYED IN INITIATING GO-AROUND NDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) | N5649X PX- 0 0 0 ASSOC GROP CTL DAMAGE-SUBSTANTIAL - YOUNG BROS FARM INTENDED DESTINATION LOCAL PHASE OF OPERATION DIRT BANK LANDING GO-AROUND NDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) | N5649X PX- 0 0 0 ASSOC CROP CTL ACTIVITY DAMAGE-SUBSTANTIAL - YOUNG BROS FARM INTENDED DESTINATION LOCAL PHASE OF OPERATION DIRT BANK LANDING GO-AROUND S) AND - DELAYED IN INITIATING GO-AROUND NDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | JURI | | FLIGHT | PILOT DATA | | | | | | |
|-------|--|---|--|--------|---|--|---|--|--|--|--|--|--|--|
| | | | | | | M/N | PURPOSE | | | | | | | |
| -1288 | 7/7/77 TIME - 160 | HUNTER,AR | GRUMMAN G-164A N7485 DAMAGE-SUBSTANTIAL | CR- | 0 | 01 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., | | | | | | |
| | DEPARTURE HUNTER,A | | INTENDED DESTINATION LOCAL | | | | | | | | | | | |
| | TYPE OF AC | CIDENT AILURE OR MALFUN | | | | IN FL | F OPERATION IGHT SWATH RUN NG ROLL | | | | | | | |
| | MISCELLA TERRAIN COMPLETE P | COMMAND - INADE NEOUS ACTS,CONDI - WET,SOFT GROUN OWER LOSS - COMP | QUATE PREFLIGHT PREPARAT TIONS - WATER IN FUEL D Lete Engine Failure/Flam Forced Landing off Airpo | IEOUT- | 2 EN | GINES | | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP | URS IN CROP CONT CROP - RICE SEAT BELT - UNKN - NOT USED CRASHPAD - INSTA PER-LOCATION - F | OWN/NOT REPORTED | | | TYPE GLOVE CRASH CRASH TERRA | DF OPERATION - FERT DF CHEMICAL USED - I S - NOT USED HELMET - AVAILABLE BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CRO | Y CHEMICAL -NONTOXIC | | | | | | |
| -1287 | 7/8/77 TIME - 183 | CLARENDON∳AR 0 | GRUMMAN G-164A N5361 DAMAGE-SUBSTANTIAL | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 30, 2102 Total Hours, 200 in type, Not instrument rated. | | | | | | |
| | DEPARTURE CLARENDO | | INTENDED DESTINATION | | | | | | | | | | | |
| | TYPE OF AC STALL M | CIDENT | LUCAL | | | | F OPERATION Ight procedure turn | NAROUND | | | | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | | | | | |
| | KIND OF PILOT'S Goggles Cockpit TANK/HOP Elevatid | URS IN CROP CONT CROP - RICE SEAT BELT - UNKN - USED CRASHPAD - INSTA PER-LOCATION - F | ORWARD OF PILOT ATED-FEET - 240 | ED | ED KIND DF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLØVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVELSFLAT SWATH RUN-HOW FLOWN - WIND CALM | | | | | | | | | |
| | | | | PAGE | 94 | | | | | | | | | |
| | | | | HOL | | | | | | | | | | |

| FILE | DATE LOCATION | | INJURIES F S M/N | FL IGHT PURPOSE | PILOT DATA | | | | | |
|--------|---|--|---|---|---|--|--|--|--|--|
| | 7/8/77 JONESBORO,AR TIME - 1435 | | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL Assoc Crop CTL Activ | COMMERCIAL, AGE 21, 1133 ITY TOTAL HOURS, 300 IN TYPE NOT INSTRUMENT RATED. | | | | | |
| | DEPARTURE POINT JONESBORD+AR | INTENDED DESTINATION LOCAL | | | | | | | | |
| | TYPE OF ACCIDENT STALL MUSH | | | OF OPERATION DFF INITIAL CLIMB | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FA FACTOR(S) WEATHER - HIGH DENSIT | ILED TO OBTAIN/MAINTAIN FL Y ALTITUDE | YING SPEED | | | | | | | |
| | SKY CONDITION | | CEILIN | G AT ACCIDENT SITE | | | | | | |
| | CLEAR VISIBILITY AT ACCIDENT | SITE | PRECIP | MITED ITATION AT ACCIDENT SI | TE | | | | | |
| | 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION | AT ACCIDENT SITE | | ATURE-F | | | | | | |
| | NONE WIND VELOCITY-KNOTS CALM | | 102 Type o VFR | F WEATHER CONDITIONS | | | | | | |
| | TYPE OF FLIGHT PLAN NONE REMARKS- DENSITY ALT 25 | 00FT. | | | | | | | | |
| 3-1432 | 7/12/77 NR.CDY.AR | PIPER PA-25 | CR- 0 0 1 | COMMERCIAL | COMMERCIAL, AGE 41, 872 | | | | | |
| | TIME - 1830 | N9837P DAMAGE-DESTROYED | PX- 0 0 0 | AERIAL APPLICATION | TOTAL HOURS, 694 IN TYPE NOT INSTRUMENT RATED. | | | | | |
| | DEPARTURE POINT COY+AR | INTENDED DESTINATION LOCAL | | | | | | | | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MAL GEAR COLLAPSED | FUNCTION | IN F | DF OPERATION LIGHT SWATH RUN ING ROLL | | | | | | |
| | PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - ROUGH/UNEVEN | | | | | | | | | |
| | FACTOR(S) MISCELLANEOUS ACTS,CO COMPLETE POWER LOSS - C EMERGENCY CIRCUMSTANCES | | | | | | | | | |
| | SPECIAL DATA Total Hours in Crop C Kind of Crop - Cotton Pilot's Seat Belt - U | | TYPE | OF OPERATION - SPRAYI OF CHEMICAL USED - LI ES - NOT USED | NG CROPS QUID CHEMICAL-NONTOXIC | | | | | |
| | GOGGLES - NOT USED COCKPIT CRASHPAD - NO TANK/HOPPER-LOCATION ELEVATION-AREA BEING PROCEDURE TURNAROUND | - FORWARD OF PILOT TREATED-FEET - 200 | CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - DOWNWIND | | | | | | | |
| | | | | | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | | AIRCRAFT DATA | | | | FLIGHT | | PILOT DATA | | | | |
|--------|---|--|---|---|---|---|---|--|----------|--|--|--|
| | | LOCATION | | F | S | M/N | PUR | POSE | | PILUI DATA | | |
| |) 7/13/77 BROOKLAND,AR CESSNA 188 TIME - 1830 N9815V DAMAGE-DESTROYED | | | | | | COMMER AERIAL | CIAL APPLICATION | TC TY | DMMERCIAL, AGE 29, 6030 DTAL HOURS, 2200 IN (PE, NOT INSTRUMENT ATED. | | |
| | DEPARTURE BROOKLAN | | | | | | | | | | | |
| | | CIDENT AILURE OR MALFUN EXPLOSION ON GRO | | | PHASE DF OPERATION IN FLIGHT SWATH RUN LANDING ROLL | | | | | | | |
| | | NT - EXHAUST SYS | TEM OTHER TIONS - MATERIAL FAILURE | | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 5000 KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 250 | | | | | KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED | | | | | | |
| | FIRE AFTER | IMPACT | ATED-FEET ~ 250 Racked Away from Muffler | | | SWAT | H RUN-HO | DW FLOWN - UNKNO | WN/NOT | REPORTED | | |
| 3-1561 | | MANILA,AR O | PIPER PA-25 N9511P DAMAGE-SUBSTANTIAL | |) | 0 1 0 0 | CÓMMER AERIAL | CIAL APPLICATION | | DMMERCIAL, AGE 47, 1200 DTAL HOURS, 2000 IN YPE, INSTRUMENT RATED. | | |
| | DEPARTURE MANILA+A | | INTENDED DESTINATION LOCAL | | | | | | | | | |
| | | AILURE OR MALFUN | CTION FER CONTROLLED | | | IN F | | ATION Swath Run Swath Run | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUNSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | | |
| | SPECIAL DATA Total Hours in Crop Control - 9999 Kind of Crop - Beans Pilot's Seat Belt - Unknown/Not Reported | | | | | KIND OF OPERATION - SPRAYING CROPS Type of chemical used - liquid chemical-nontoxic gloves - not used | | | | | | |
| | COCKPIT | - NOT USED Crashpad - Insta Per-Location - F | LLED DRWARD OF PILOT | | | URAS CRAS TERR | H HELMET H B ar - AIN-Type | F - AVAILABLE US Installed E - Level,flat DW Flown - WIND (| EU | | | |

| | | | BRIEFS | S OF AC | DENTS | | | |
|--------|--|---|---|---------|----------|---|--------------|---|
| FILE | | LOCATION | AIRCRAFT DATA | F | S M/N | PURPOSE | | PILOT DATA |
| | 7/21/77 TIME - 1400 | STUTTGART, AR | GRUMMAN G164A N8742H DAMAGE-SUBSTANTIAL | CR- | 0 0 1 | COMMERCIAL | L ACTIVITY | COMMERCIAL, AGE 39, 581 TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE P Stuttgart Type of Acc | JAR DENT ILURE OR MALFUNC | INTENDED DESTINATION LOCAL | | TAKED | F OPERATION FF INITIAL CL NG ROLL | IMB | |
| | MISCELLAN | IT - ENGINE STRUC | TURE MASTER AND CONNEC IONS - MATERIAL FAILURE | | DDŞ | | | |
| | EMERGENCY C | | L LOSS OF POWER - 1 ENG DRCED LANDING ON AIRPOR | | LANE BAS | E/HELIPT. | | |
| 3-1433 | 7/21/77 TIME - 1300 | KEO↓AR | GRUMMAN G-164 N4638 Damage-Substantial | | | COMMERCIAL Aerial Applic | ATION | COMMERCIAL, AGE 32, 490 TOTAL HOURS, 2500 IN Type, not instrument Rated. |
| | DEPARTURE P KED,AR | OINT | INTENDED DESTINATION | | | | | KATED. |
| | TYPE OF ACC ENGINE FA | IDENT Ilure or malfunc WITH fence,fenc | TION | | IN FL | F OPERATION IGHT PROCEDUR NG ROLL | E TURNAROUND | |
| | | | | | | | | |
| | MISCELLAN FACTOR(S) TERRAIN - PARTIAL POW | T - ENGINE STRUC EOUS ACTS,CONDIT HIGH OBSTRUCTIO ER LOSS - PARTIA | TURE CYLINDER ASSEMBLY IONS – MATERIAL FAILURE NS L LOSS OF POWER – 1 ENG DRCED LANDING OFF AIRPO | INE | LAND | | | • |

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|--------|--|---|---|-----------|--|----------------------------|--------------------------------|---|---|--|--|
| FILE | DATE | | AIRCRAFT DATA | IN. | JUR = | IES S M | /N | FLIGHT PURPOSE | PILOT DATA | | |
| | 7/23/77 | 23/77 MCGEHEE+AR CESSNA 188 CR- 0 0 1 COMMERCIAL ME - 1500 N49460 PX- 0 0 0 AERIAL APPLICATION DAMAGE-SUBSTANTIAL | COMMERCIAL, AGE 43, 2454 Total Hours, 2000 IN Type, not instrument Rated. | | | | | | | | |
| | MCGEHEE,A TYPE OF ACC | R IDENT Ilure or Malfunc | INTENDED DESTINATION LOCAL TION | | | IN | FL | - OPERATION IGHT STARTING SWATH R NG LEVEL OFF/TOUCHDOW | UN | | |
| | FACTOR(S) TERRAIN - MISCELLAN PARTIAL POW | T - MISCELLANEDU HIGH VEGETATION EOUS AGTS,CONDIT ER LOSS - PARTIA | S POWERPLANT FAILURE (IONS - OVERLOAD FAILURE L LOSS OF POWER - 1 ENG DRCED LANDING OFF AIRPO | : GINE | | | [NE | REASONS | | | |
| | KIND OF C PILOT'S S COCKPIT C TANK/HOPP | A RS IN CROP CONTR ROP - BEANS EAT BELA - UNKNO RASHPAD - INSTAL ER-LOCATION - FO -AREA BEING TREA | WN/NOT REPORTED LED RWARD OF PILOT | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |
| -1693 | 8/3/77 TIME - 0715 | | GRUMMAN G-164A N4832 DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 22, 4000 TOTAL HOURS, 1900 IN TYPE, INSTRUMENT RATED. | | |
| | DEPARTURE P ENGLAND + A TYPE OF ACC ENGINE FA NOSE OVER | PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND LANDING ROLL | | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | |
| | KIND OF C PILOT'S S G0GGLES - COCKPIT C TANK/HOPP ELEVATION | IRS IN CROP CONTR ROP - RICE EAT BELT - UNKNO - NOT USED RASHPAD - INSTAL ER-LOCATION - FO HAREA BEING TREA | WN/NOT REPORTED Led Rward of Pilot | | | TY GL CR CR TE | PE DVE ASH ASH RRA | DF OPERATION - FERTILI DF CHEMICAL USED - DRY S - USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - UPWIN | Y CHEMICAL-NONTOXIC SED | | |

| | | | BRIEFS | | | | | | | | |
|--------|--|---|--|-------|----------|----------------------------|--------------------------------|---|-----------------------------|--|--|
| FILE | DATE | LOCATION | | IN | JUP F | | /N | FLIGHT PURPOSE | | PILOT DATA . | |
| 3-0636 | TIME - 173 | TILLAR,AR 30 | GRUMMAN G-164A N4665 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | COMMERCIAL | | COMMERCIAL, AGE 41, 1870 TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED. | |
| | NAME OF AL DEPARTURE TILLAR, TYPE DF AC GEAR COL | AR CCIDENT | INTENDED DESTINATION LOCAL | | F | | | F OPERATION NG ROLL | | | |
| | | E - LANDING GEAR | MAIN GEAR-SHOCK ABSORBI Ions - Material Failure | | SY, | , S T R | UTS | ATTACHMENTS | S,ETC. | , | |
| 3-1692 | 8/15/77 TIME - 193 DEPARTURE | 30 | WEATHERLY 201B N1259W DAMAGE-SUBSTANTIAL INTENDED DESTINATION | PX- | 0 | 0 | 0 | COMMERCIAL ASSOC CROP | | COMMERCIAL, AGE 38, 9103 TOTAL HOURS, 853 IN TYPE, NOT INSTRUMENT RATED. | |
| | TYPE OF A | CORNERSTONE, AR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT RETURN TO STRIP | | | | | | | | | |
| | | COMMAND - FAILED | TD SEE AND AVOID OTHER -PERSONNEL PILOT OF OT | | | | т | | | | |
| | CONTROLL TRAFFIC CONVERGE | | NONE - 180 | -SMAL | LU | RA Co Ho | DAR NTR RIZ | CTL/SURVEIL | A - NO SION ANGLE-DEGR | NDER RADAR CONTACT REES – O | |
| 3-1695 | 8/15/77 TIME - 122 | DE VALLS,AR 20 | GRUMMAN G-164A N8945H DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL AERIAL APPL | | COMMERCIAL, AGE 38, 5913 Total Hours, 1600 IN Type, Instrument rated. | |
| | DEPARTURE DE'VALLS Type of AC Collided | 5.AR | INTENDED DESTINATION | | P | - | | F OPERATION IGHT SWATH | RUN | | |
| | PROBABLE (PILOT IN | | TO SEE AND AVOID OBJEC | TS OR | 08 | STR | UC T | IONS | | | |
| | KIND OF PILOT'S Goggles Cockpit Tank/Hof | ATA JURS IN CROP CONTRI CROP — BEANS SEAT BELT — UNKNO — NOT USED CRASHPAD — INSTAL PER-LOCATION — FO DN-AREA BEING TREA | N/NOT REPORTED LED RWARD OF PILOT | | | TY GL CR CR TE | PE OVE ASH ASH RRA | OF CHEMICAL S - NOT USED HELMET - AV BAR - INSTA IN-TYPE - LE |) /AILABLE USED NLLED | CHEMICAL-NONTOXIC | |

| | | | BRIEFS | S OF AC | Ċ I | I DEN T | s | | | | |
|--------|--|---|---|-------------------|-------------|----------------------|------------------|--------------|-----------------------|--|--|
| FILE | | LOCATION | AIRCRAFT DATA | F | | S M/ | N | PURPOSE | | PILOT DATA | |
| 3-1692 | 8/15/77 TIME - 193 DEPARTURE CORNERS TYPE OF AG | CORNERSTONE, AR 30 POINT TONE, AR CCIDENT | WEATHERLY 2018 | CR- PX- OT- | 1 0 0 | 0 0 0 PHASE | 0 0 1 | ASSOC CROP C | TL ACTIVITY | COMMERCIAL, AGE 22, 2296 TOTAL HOURS, 396 IN TYPE, NOT INSTRUMENT RATED. | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT | | | | | | | | | | |
| | CONTROLI TRAFFIC CONVERGI | S OF AVIATION INVO | DLVED - SMALL US GEN.AV. CONTROL NONE 5 - 180 DEGREES - 0 | | .ι | RAD CON HOR | AR TRO IZC | CTL/SURVEILU | - NO ON ANGLE-DEGI | NDER RADAR CONTACT REES – O | |
| 3-1694 | | WILMOT,AR 30 | SNOW S-2R N8466V DAMAGE-SUBSTANTIAL | PX- | 0 0 | Ó O | 1 0 | ASSOC CROP (| TL ACTIVITY | COMMERCIAL, FL.INSTR., AGE 41, 17200 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED. | |
| | DEPARTURE POINT INTENDED DESTINATION WILMOT+AR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB NOSE OVER/DOWN LANDING ROLL | | | | | | | | | | |
| | PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- LNDD ACROSS FURROWS. | | | | | | | | | | |
| | | | | | | | | | | | |

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BRIEFS OF ACCIDENTS _____ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1872 8/23/77 REYDELL, AR CR- 0 0 1 COMMERCIAL AERO COMMDR S-2R COMMERCIAL, AGE 38, 12005 PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 7000 IN TIME - 1130 N5501X TYPE, NOT INSTRUMENT DAMAGE-SUBSTANTIAL RATED. DEPARTURE POINT INTENDED DESTINATION . DE WITT.AR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT PULLUP FROM SWATH RUN COLLIDED WITH CROP LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE BLOWER, IMPELLER ASSEMBLY MISCELLANEOUS ACTS.CONDITIONS - MATERIAL FAILURE TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 6500 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - COTTON TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 213 SWATH RUN-HOW FLOWN - CROSSWIND PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN COMMERCIAL, AGE 29, 2514 3-1848 9/1/77 LEACHVILLE.AR PIPER PA-25 CR- 0 0 1 COMMERCIAL TOTAL HOURS, 538 IN TYPE, TIME - 1500 N4798Y PX- 0 0 0 ASSOC CROP CTL ACTIVITY DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - PRIVATE STRIP DEPARTURE POINT INTENDED DESTINATION LEACHVILLE.AR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION LANDING ROLL GROUND-WATER LOOP-SWERVE COLLIDED WITH CROP LANDING GO-AROUND PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPERLY SERVICED AIRCRAFT (OWNER-PILOT) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - HYDRAULIC FAILURE PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT SHOULDERS REMARKS- AIR FOUND IN BRAKE LINE.

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIE: SI | 5 4/N | PURPOSE | | PILOT DATA |
|-------|---|--|---|-----------|------------|--------------|-----------------------------|--|--|
| | 9/2/77 PIG TIME - 1600 | GOTT, AR | | CR- 0 | 0 | 1 | COMMERCIAL | | COMMERCIAL, FL.INSTR., AGE 24, 1108 TOTAL HOURS 411 IN TYPE, INSTRUMENT RATED. |
| | | T - PIGGOTT MUN T] | ICIPAL INTENDED DESTINATION LOCAL | | | | | | |
| | TYPE OF ACCIDE FIRE OR EXPL | NT OSION IN FLIGH | т | | | | F OPERATION NG TRAFFIC | PATTERN-CIRCLI | NG |
| | FACTOR(S) | S - UNDETERMINE | D DNS - FIRE IN CABIN,C | DCKPIT,B | AGG | GE | COMPARTMENT | | |
| | FIRE AFTER IMP | | CED LANDING OFF AIRPORT | DRT ON L | AND | | | | · . |
| | | | | | | | | | |
| -1966 | 9/6/77 GRE TIME - 1300 | GORY, AR | PIPER PA-25 N9715P DAMAGE-DESTROYED | | | | AERIAL APPL | | COMMERCIAL, FL.INSTR., AGE 60, 20105 TOTAL HOURS, 8000 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POIN MCCLELLEN, AR | | IP INTENDED DESTINATION LOCAL | | | | | | |
| | TYPE OF ACCIDE COLLIDED WIT | | | | | | F OPERATION IGHT PROCED | URE TURNAROUND |) |
| | PROBABLE CAUSE PILOT IN COM | | D ALTITUDE AND CLEAR | ANCE | | | | | |
| | KIND OF CROP | IN CROP CONTROL - RICE BELT - UNKNOWN | | | T | /PE | | - DEFOLIATION USED - LIQUID | (LIQUID) CHEMICAL-NONTOXIC |
| | TANK/HOPPER- | T USED HPAD - INSTALLE LOCATION - FOR EA BEING TREATE | ARD OF PILOT | | CI T | RASH Erra | BAR - INSTA IN-TYPE - LE | AILABLE USED LLED VEL,FLAT WN - CROSSWING |) |
| | | | | | | | | | |
| -2189 | 9/12/77 POR TIME - 0820 | TLAND, AR | CESSNA 188B N731HL Damage-destroyed | | | | COMMERCIAL ASSOC CROP | CTL ACTIVITY | COMMERCIAL, AGE 36, 7300 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POIN PORTLAND,AR Type of Accide Atrename fat | | NTENDED DESTINATION LOCAL | | | | F OPERATION FF INITIAL | CLIMB | |
| | PROBABLE CAUSE Systems - FL Miscellaneou | (S) IGHT CONTROL SY S ACTS,CONDITIO | 'STEMS AILERON AND A INS - DISCONNECTED IOLT BACKED OUT OF IT | | AB | CONT | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | 11 | F | S M | 'N | PURPOSE | PILOT DATA | |
|--------|---|--|---|---------------------------------|------------------------|--|-------------------------------------|--|---|--|
| | 9/27/77 TIME - 143 DEPARTURE PARAGOUL TYPE OF AC | PARAGOULD,AR O POINT D,AR | PIPER PA-25 N6884Z DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- | 0 0 P | 0 0 HASI | 1 0 | COMMERCIAL AERIAL APPLICATION F OPERATION IGHT PULLUP FROM SWATH | COMMERCIAL, AGE 31, 423 Total Hours, 165 IN Type, Not instrument rated. | |
| | PROBABLE C PILOT IN MISCELLA FACTOR(S) | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COL FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP ELEVATIO | NURS IN CROP CONT CROP - COTTON SEAT BELT - UNKN - NOT USED CRASHPAD - NOT I PER-LOCATION - F N-AREA BEING TRE | OWN/NOT REPORTED | | | TY GL CR CR TE | PE VE ASH ASH RRA | DF OPERATION - DEFOLIA DF CHEMICAL USED - LIOU S - NOT USED HELMET - AVAILABLE USE BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND (| JID CHEMICAL-NONTOXIC | |
| 3-2730 | TIME - 184 DEPARTURE CARAWAY, | POINT . Ar | PIPER PA-25 N9865P DAMAGE-SUBSTANTIAL INTENADED DESTINATION LOCAL | C R- P X- | 0 | 0 | 0 | AERIAL APPLICATION | COMMERCIAL, AGE 25, 800 Total Hours, 550 in type, Not instrument rated. | |
| | TYPE OF AC STALL M | | | | | | | F OPERATION IGHT PROCEDURE TURNARC | JUND | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | | |
| | SPECIAL DA TOTAL HO KIND OF GLOVES - CRASH HE CRASH BA TERRAIN- SWATH RU FIRE AFTER | | | PII GOO COO TAI ELI | OT GL KP NK/I | DF OPERATION - SEEDING 'S SEAT BELT - NOT FAST ES - NOT USED IT CRASHPAD - INSTALLED HOPPER-LOCATION - FORWA TION-AREA BEING TREATED DURE TURNAROUND - SECON | FENED RD OF PILOT D-FEET - 40 | | | |

| | | BRIE | FS OF ACCIDENTS | | | | | | | | |
|-------|---|---|------------------------|--|---|--|--|--|--|--|--|
| FILE | DATE LOCA | TION AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA | | | | | | |
| -3202 | 9/28/77 HUGHES,A TIME - 1635 DEPARTURE POINT | R GRUMMAN G-164 N659Y DAMAGE-DESTROYED INTENDED DESTINATION | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 31, 1099 TOTAL HOURS, 806 IN TYPE, NOT INSTRUMENT RATED. | | | | | | |
| | SEYPPEL,AR Type of Accident | LOCAL | | PHASE OF OPERATION | | | | | | | |
| | STALL MUSH COLLIDED WITH TR | EES | | LIGHT PROCEDURE TURN LIGHT PROCEDURE TURN | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND FACTOR(S) TERRAIN - HIGH OB | - FAILED TO OBTAIN/MAINTAIN F STRUCTIONS | LYING SPEED | | | | | | | | |
| | SPECIAL DATA Total Hours in Cr | OP CONTROL - UNKNOWN/NOT REPO | RTED KIND | OF OPERATION - SPRAY | ING CROPS | | | | | | |
| | KIND OF CROP - BE | | TYPE | | IQUID CHEMICAL-NONTOXIC | | | | | | |
| | GOGGLES - NOT USE COCKPIT CRASHPAD | D | CRAS | H HELMET - AVAILABLE I H BAR - INSTALLED | JSED | | | | | | |
| | TANK/HOPPER-LOCAT | ION - FORWARD OF PILOT | | AIN-TYPE - LEVEL,FLAT | | | | | | | |
| | ELEVATION-AREA BE SWATH RUN-HOW FLO FIRE AFTER IMPACT | ING TREATED-FEET - 230 WN - CROSSWIND | PROC | DENSE WITH EDURE TURNAROUND - EN | | | | | | | |
| | | | | | | | | | | | |
| 0040 | 1/13/77 SAN DIEG TIME - 0750 | O,CA EL TOMCAT 47G N73872 DAMAGE-SUBSTANTIA | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE UNK/NR, 11200 TOTAL HOURS, 5212 IN TYPE, NOT INSTRUMENT RATED. | | | | | | |
| | NAME OF AIRPORT - B | | | | RATEU. | | | | | | |
| | DEPARTURE POINT SAN DIEGO,CA | INTENDED DESTINATION | | | | | | | | | |
| | TYPE OF ACCIDENT | | | DF OPERATION LIGHT PROCEDURE TURN | | | | | | | |
| | ENGINE FAILURE OR COLLIDED WITH FE | | | ING ROLL-ON/RUN-ON | | | | | | | |
| | PILOT IN COMMAND | - INADEQUATE PREFLIGHT PREPAR - MISMANAGEMENT OF FUEL S.CONDITIONS - FUEL EXHAUSTIO | | ANNING | | | | | | | |
| | FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | |
| | SPECIAL DATA | | | | | | | | | | |
| | TOTAL HOURS IN CR KIND OF CROP - OT PILOT'S SEAT BELT | - FASTENED-PROPERLY | TYPE COCK | PIT CRASHPAD - NOT IN | IQUID CHEMICAL-NONTOXIC STALLED | | | | | | |
| | CRASH BAR - NOT I Terrain-type - Le | | | /HOPPER-LOCATION - SI ATION-AREA BEING TREA | | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJUF F | IES SM/N | FLIGHT PURPOSE | | PILOT DATA |
|--------|---|---|--|----------------|--------------------|---|---------------|---|
| 3-0039 | 1/15/77 T TIME - 0715 DEPARTURE PO | ERRA BELLA+CA | HILLER ACFT UH-12C N6417V DAMAGE-SU6STANTIAL INTENDED DESTINATION | | | | | COMMERCIAL, AGE 43, 2102 TOTAL HOURS, 131 IN TYPE NOT INSTRUMENT RATED. |
| | TERRA BELL | A,CA | LOCAL | | | | | |
| | TYPE OF ACCI ENGINE FAI COLLIDED W | LURE OR MALFUNCT | ION | | IN F | DF OPERATION LIGHT RETURN ING POWER-DFF | | ELANDING |
| | MISCELLANE MISCELLANE PERSONNEL FACTOR(S) TERRAIN - I COMPLETE POW | - FUEL SYSTEM DUS ACTS,CONDITI DUS ACTS,CONDITI - MAINTENANCE,SE HIGH OBSTRUCTION ER LOSS - COMPLE | ONS - FUEL CONTAMINATI ONS - WATER IN FUEL RVICING,INSPECTION IN IS TE ENGINE FAILURE/FLAM | IPROPER M | IA IN TE NG INE | NANCE (MAINTEN) | | EL) |
| | EMERGENCY CI | RCUMSTANCES - FO | RCED LANDING OFF AIRPO | RT ON LA | ND | | | |
| | KIND OF CR | OP - FRUIT ORCHA | IL - UNKNOWN/NOT REPORT RDS | ED | | OF OPERATION - T'S SEAT BELT - | | |
| | | PE - LEVEL,FLAT ST CONTROL.RUSTY | WATER, DEBRIS, TANK SEA | ALER FOUN | DIN | FUEL.SERVICE BU | JLLETIN A-78 | NCW. |
| | | | | | | · | | |
| -0021 | 1/29/77 NR,1 TIME - 1500 | MODESTO,CA | CESSNA A188B N70063 Damage-substantial | CR- 0 PX- 0 | 0 1 0 0 | COMMERCIAL ASSOC CROP C | L ACTIVITY | COMMERCIAL, AGE 35, 1220 TOTAL HOURS, 100 IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AIRP DEPARTURE PO MODESTO,CA | ORT - GARBER-THO INT | IMPSON INTENDED DESTINATION LOCAL | | | | | |
| | TYPE OF ACCI OVERSHOOT COLLIDED W | | | Ρ | LAND | DF OPERATION ING ROLL ING ROLL | | |
| | | DMMAND - MISJUDG | ED DISTANCE AND SPEED TO INITIATE GO-AROUND | | | | | |
| | | | | | | | | |
| 3-0592 | 2/5/77 NR. TIME - 1621 | CLEARLAKE OAKS₊C | A PIPER PA-22 N9015D DAMAGE-DESTROYED | | | COMMERCIAL Assoc Crop C | TL ACTIVITY | COMMERCIAL, AGE 57, 800 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF ACCI | ∳LA . | INTENDED DESTINATION GARNER RANCH STRIP | | | DF OPERATION LIGHT EN ROUTH | E TO TREAT CF | · · |
| | PROBABLE CAU | SE(S) | | | | | | |

| | | | BRIEF | S OF AC | CID | ENTS | 5 | _ | | |
|--------|--|--|---|------------|--------|--|--|--|--|--|
| FILE | DATE | | AIRCRAFT DATA | Г | ు | m/ n | • | | * | PILOT DATA |
| | 3/8/77 HE | | | CR- PX- | | | 1 COMMERCIAL 0 ASSOC CROP CTL ACTIVITY | COMMERCIAL, FL.INSTR., AGE 25, 2604 TOTAL HOURS, 110 IN TYPE, INSTRUMENT RATED. | | |
| | DEPARTURE P HEALDSBUR Type of Acc Engine FA | RG.CA | INTENDED DESTINATION LOCAL | | | TAKE | OFF | PERATION INITIAL ROLL | | |
| | MISCELLAN MISCELLAN TERRAIN - COMPLETE PO | NT - EXHAUST SYSTE NEOUS ACTS,CONDITI NEOUS ACTS,CONDITI - HIGH VEGETATION DWER LDSS - COMPLE | M STACKS ONS - MATERIAL FAILUR ONS - FIRE IN ENGINE TE ENGINE FAILURE/FLA RCED LANDING OFF AIRP | MEOUT-1 | | | : | | | |
| | KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP FIRE AFTER | JRS IN CROP CONTRO ROP - GRAPES SEAT BELT - UNKNOV - NOT USED CRASHPAD - INSTALL PER-LOCATION - FOR | ED WARD OF PILOT | TED | (| TYPE GLOV CRAS | ОF /ES — Н НЕ | CHEMICAL NOT USE | D VAILABLE USED | G (DUST) EMICAL-NONTOXIC |
| 3-0753 | | BRAWLEY,CA | AERO COMDR 600S2R N8429V DAMAGE-DESTROYED | CR- PX- | 1 0 | 00 |) CO) AE | MMERCIAL RIAL APP | LICATION | ATP,FLIGHT INSTR., AGE 44, 2212 TOTAL HOURS, 527 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE P | | INTENDED DESTINATION | | | | | | | RATED. |
| | BRAWLEY+C TYPE OF ACC STALL | | LOCAL | | | | | PERATION | P FROM SWATH R | UN |
| | FACTOR(S) PILOT IN | COMMAND - FAILED | TO OBTAIN/MAINTAIN FL L IMPAIRMENT LONS — ALCOHOLIC IMPAI | | | | IENC | Y AND JU | DGMENT | |
| | SPECIAL DAT TOTAL HOL KIND OF (PILOT'S S GBGGLES - Cockpit (TANK/HOPP Elevation Fire After | TA JRS IN CROP CONTRO CROP - LETTUCE SEAT BELT - UNKNOV - NOT USED CRASHPAD - INSTALL PER-LOCATION - FOV N-AREA BEING TREAT | DL – 527 IN/NOT REPORTED ED WARD OF PILOT TED-FEET – 150 | | | KINE TYPE GLOV CRAS CRAS TERF | O OF OF /ES - Sh he Sh ba Rain- | OPERATIO CHEMICAL NOT USE LMET - A NR - INST -TYPE - L | N – SPRAYING C USED – LIQUID D VAILABLE-NOT U | CHEMICAL-TOXIC |

| | · | | BRIEF | S OF ACC | | | | | | | |
|-------|---|---|---|----------------|---------------------------------|--|-----------------------------|--|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | F | S M/N | FLIGHT PURPOSE | | PILOT DATA | | | |
| -0607 | 3/18/77 TIME - 0815 NAME OF AIR DEPARTURE P | STOCKTON,CA Port – Stockton M Dint | WEATHERLY 201B N1256W DAMAGE-SUBSTANTIAL IETRO INTENDED DESTINATION | CR- 0 PX- 0 | | | | COMMERCIAL, AGE 59, 2000 TOTAL HOURS, 500 IN TYPE NOT INSTRUMENT RATED. | | | |
| | STOCKTON,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB HARD LANDING LEVEL OFF/TOUCHDOWN | | | | | | | | | | |
| | MISCELLAN PARTIAL POW | T - IGNITION SYST EDUS ACTS,CONDITI ER LOSS - PARTIAL | EM SPARK PLUG ONS - MATERIAL FAILURI LOSS OF POWER - 1 EN RCED LANDING OFF AIRPO | SINE | N D | | | | | | |
| | KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP | RS IN CROP CONTRO ROP - GRAIN FIELD EAT BELT - FASTEN NOT USED RASHPAD - INSTALL ER-LOCATION - FOR | ED-PROPERLY | | TYPE GLOVI CRASH CRASH | OF CHEMICAL ES - NOT USE HELMET - A HBAR - INST |) /AILABLE USED ALLED | CHEMICAL-TOXIC | | | |
| 0436 | 3/21/77 TIME - 1500 | | CESSNA 188B N4724R Damage-destroyed | | | COMMERCIAL ASSOC CROP | | COMMERCIAL, AGE 43, 3136 Total Hours, 750 in type, Not instrument rated. | | | |
| | | PORT - GALLO STRI Dint | | | | | | | | | |
| | TYPE OF ACC | IDENT WITH FENCE,FENCE | | | | OF OPERATION | CLIMB | | | | |
| | PILOT IN FACTOR(S) | | | ION AND | OR PL/ | ANNING | | | | | |
| | MISCELLAN | EOUS ACTS,CONDITI | ONS - JETTISONED LOAD RCED LANDING OFF AIRPO | RT ON LA | ND | | | | | | |
| | KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP ELEVATION | RS IN CROP CONTRO ROP - OTHER EAT BELT - FASTEN | IED-PROPERLY ED WARD OF PILOT ED-FEET - 145 | | TYPE GLOVE CRASE CRASE | OF CHEMICAL S - USED | AILABLE USED | ROPS CHEMICAL-TOXIC | | | |

| | | | S OF ACCIDENTS | | |
|-------|---|--|-----------------------------------|---|---|
| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES F S M/N | PURPOSE | PILOT DATA |
| -0429 | 3/21/77 NR.ESPARTO.CA TIME - 1500 | GRUMMAN G-164 N10259 DAMAGE-SUBSTANTIAL | CR- 0 0 1 | COMMERCIAL | ATP,FLIGHT INSTR., AGE TY 31, 3878 TOTAL HOURS, 670 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT ESPARTO,CA Type of accident Collided With Crop | INTENDED DESTINATION LOCAL | DF OPERATION OFF INITIAL CLIMB | KA IEU. | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAIL FACTOR(S) PERSONNEL - OPERATIONAL | ED TO ABORT TAKEOFF Supervisory personnel (| DEFICIENCY+COM | PANY MAINTAINED EQPMT,S | ERVICES,REGULATION |
| | SPECIAL DATA TOTAL HOURS IN CROP CON KIND OF CROP - GRAIN FII PILOT'S SEAT BELT - UNK CRASH HELMET - AVAILABL TANK/HOPPER-LOCATION - I REMARKS- PLT STATED COMPAN | NOWN/NOT REPORTED E USED FORWARD OF PILOT | TYPE Gogg Crasi Elev | OF OPERATION - FERTILI OF CHEMICAL USED - DRY LES - USED H BAR - NOT INSTALLED ATION-AREA BEING TREATE ER ON T/O FOR ENGINE LO | CHEMICAL-NONTOXIC |
| -0430 | 3/22/77 NR.PAICINES.CA TIME - 1630 DEPARTURE POINT | BOEING A-75 N15GC DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | COMMERCIAL Assoc crop ctl activi | COMMERCIAL, AGE 27, 1160 TY TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED. |
| | PAICINES,CA Type of Accident Engine failure or Malfu Gear Collapsed | LOCAL | IN F | OF OPERATION LIGHT LOW PASS ING LEVEL OFF/TOUCHDOW | N |
| | FACTOR(S) MISCELLANEOUS - EVASIVE | FORCED LANDING OFF AIRPO | SION E Gine Ort on Land | | |
| | | | PAGE 108 | | |
| | | | | | |

FILE DATE L OC AT TON AIRCRAFT DATA INJURIES FL 1GHT PTIOT DATA F S M/N PURPOSE 3-0348 3/23/77 NR.LODI.CA. CALLAIR A-9 CR- 0 0 1 COMMERCIAL COMMERCIAL . AGE 35. 536 TIME - 1110 N7249V PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS. 29 IN TYPE. DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LODI.CA I OCAL PHASE OF OPERATION TYPE OF ACCIDENT STALL IN FLIGHT STARTING SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 536 KIND OF OPERATION - FERTILIZING (DUST) KIND OF CROP - OTHER TYPE DE CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - USED PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 56 SWATH RUN-HOW FLOWN - CROSSWIND PROCEDURE TURNAROUND - THIRD 1/3 TURN FIRE AFTER IMPACT 3-0375 3/29/77 NR.TRACY.CA BOEING A75 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 32, 4000 TIME - 0630 N4759V PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 3000 IN DAMAGE-DESTROYED TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION TRACY,CA. LOCAL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT SPRAY, DUSTING EQUIPMENT SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 4000 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - OTHER TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - USED GOGGLES - USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL.FLAT SWATH RUN-HOW FLOWN - WIND CALM ELEVATION-AREA BEING TREATED-FEET - 35 FIRE AFTER IMPACT REMARKS- PILOT LDG IN ALFALFA FIELD TO MAKE REPAIRS ON LOOSE HOSE TO SPRAY BOOM.

BRIEFS OF ACCIDENTS

| | | | BRIEFS | | | | • | | | | | |
|---------------------|--|--|--|-----|----------|------------------------|---|---|--|--|--|--|
| FILE | | LOCATION | AIRCRAFT DATA | IN | JUR F | IES S M/N | PURPOSE | PILOT DATA | | | | |
| 3-1126 | 4/6/77 TIME - 1 | KING CITY,CA | | CR- | Û | 10 | COMMERCIAL AERIAL APPLICATION | AIRLINE TRANSPORT, AGE 34, 6000 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED. | | | | |
| | S Type of | E POINT II ACCIDENT ED WITH WIRES/POLES | VTENDED DESTINATION LOCAL | | Ρ | | F OPERATION IGHT STARTING SWATH | RUN | | | | |
| · | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | | | | |
| | TOTAL KIND O PILOT° Goggle Cockpi Tank/H Fire Aft | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 750 KIND OF CROP - LETTUCE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES FIRE AFTER IMPACT EMARKS- PLT DIDNT SURVEY AREA | | | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL,FLAT | | | | | |
| 3 - 0821 | 4/11/77 TIME - 0 | NR.BUTTE CITY,CA 730 | GRUMMAN G-164A N10212 DAMAGE-SUBSTANTIAL | | | | COMMERCIAL ASSOC CROP CTL ACTIV | COMMERCIAL, FL.INSTR., /ITY AGE 24, 1200 TOTAL HOURS, 200 IN TYPE, NOT INSTRU- | | | | |
| | DEPARTUR BUTTE Type SF | CITY+CA | CH NTENDED DESTINATION LOCAL | | Ρ | | F OPERATION NG ROLL | MENT RATED. | | | | |
| | PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS | | | | | | | | | | | |
| · | KIND D GLOVES CRASH CRASH | DATA HOURS IN CROP CONTROL F CROP - RICE - NOT USED HELMET - AVAILABLE US BAR - INSTALLED DIRT AND RICE SEED FI | ED | | | PILO GOGGL COCKP | OF OPERATION - SEEDIN "S SEAT BELT - FASTEN ES - USED IT CRASHPAD - INSTALL HOPPER-LOCATION - FOR | NED-PROPERLY .ED | | | | |

FILE DATE LOCATION AIRCRAFT DATA TNJUR TES FLIGHT PILOT DATA F S M/N PURPOSE _____ 3-0595 4/14/77 BRAWLEY.CA NAVAL FCTY N3N-3 CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.INSTR.. TIME - 1750 N44875 PX- 0 0 0 ASSOC CROP CTL ACTIVITY AGE 40, 12673 TOTAL DAMAGE-DESTROYED HOURS, 600 IN TYPE. INSTRUMENT RATED. NAME OF AIRPORT - VONDRAHAE STRIP DEPARTURE POINT INTENDED DESTINATION BRAWLEY, CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION FIRE OR EXPLOSION IN FLIGHT TAKEOFF INITIAL CLIMB GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE-SERVICING-INSPECTION INADEQUATE MAINTENANCE AND INSPECTION INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT SPRAY.DUSTING EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - FIRE IN CABIN, COCKPIT, BAGGAGE COMPARTMENT EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - DUSTING CROPS KIND OF CROP - OTHER TYPE OF CHEMICAL USED - DRY CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - AVAILABLE USED GOGGLES - USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-IDCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 40 FIRE AFTER IMPACT REMARKS- ABORTED DUE EXPLOSION IN HOPPER, SULPHUR LOAD. PLT UN SEE DUE FLAMES & FUMES. DUSTING BEETS. 3-0581 4/15/77 TULARE.CA PIPER PA-36 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 37, 4200 TIME - 1800 N9965P PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 1200 IN TYPE, NOT INSTRUMENT DAMAGE-SUBSTANTIAL RATED. NAME OF AIRPORT - TULARE DEPARTURE POINT INTENDED DESTINATION TULARE.CA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM FUEL INJECTION SYSTEM MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL INJECTOR NOZZIES PARTIALLY PLUGGED WITH DIRT PARTICLES.

| FILE | DATE | LOCATION | | | | IES S M/ | | FLIGHT PURPOSE | | PILOT DATA |
|-------|---|---|---|--|------------------------------|---|------------------------------------|--|------------------|---|
| | | R.DUNNIGAN,CA | GRUMMAN G-164A N987X DAMAGE-SUBSTANTIAL | CR- PX- | | | | COMMERCIAL ASSOC CROP CTL AC | FIVI TY | COMMERCIAL, AGE 62, 15000 TOTAL HOURS, 7000 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE DUNNIGAN, TYPE OF ACC ENGINE F GEAR COLI | CA CIDENT AILURE OR MALFUNG | INTENDED DESTINATION LOCAL | | Ρ | ΙN | FL | = OPERATION IGHT RETURN TO STR NG LEVEL OFF/TOUCH | | |
| | MISCELLA TERRAIN FACTOR(S) MISCELLA COMPLETE PO | NT - ENGINE STRUC NEOUS ACTS,CONDIT - ROUGH/UNEVEN NEOUS ACTS,CONDIT DWER LOSS - COMPL | TURE MASTER AND CONNE IONS - MATERIAL FAILUR IONS - OVERLOAD FAILUR ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO | : : 1EOUT- | 1 E | NGIN | IE | | | |
| | KIND OF PILOT'S S GOGGLES COCKPIT (TANK/HOP | URS IN CROP CONTR CROP - RICE SEAT BELT - FASTE | NED-PROPERLY LED DRWARD OF PILOT | | | GLC CRA CRA TEF | E VES SH SH RA | DF OPERATION - FER DF CHEMICAL USED - S - USED HELMET - AVAILABLE BAR - INSTALLED IN-TYPE - LEVEL,FL/ RUN-HOW FLOWN - UN | DRY CH E USED | EMICAL-NONTOXIC |
| -2658 | 4/20/77 NI TIME - 063 | R.BRAWLEY,CA O | PIPER PA-36 N9908P DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL AERIAL APPLICATIO | | COMMERCIAL, AGE 54, 2752 Total Hours, 650 in type Not instrument rated. |
| | DEPARTURE BRAWLEY,C | | INTENDED DESTINATION LOCAL | | | | | | | |
| | TYPE OF AC | CIDENT AILURE OR MALFUNC | | | Ρ | IN | FLI | F OPERATION IGHT PULLUP FROM S NG ROLL | SWATH R | UN |
| | MISCELLA TERRAIN TERRAIN PARTIAL PO | NT - ENGINE STRUC NEOUS ACTS,CONDIT - WET,SOFT GROUND - HIGH VEGETATION WER LOSS - PARTIA | | GINE | LA | ND | | | | |
| | SPECIAL DA TOTAL HOU KIND OF PILDT'S GOGGLES COCKPIT TANK/HOP ELEVATIO PROCEDUR REMARKS- N | IGUE O | VR | TYF GLC CR/ CR/ TEF SW/ | PE (SH SH RA TH | DF OPERATION - DUS DF CHEMICAL USED - S - NOT USED HELMET - AVAILABLI BAR - INSTALLEO IN-TYPE - LEVEL,FLI RUN-HOW FLOWN - W ED PERIOD, DUSTING | DRY CH E-NOT U AT IND CAL | EMICAL-NONTOXIC . SED M | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | | | FLIGHT | PILOT DATA |
|--------|---|--|----------------|---|---|---|
| | 4/21/77 YUBA CITY,CA TIME - 1400 DEPARTURE POINT YUBA CITY,CA TYPE OF ACCIDENT ENGINE FAILURE OR MAL NOSE OVER/DOWN | N7807 - DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 PX- 0 | 0 1 0 0 PHASE 0 TAKEO | COMMERCIAL | COMMERCIAL, AGE 31, 4800 /ITY TOTAL HOURS, 350 IN TYPE, INSTRUMENT RATED. |
| | TERRAIN - HIGH VEGETA | NEOUS POWERPLANT FAILURE TION - FORCED LANDING OFF AIRP | | | DREASONS | |
| | SPECIAL DATA TOTAL HOURS IN CROP C KIND OF CROP - RICE PILOT'S SEAT BELT - U GOGGLES - USED COCKPIT CRASHPAD - IN TANK/HOPPER-LOCATION ELEVATION-AREA BEING | NKNOWN/NOT REPORTED STALLED - FORWARD OF PILOT | | TYPE GLOVE CRASH CRASH TERRA | DF OPERATION - FERTIL DF CHEMICAL USED - DR S - USED HELMET - AVAILABLE U BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - UNKN | Y CHEMICAL-NONTOXIC |
| 3-1026 | 4/21/77 NR.MAXWELL.CA TIME - 1420 | GRUMMAN G-164 N10221 DAMAGE-DESTROYED | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 36, 746 Total Hours, 291 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT MAXWELL,CA TYPE OF ACCIDENT STALL MUSH | INTENDED DESTINATION LOCAL | Р | | F OPERATION IGHT PROCEDURE TURNA | ROUND |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FA | ILED TO OBTAIN/MAINTAIN FL | YING SPEE | D | | |
| | SPECIAL DATA TOTAL HOURS IN CROP C KIND OF CROP - RICE GLOVES - USED CRASH HELMET - AVAILA CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, SWATH RUN-HOW FLOWN - | BLE USED FLAT | | PILOT GOGGL COCKP TANK/ ELEVA | DF OPERATION - SEEDIN 'S SEAT BELT - UNKNOW ES - USED IT CRASHPAD - INSTALL HOPPER-LOCATION - FOR TION-AREA BEING TREAT DURE TURNAROUND - THI | IN/NOT REPORTED .ED WARD OF PILOT 'ED-FEET - 80 |

| HOLTVILLE,CA PORT - D & S FLYIN OINT I ,CA IDENT WITH DIRT BANK USE(S) | N4830Y DAMAGE-SUBSTANTIAL NG SVC NTENDED DESTINATION LOCAL ED SPEED AND CLEARANC 1400 | CR- PX- | 0 | O HAS TA | | COMMERCIAL ASSOC CROP CTL ACTIVI F OPERATION FF INITIAL CLIMB OF OPERATION - DUSTING | COMMERCIAL, FL.INSTR., IY AGE 49, 16000 TOTAL HOURS, 4500 IN TYPE, INSTRUMENT RATED. |
|--|---|--|---|---|---|--|--|
| OINT I ,CA IDENT WITH DIRT BANK USE(S) COMMAND - MISJUDGE A RS IN CROP CONTROL ROP - OTHER EAT BELT - FASTENE NOT USED | DESTINATION LOCAL D SPEED AND CLEARANC 1400 | E | Ρ | ΓΑ | ND (| FF INITIAL CLIMB | |
| COMMAND - MISJUDGE A RS IN CROP CONTROL ROP - OTHER EAT BELT - FASTENE NOT USED | - 1400 | E | | | | DF OPERATION - DUSTING | CROPS |
| RS IN CROP CONTROL ROP - OTHER EAT BELT - FASTENE NOT USED | | | | | | OF OPERATION - DUSTING | CROPS |
| ER-LOCATION - FORW | ARD OF PILOT | | | GL CR CR | OVE: ASH ASH | DF CHEMICAL USED - DRY S - USED HELMET - AVAILABLE USI BAR - INSTALLED IN-TYPE - LEVEL+FLAT | |
| •MAXWELL.CA | N4997X | | | | | | |
| IDENT | NTENDED DESTINATION LOCAL | | | | | | 2800 IN TYPE, INSTRUMENT RATED. |
| | -AREA BEING TREATE STING ALFALFA. •MAXWELL•CA DINT I IDENT WITH GROUND/WATEF USE(S) COMMAND - PHYSICAL EOUS ACTS•CONDITIC IMPACT | •MAXWELL,CA AERO-COMDR S-2R N4997X DAMAGE-DESTROYED OINT INTENDED DESTINATION LOCAL WITH GROUND/WATER UNCONTROLLED USE(S) COMMAND - PHYSICAL IMPAIRMENT EOUS ACTS.CONDITIONS - ALCOHOLIC IMPAI | -AREA BEING TREATED-FEET - 30 STING ALFALFA. •MAXWELL.CA AERO-COMDR S-2R CR- N4997X PX- DAMAGE-DESTROYED OINT INTENDED DESTINATION LOCAL IDENT WITH GROUND/WATER UNCONTROLLED USE(S) COMMAND - PHYSICAL IMPAIRMENT EOUS ACTS.CONDITIONS - ALCOHOLIC IMPAIRMENT IMPACT | -AREA BEING TREATED-FEET - 30 STING ALFALFA. •MAXWELL,CA AERO-COMDR S-2R CR- 1 N4997X PX- 1 DAMAGE-DESTROYED OINT INTENDED DESTINATION LOCAL P WITH GROUND/WATER UNCONTROLLED USE(S) COMMAND - PHYSICAL IMPAIRMENT EOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF IMPACT | -AREA BEING TREATED-FEET - 30 STING ALFALFA. •MAXWELL,CA AERO-COMDR S-2R CR- 1 0 N4997X PX- 1 0 DAMAGE-DESTROYED OINT INTENDED DESTINATION LOCAL PHAS WITH GROUND/WATER UNCONTROLLED IN USE(S) COMMAND - PHYSICAL IMPAIRMENT EOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFF IMPACT | -AREA BEING TREATED-FEET - 30 STING ALFALFA. •MAXWELL,CA AERO-COMDR S-2R CR- 1 0 0 N4997X PX- 1 0 0 DAMAGE-DESTROYED OINT INTENDED DESTINATION LOCAL PHASE 0 WITH GROUND/WATER UNCONTROLLED IN FL USE(S) COMMAND - PHYSICAL IMPAIRMENT EOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICI IMPACT | -AREA BEING TREATED-FEET - 30 STING ALFALFA. •MAXWELL,CA AERO-COMDR S-2R CR- 1 0 0 COMMERCIAL N4997X PX- 1 0 0 ASSOC CROP CTL ACTIVI DAMAGE-DESTROYED OINT INTENDED DESTINATION LOCAL IDENT PHASE OF OPERATION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESC USE(S) COMMAND - PHYSICAL IMPAIRMENT EOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT IMPACT |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE PIPER PA-25 3-1838 4/30/77 NR.KING CITY.CA CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 47, 8000 TIME - 0715 N6312Z PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 4500 IN . DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - KING CITY AIRPORT DEPARTURE POINT INTENDED DESTINATION KING CITY.CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT PULLUP FROM SWATH RUN IN FLIGHT PULLUP FROM SWATH RUN STALL MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIFFING - NO RECORD OF BRIEFING RECEIVED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CETLING AT ACCIDENT SITE LINE THE TED CLEAR PRECIPITATION AT ACCIDENT SITE VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE TEMPERATURE-F OBSTRUCTIONS TO VISION AT ACCIDENT SITE 57 HA7E WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 150 11 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN NONE VFR SPECIAL DATA KIND OF OPERATION - DUSTING CROPS TOTAL HOURS IN CROP CONTROL - 8000 KIND OF CROP - GRAPES TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TERRAIN-TYPE - ROLLING TANK/HOPPER-LOCATION - FORWARD OF PILOT SWATH RUN-HOW FLOWN - WIND CALM ELEVATION-AREA BEING TREATED-FEET - 520 PROCEDURE TURNAROUND - FIRST 1/3 TURN FIRE AFTER IMPACT

| | | | BRIEFS | | | | - | | |
|--------|---|---|---|------------|---------------------------|--------------|----------|--|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR F | RIES S M/ | | FLIGHT PURPOSE | PILOT DATA |
| | 5/7/77 TIME - NAME OF DEPARTU GREEN | GREENFIELD,CA 0445 AIRPORT - METZ RE POINT FIELD,CA ACCIDENT | WEATHERLY 201B N2937W DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- PX- | 0 0 0 | 0 0 | 0 1 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 30, 700 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| | COLLI PROBABL PILOT FACTOR(| SION WITH AIRCRAFT E CAUSE(S) IN COMMAND - FAILE S) | BOTH ON GROUND D TO SEE AND AVOID OTHER S-PERSONNEL PILOT OF OT | - | RAF | TĂ K | EO | FF RUN | |
| | KIND PILOT GOGGL COCKP | DATA HOURS IN CROP CONT DF CROP - LETTUCE 'S SEAT BELT - UNKN ES - NOT USED IT CRASHPAD - INSTA HOPPER-LOCATION - F | OWN/NOT REPORTED | | TYPE C GLOVES CRASH | | | DF OPERATION - SPRAYING OF CHEMICAL USED - LIQU S - NOT USED HELMET - AVAILABLE USEN BAR - INSTALLED | ID CHEMICAL-TOXIC |
| 3-1180 | TIME - | AIRPORT - METZ | GRUMMAN G-164 N9707 DAMAGE-SUBSTANTIAL | PX- | 0 | 0 | 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 36, 5625 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED. |
| | GONZA TYPE OF | RE POINT LES ACCIDENT SION WITH AIRCRAFT | INTENDED DESTINATION GREENFIELD,CA BOTH ON GROUND | | | | | F OPERATION NG ROLL | |
| | PERSO FACTOR(| S) | S-PERSONNEL PILOT OF OT D TO SEE AND AVOID OTHER | | | | - | | |
| | PILOT GOGGL COCKP | DATA HOURS IN CROP CONT 'S SEAT BELT - UNKN ES - NOT USED IT CRASHPAD - INSTA HOPPER-LOCATION - F | OWN/NOT REPORTED | | | GLO | VE SH | DF OPERATION - FERRY S - USED HELMET - AVAILABLE USE BAR - INSTALLED | D |
| | | | | PAGE | 11 | 16 | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | | | | FLIGHT | | PILOT DATA |
|-------|--|---|--|--------|---|-----------------------|---|---|---------------|---|
| | | | | | F | S | M/N | PURPOSE | | |
| | | R.GRIDLEY.CA | GRUMMAN G-164 N10298 DAMAGE-SUBSTANTIAL | CR- | 0 | C | 0 1 | COMMERCIAL AERIAL APP | | COMMERCIAL, AGE 35, 5203 TOTAL HOURS, 3000 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE GRIDLEY,C | | INTENDED DESTINATION | | | | | | | |
| | TYPE OF AC ENGINE F NOSE DVE | AILURE OR MALFUNC | TION | | Ρ | 1 | IN FL | F OPERATION IGHT SWATH NG ROLL | RUN | |
| | MISCELLA FACTOR(S) TERRAIN COMPLETE P | NNT - ENGINE STRUC NEOUS ACTS,CONDIT - WET,SOFT GROUND POWER LOSS - COMPL | TURE VALVE ASSEMBLIES IONS - MATERIAL FAILURE ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO | 4EOUT- | | | | | | |
| | KIND OF PILOT'S GOGGLES CRASH BA TERRAIN- | NTA DURS IN CROP CONTR CROP - RICE SEAT BELT - UNKNO - NOT USED NR - INSTALLED NTYPE - LEVEL,FLAT IN-HOW FLOWN - UNK | WN/NOT REPORTED | | | | TYPE GLOVE CRASH TANK/ | OF CHEMICAL S - NOT USE HELMET - A HOPPER-LOCA | | EMICAL-NONTOXIC OF PILOT |
| -1020 | 5/28/77 N TIME - 093 | WR.GRIDLEY.CA 90 | GRUMMAN G-164 N703y DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL AERIAL APP | | COMMERCIAL, FL.INSTR., AGE 31, 4300 TOTAL HOURS, 3000 IN TYPE, NOT INSTRU- MENT RATED. |
| | DEPARTURE GRIDLEY | | INTENDED DESTINATION | | | | | | | HENT KATED. |
| | TYPE OF AC | CIDENT AILURE OR MALFUNC | | | Ρ | I | IN FL | F OPERATION IGHT SWATH NG ROLL | | |
| | MISCELLA FACTOR(S) TERRAIN COMPLETE P | NT - ENGINE STRUC NEOUS ACTS,CONDIT - WET,SOFT GROUND OWER LOSS - COMPL | TURE CYLINDER ASSEMBL' IONS – MATERIAL FAILUR ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRP(| EOUT- | | | | | | |
| | SPECIAL DA TOTAL HO KIND OF PILOT'S GOGGLES COCKPIT TANK/HOF ELEVATIO | ТА | OL – UNKNOWN/NOT REPORT WN/NOT REPORTED LED RWARD OF PILOT | | | к 1 0 0 0 | KIND TYPE GLOVE CRASH CRASH | OF CHEMICAL S - USED | VAILABLE USED | ROPS CHEMICAL-TOXIC |

| FILE | DATE LO | CATION | AIRCRAFT DATA | IN. | JURI | E S | FĽ | IGHT | | | PILOT DATA |
|--------|--|---|---|------------|------|---|---|--|---|------------------------------|--|
| | 6/1/77 BIGGS, TIME - 1605 | CA | GRUMAN G-164 N10219 DAMAGE-DESTROYED | | | | | | | | COMMERCIAL, AGE 26, 870 TOTAL HOURS, 7000 IN TYPE, NOT INSTRUMENT |
| | BIGGS,CA TYPE OF ACCIDENT ENGINE FAILURE (NOSE OVER/DOWN PROBABLE CAUSE(S) POWERPLANT - ENG | IN DR MALFUNCTIC GINE STRUCTUR | TENDED DESTINATION LOCAL N E CYLINDER ASSEMBLY S - MATERIAL FAILURE | | | ΤΑΚΕΟ | FOPERA DFFIN NGROI | ITIAL C | LIMB | | RATED. |
| | TERRAIN - WET,SI EMERGENCY CIRCUMS | | ED LANDING OFF AIRPO | RT ON | LAN | 0 | | | | | |
| | SPECIAL DATA TOTAL HOURS IN (KIND OF CROP - F PILOT'S SEAT BEI GOGGLES - USED COCKPIT CRASHPAA TANK/HOPPER-LOC ELEVATION-AREA REMARKS- NR 2 CYL | RICE LT - UNKNOWN/ D - INSTALLED ATION - FORWA BEING TREATED | NOT REPORTED RD OF PILOT | | | TYPE GLOVE CRASH CRASH TERRA | OF CHEN S - NO H HELME BAR - AIN-TYPE | MICAL U T USED T - AVA INSTAL E - LEV | ILABLE LED EL,FLAT | RY CHE USED | (DUST) MICAL-NONTOXIC OT REPORTED |
| 3-0881 | 6/1/77 NR.BAKER TIME - 0945 | SFIELD,CA | HILLER ACFT UH-12E N99242 DAMAGE-DESTRDYED | CR- PX- | 0 | 02 00 | COMME Aeriai | RCIAL L APPLI | CATION | | COMMERCIAL, AGE UNK/NR, 1900 TOTAL HOURS, 767 I TYPE, NOT INSTRUMENT |
| | DEPARTURE POINT BAKERSFIELD,CA TYPE OF ACCIDENT ENGINE FAILURE O ROLL OVER | | TENDED DESTINATION LOCAL N | | | IN FL | DF OPER IGHT ING POI | SWATH R | | TATIVE | RATED. |
| | FACTOR(S) TERRAIN - ROUGH COMPLETE POWER LO | SCELLANEOUS /UNEVEN SS - COMPLETE | POWERPLANT FAILURE F ENGINE FAILURE/FLAM ED LANDING OFF AIRPO | EOUT- | 1 EN | GINE | ED REASI | ONS | | | |
| | SPECIAL DATA TOTAL HOURS IN KIND OF CROP - PILOT'S SEAT BE GOGGLES - USED COCKPIT CRASHPAI TANK/HOPPER-LOC ELEVATION-AREA FIRE AFTER IMPACT | OTHER LT - UNKNOWN/ D - NOT INST/ ATION - SIDES BEING TREATED | NOT REPORTED | | | TYPE GLOVE CRASH CRASH TERRA SWATH | DF CHE S - US HELME HBAR - AIN-TYPI HRUN-H | MICAL U ED T - AVA NOT IN E - MOU OW FLOW | ILABLE ISTALLED IN TAINOU IN - DOW | RY CHE USED S NWIND | MICAL-TOXIC |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1563 6/22/77 TULELAKE.CA CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 35, 1974 CESSNA 188B TIME - 1415 PX- 0 0 0 ASSOC CROP CTL ACTIVITY N4842R TOTAL HOURS, 162 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - MALIN DEPARTURE POINT INTENDED DESTINATION MALIN, OR LOCAL PHASE OF OPERATION TYPE OF ACCIDENT TAKEOFF INITIAL CLIMB COLLIDED WITH DIRT BANK PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD CEILING AT ACCIDENT SITE SKY CONDITION UNLIMITED CI.EAR PRECIPITATION AT ACCIDENT SITE VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE. OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 90 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 330 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 619 KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT REMARKS- DA ABT 7000FT, HEAVY LOAD, ROUGH 2400FT RWY.

| | | | BRIEF | S OF A | ссі | DENTS | ; | | |
|--------|---|---|--|--------|-----|--|--------------------------------------|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | 1 | | IES S M/N |) · · | 1 0.11 0.02 | PILOT DATA |
| | | NCOLUSA+CA 200 | GRUMMAN G-164 N599Y DAMAGE-DESTROYED INTENDED DESTINATION | C R | 0 | 0 1 | С | OMMERCIAL | COMMERCIAL, AGE 32, 2966 Y TOTAL HOURS, 1050 IN TYPE, INSTRUMENT RATED. |
| | NCOLUSA Type of a Stall | A.CA | LOCAL | | P | | | OPERATION INITIAL CLIMB | |
| | PROBABLE PILOT | | D TO OBTAIN/MAINTAIN FL | YING S | PEE | D | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI | DATA HOURS IN CROP CONTR CROP - RICE S SEAT BELT - FASTE S - USED CRASHPAD - NOT IN DPPER-LOCATION - AF ION-AREA BEING TREA STRUCK DIKE | ENED-PROPERLY ISTALLED FT OF PILOT | | | TYPE GLOV CRAS CRAS | OF ES H H H B | OPERATION - FERTILIZ CHEMICAL USED - DRY - USED ELMET - AVAILABLE USE AR - INSTALLED -TYPE - LEVEL,FLAT | CHEMICAL-NON TOXIC |
| 3-1420 | 7/10/77 TIME - 04 | NR.STOCKTON.CA | CALLAIR A-98 N7763V DAMAGE-DESTROYED | | | | | OMMERCIAL ERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 42, 9010 TOTAL HOURS, 250 IN TYPE, INSTRUMENT RATED. |
| | STOCKTO Type of A |)N | INTENDED DESTINATION LOCAL | | Ρ | | | OPERATION HT PROCEDURE TURNARD | UND |
| | | CAUSE(S) IN COMMAND - MISJU | DGED CLEARANCE | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI FIRE AFTE | HOURS IN CROP CONTR = CROP - OTHER S SEAT BELT - UNKNO S - NOT USED F CRASHPAD - INSTAL PPER-LOCATION - FO ION-AREA BEING TREA ER IMPACT | DWN/NOT REPORTED LED DRWARD OF PILOT | | EN | TYPE GLOV CRAS CRAS TERR PROC | OF ES H H H B AIN EDU | OPERATION - DUSTING CHEMICAL USED - DRY - NOT USED HELMET - AVAILABLE USE AR - INSTALLED H-TYPE - LEVEL,FLAT RE TURNAROUND - FIRST | CHEMICAL-NONTOXIC |

BRIEFS OF ACCIDENTS FILE DATE I DCATION AIRCRAFT DATA TN. HIRTES FLIGHT PILOT DATA F S M/N PURPOSE _____ 3-1329 7/11/77 BLYTHE,CA HILLER ACFT UH-12E CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 40, 10000 TIME - 0920 N75204 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, ALL IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BLYTHE CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF VERTICAL LANDING POWER-OFF AUTOROTATIVE LANDING HARD LANDING PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS.CONDITIONS - MATERIAL FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - COTTON TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL, FLAT TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED-FEET - 200 REMARKS- NR 5 CYL CONROD BOLTS FAILED. 3-1508 7/16/77 NR.HICKMAN,CA BOEING B75A CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 40, 1420 TIME - 0630 N68486 PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 75 IN TYPE, DAMAGE-DESTROYED INSTRUMENT RATED. INTENDED DESTINATION DEPARTURE POINT LOCAL HICKMAN.CA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT MANEUVER TO AVOID OBSTRUCTION PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 75 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - CORN TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - USED CRASH HELMET - AVAILABLE-NOT USED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL.FLAT TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 125 SWATH RUN-HOW FLOWN - WIND CALM

| | | | BRIEFS | OF A | ccı | I DEN 1 | s | | |
|--------|---|--|---|-------------|-----|---------------------------------|-----------------------------|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | | RIES S M/ | | FLIGHT PURPOSE | PILOT DATA |
| 3-1846 | 46 7/22/77 EL CENTRO,CA GRUMMAN G-164A TIME - 0130 N5292 DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION HOLTVILLE,CA RETURN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN | | | | | 0 PHASE IN | | COMMERCIAL AERIAL APPLICATION OPERATION IGHT SWATH RUN NG ROLL | COMMERCIAL, AGE 50, 14000 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |
| | MISCELL FACTOR(S) TERRAIN PARTIAL P | ANT - ENGINE STRUC ANEOUS ACTS,CONDIT - WET,SOFT GROUND OWER LOSS - PARTIA | TURE PISTON,PISTON RIN IONS - MATERIAL FAILURE L LOSS OF POWER - 1 ENG DRCED LANDING OFF AIRPO | GINE | LA | N D | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 51 KIND OF CROP - COTTON PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 10 REMARKS- NR 8 CYL FAILED. | | | | | TYP GLC CRA CRA TER | E (VE SH SH RA | DF OPERATION — SPRAYING CH DF CHEMICAL USED — LIQUID S - USED HELMET — AVAILABLE USED BAR — INSTALLED IN-TYPE — LEVEL,FLAT RUN-HOW FLOWN — CROSSWING | CHEMICAL-TOXIC |
| 3-1551 | TIME - 07 DEPARTURE BLYTHE.C TYPE OF A | 40 POINT A CCIDENT FAILURE OR MALFUNC | CESSNA 188B N5647J DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | 0 | 0 PHASE IN | 0 01 FL | COMMERCIAL ASSOC CROP CTL ACTIVITY = OPERATION IGHT RETURN TO S.TRIP NG ROLL | COMMERCIAL, AGE 32, 932 TOTAL HOURS, 405 IN TYPE, UNK/NR INSTRUMENT RATED. |
| | PILOT I MISCELL FACTOR(S) TERRAIN MISCELL COMPLETE EMERGENCY | N COMMAND - INADEOU N COMMAND - MISMAN ANEOUS ACTS,CONDIT - ROUGH/UNEVEN ANEOUS ACTS,CONDIT POWER LOSS - COMPLI | UATE PREFLIGHT PREPARAT AGEMENT OF FUEL IONS - FUEL EXHAUSTION IONS - OVERLOAD FAILURE ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO | E 1EOUT- | 1 E | NGIN | | NING | |

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| FILE | | LOCATION | AIRCRAFT DATA | | F | S M | /N | FLIGHT PURPOSE | | PILOT DATA |
|------|--|---|---|---|--------|----------------------|-------------------------|-----------------------------|---------------------------------|--|
| | | BRAWLEY, CA | | | | | | | | COMMERCIAL, AGE 50, 6570 TOTAL HOURS, 336 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE BRAWLEY TYPE OF AC | CIDENT | TER STRIP INTENDED DESTINATION LOCAL | | | | | FOPERATION | | |
| | PROBABLE (PILOT IN PILOT IN FACTOR(S) | N COMMAND - INADEG N COMMAND - FAILED | DUATE PREFLIGHT PREPARA) TO ABORT TAKEOFF TIONS - JETTISONED LOAD | TION A | | | | FF RUN NNING | | |
| | KIND OF PILOT'S Goggles Cockpit Tank/Hof Elevatio | DURS IN CROP CONTR CROP — COTTON SEAT BELT — UNKNC — NOT USED CRASHPAD — INSTAL PPER-LOCATION — FC NN-AREA BEING TREA | WN/NOT REPORTED LED DRWARD OF PILOT | KIND OF OPERATION - SPRAYING TYPE OF CHEMICAL USED - LIQUI GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT CH | | | | | D CHEMICAL-TOXIC | |
| | TIME - 061 | POINT | BOEING A75N1 N5053V DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL Assoc Crop | CTL ACTIVITY | COMMERCIAL, AGE 41, 3421 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF AC | CIDENT | LUCAL | | Ρ | | | F OPERATION FF INITIAL | CLIMB | |
| | PROBABLE C PILOT IN | |) TO OBTAIN/MAINTAIN FL' | YING S | PEE | Ð | | | | |
| | KIND OF PILOT'S Goggles Cockpit Tank/Hof | DURS IN CROP CONTR CROP - GRAPES SEAT BELT - UNKNO | DWN/NOT REPORTED Lled Drward of Pilot | | | TY GL CR CR | PE OVE ASH ASH | OF CHEMICAL S - NOT USED | D VAILABLE USED INSTALLED | HEMICAL-NONTOXIC |

| FILE | DATE | LOCATION | AIRCRAFT DATA | F | JURIES F 'S M∕N | PURPOSE | PILOT DATA |
|------|--|--|---|---|--|--|--|
| | | R.CALIPATRIA,CA | HILLER ACFT UH-12E N62413 DAMAGE-SUBSTANTIAL | CR- | 0 0 1 | COMMERCIAL | COMMERCIAL, FL.INSTR., /ITY AGE 40, 12220 TOTAL HOURS, 1000 IN TYPE, NO INSTRUMENT RATED. |
| | DEPARTURE CALIPATRI TYPE OF AC ENGINE F ROLL OVE | A,CA CIDENT AILURE OR MALFUNG | INTENDED DESTINATION LOCAL CTION | | IN FI | DF OPERATION IGHT EN ROUTE TO REI ING POWER-OFF AUTORO | DADING AREA |
| | MISCELLA TERRAIN PARTIAL PO | NT - ENGINE STRUC NEOUS ACTS,CONDIT - HIGH VEGETATION WER LOSS - PARTIS | TURE MASTER AND CONNECTIONS - MATERIAL FAILUR NATERIAL FAILUR AL LOSS OF POWER - 1 ENG ORCED LANDING OFF AIRPO | E SINE | | | |
| | PILOT'S SEAT BELT - UNKNOWN/NOT REPORTEDGLOVES - NOT USEDGOGGLES - NOT USEDCRASH HELMET - NOT AVCOCKPIT CRASHPAD - NOT INSTALLEDCRASH BAR - NOT INSTATANK/HOPPER-LOCATION - BELLYTERRAIN-TYPE - LEVEL,ELEVATION-AREA BEING TREATED-FEET - 175FIRE AFTER IMPACT | | | OF CHÉMICAL USED - L) ES - NOT USED HELMET - NOT AVAILAG BAR - NOT INSTALLED | D - LIQUID CHEMICAL-TOXIC VAILABLE ALLED | | |
| | | | AILED.EMERG LDG ATTEMP | ED AT | TOO LOW | ALT IN COTTON FIELD. | |
| | | | | | | | |
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| FILE | | | AIRCRAFT DATA | | F : | 5 M. | /N | PURPOSE | PILOT DATA |
|------|--|--|---|-------------|------|------|------|---|--------------------------|
| | 8/9/77 TIME - 0 | NR.NILAND.CA 010 | PIPER PA-36 N44118 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | | COMMERCIAL, AGE 38, 8563 |
| | DEPARTUR NILAND. | | INTENDED DESTINATION | | | | | | |
| | | ACCIDENT | LUCAL | | P | 1451 | = 0 | F OPERATION | |
| | FIRE O | R EXPLOSION IN FL GLLAPSED | IGHT | | | ΙN | FL | IGHT SWATH RUN NG ROLL | |
| | MISCEL MISCEL FACTOR(S MISCEL | LANEOUS - SMOKE IN) LANEOUS ACTS,CONDI Y CIRCUMSTANCES - F | FIONS - MATERIAL FAILUR | E DRT ON | | | | | |
| | SPECIAL | ΠΑΤΑ | | | | | | | |
| | | HOURS IN CROP CONTI | ROL - 48 | | | κI | ND I | DF OPERATION - DUSTING | CROPS |
| | | F CROP - COTTON | | | | | - | DF CHEMICAL USED - LIQU | ID CHEMICAL-TOXIC |
| | | S SEAT BELT - UNKNO | DWN/NOT REPORTED | | | | | S - NOT USED | D |
| | | S - USED T CRASHPAD - INSTAL | | | | | | HELMET - AVAILABLE USE BAR - INSTALLED | 0 |
| | | | DRWARD OF PILOT | | | | | | |
| | ELEVAT | ION-AREA BEING TRE | ATED-FEET - 100 | | | SW/ | A TH | RUN-HOW FLOWN - UPWIND | 1 |
| | | | TRY TO PROCEDURE TURN | | | | | | |
| | REMARKS- | EXHAUSI MUFFLER CI | LAMP FAILED, ALLOWED EXH. | AUSE | 0 80 | JKN | LU | WER FIBER GLASS COWLING | 1 |

| FILE | DATE | | AIRCRAFT DATA | | F | IES S M/ | N | FLIGHT PURPOSE | | PILOT DATA |
|-------|--|--|--|---------------------|-----|---------------------------|--------------------------|---|--------------------------------------|---|
| | 8/9/77 TIME - C | NR.MODESTO,CA 9907 RE POINT | GRUMMAN G164-B N66510 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- | 0 | 0 | 1 | COMMERCIAL AERIAL APPLI | | COMMERCIAL, AGE 34, 2000 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF ENGINE | ACCIDENT E FAILURE OR MALFUNCT IVER/DOWN | | | Ρ | IN | ΞĹΙ | OPERATION GHT PULLUP G LEVEL OFF | | UN |
| | PILOT PILOT MISCEL FACTOR(S TERRAJ COMPLETE | IN COMMAND - MISMANA LANEOUS ACTS,CONDITI) N - HIGH VEGETATION POWER LOSS - COMPLE | R IN-FLIGHT DECISIONS GEMENT OF FUEL ONS - FUEL EXHAUSTION TE ENGINE FAILURE/FLAM RCED LANDING OFF AIRP(| 1EOU ['] T | 1 E | NGIN | Ē | | | |
| | KIND C PILOT CRASH TANK/H ELEVAT | HOURS IN CROP CONTRO F CROP - FRUIT ORCHA S SEAT BELT - FASTEN HELMET - AVAILABLE L NOPPER-LOCATION - FOR TION-AREA BEING TREAT | RDS ED-PROPERLY ISED WARD OF PILOT | | | TYP GLO COC TERI | E O VES (PI RAI | F OPERATION F CHEMICAL U - NOT USED T CRASHPAD - N-TYPE - LEV RUN-HOW FLOW | SED - LIQUID INSTALLED EL+FLAT | CHEMICAL-TOXIC |
| | | · · · | | | | | | | | |
| -2863 | 8/19/77 TIME - (| | CESSNA A188 N9705V DAMAGE-SUBSTANTIAL | PX- | 0 | 0 | 0 | COMMERCIAL ASSOC CROP C | TL ACTIVITY | COMMERCIAL, AGE 37, 5140 TOTAL HOURS, 360 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTUR HOLLIS TYPE OF | TER+CA ACCIDENT | INTENDED DESTINATION LOCAL | | | HASE | OF | OP ER A TI ON | | |
| | PROBABLE PILOT | | OTH ON GROUND D ATTENTION FROM OPERA TO SEE AND AVOID OTHER | | | AIRC | | TO TAKEOFF T | | |
| | | | | PAGE | 12 | :6 | | | | |
| | | | | | | | | | | |
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| FILE | | | AIRCRAFT DATA | INJURIES F S M/N | | PILOT DATA |
|--------|--|---|---|---|--|--|
| 3-1959 | 8/20/77 NR TIME - 0730 | .IMPERIAL.CA | BOEING A75N1 N48577 Damage-Substantial | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL Assoc crop ctl activ | COMMERCIAL, AGE 40, 17000 ITY TOTAL HOURS, 15000 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE P IMPERIAL.C TYPE OF ACC | A IDENT ILURE OR MALFUN | INTENDED DESTINATION LOCAL | IN FI | DF OPERATION LIGHT NORMAL CRUISE ING LEVEL OFF/TOUCHDO | |
| | PILOT IN MISCELLAN TERRAIN - COMPLETE PO | COMMAND - INADE COMMAND - MISMAN EOUS ACTS,CONDI WET,SOFT GROUND WER LOSS - COMP | DUATE PREFLIGHT PREPARA NAGEMENT OF FUEL (IONS - FUEL EXHAUSTION) LETE ENGINE FAILURE/FLAN ORCED LANDING OFF AIRP(| MEOUT-1 ENGINE | | |
| | KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP ELEVATION | RS IN CROP CONT ROP - UNKNOWN/N(EAT BELT - UNKN(NOT USED RASHPAD - NOT II ER-LOCATION - U -AREA BEING TRE | ROL – UNKNOWN/NOT REPOR DT REPORTED DWN/NOT REPORTED ISTALLED IKNOWN/NOT REPORTED IKD-FEET – 85 ON TCHON IN SOFT STUBBL | TYPE GLOVI CRASI CRASI TERR/ SWATI | OF CHEMICAL USED - UN ES - NOT USED 1 HELMET - NOT AVAILAB 1 BAR - NOT INSTALLED AIN-TYPE - LEVEL.FLAT 1 RUN-HOW FLOWN - UNKN | OWN/NOT REPORTED |
| 3-1941 | TIME - 0800 | | DAMAGE-DESTROYED | | | COMMERCIAL, AGE 24, 1300 TOTAL HOURS, 905 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF ACC COLLIDED | IDENT WITH WIRES/POLI | S | PHASE I IN FI | OF OPERATION LIGHT PULLUP FROM SWA | TH RUN |
| | PROBABLE CA | | | | | |
| | PILOT'S S GOGGLES - COCKPIT C TERRAIN-T | RS IN CROP CONT ROP - BEANS EAT BELT - UNKN USED RASHPAD - INSTAI YPE - LEVEL↓FLA | WN/NOT REPORTED | TYPE GLOVI CRASI TANK ELEV | OF OPERATION - SPRAYI OF CHEMICAL USED - LI ES - USED HELMET - AVAILABLE U HOPPER-LOCATION - FOR ATION-AREA BEING TREAT EDURE TURNAROUND - ENT | QUID CHEMICAL-TOXIC ISED WARD OF PILOT ED-FEET - 100 |

BRIEFS OF ACCIDENTS

| FILE | | LOCATION | AIRCRAFT DATA | F | S | M/N | PURPOSE | | PILOT DATA |
|------|--|--|---|---------|------------------|-----------------------------|---|---------------|------------------|
| | 9/7/77 | TRACY.CA | WEATHERLY 201B | CR- | o c | 1 | COMMERCIAL | | |
| | | CIDENT | INTENDED DESTINATION Local | | | | F OPERATION DFF INITIAL | | |
| | PILOT IN FACTOR(S) | | | 'ING SP | EED | | | | |
| | SKY CONDIT | ION | | | | | G AT ACCIDEN | T SITE | |
| | | (AT ACCIDENT SIT R (UNLIMITED) | E | | | CIP: ONE | TATION AT A | CCIDENT SITE | |
| | OBSTRUCTIO | ONS TO VISION AT | ACCIDENT SITE | | | PER/ 00 | TURE-F | | |
| | WIND DIREC | TION-DEGREES | | | WIN | | LOCITY-KNOT | s | |
| | | ATHER CONDITIONS | | | | E OF ONE | FLIGHT PLA | N | |
| | KIND OF PILOT'S GOGGLES COCKPIT | DURS IN CROP CONT CROP - TOMATOES SEAT BELT - UNKN - USED CRASHPAD - INSTA PER-LOCATION - F | OWN/NOT REPORTED Lled Orward of Pilot | | 1 6 0 0 | YPE LOVE RASH RASH | OF CHEMICAL S - USED I HELMET - A I BAR - INST | VAILABLE USED | O CHEMICAL-TOXIC |

BRIEFS OF ACCIDENTS

_____ _____ FILE DATE AIRCRAFT DATA LOCATION INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-3363 9/14/77 CALEXICO.CA PIPER PA-36 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 35, 8000 TOTAL HOURS, UNK/NR IN TIME - 0430 N57713 PX- 0 0 0 AERIAL APPLICATION DAMAGE-DESTROYED TYPE, INSTRUMENT RATED. NAME OF AIRPORT - HEBER STRIP DEPARTURE POINT INTENDED DESTINATION HEBER .CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT PROCEDURE TURNAROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 8000 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - OTHER TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL.FLAT ELEVATION-AREA BEING TREATED-FEET - 0 SWATH RUN-HOW FLOWN - WIND CALM PROCEDURE TURNAROUND - THIRD 1/3 TURN REMARKS- SPRAYING ASPARAGUS AT NIGHT. CR- 0 1 0 COMMERCIAL 3-2724 9/23/77 BLYTHE,CA AERO COMDR 600S2R COMMERCIAL, AGE 46, 4075 TIME - 1307 N5502X PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED. DAMAGE-DESTROYED DEPARTURE POINT INTENDED DESTINATION BLYTHE .CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2000 KIND OF OPERATION - DEFOLIATION (LIQUID) TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC KIND OF CROP - COTTON PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT. ELEVATION-AREA BEING TREATED-FEET - 397 FIRE AFTER IMPACT REMARKS- PLT SAID HE FELL ASLEEP.

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | ES M/N | | FLIGHT PURPOSE | PILOT DATA | | | |
|--------|--|----------|---|------|--------------------------------|---------------------|-----------------------|--------------------------------|------------|--|--|--|
| 3-2166 | 9/24/77 WC TIME - 0715 DEPARTURE PO | | GRUMMAN G-164A N945X DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | | | OMMERCIAL ERIAL APPLICATION | | | | |
| | WOODLAKE .CA | | LOCAL | | | | | | | | | |
| | TYPE OF ACCID | DENT | | | PH/ | ASE | OF | OPERATION | | | | |
| | COLLIDED WITH WIRES/POLES | | | | IN FLIGHT PROCEDURE TURNAROUND | | | | | | | |
| | PROBABLE CAUS Pilot in Co | | | | | | | | | | | |
| | SPECIAL DATA | | | | | | | | | | | |
| | TOTAL HOURS | | I | KIND | OF | OPERATION - SPRAYIN | G CROPS | | | | | |
| | KIND OF CRO | | | TYPE | OF | CHEMICAL USED - LIQ | UID CHEMICAL-NONTOXIC | | | | | |
| | PILOT'S SEAT BELT - FASTENED-PROPERLY | | | | | | | - USED | | | | |
| | GOGGLES - USED | | | | | | | IELMET - AVAILABLE US | ED | | | |
| | COCKPIT CRASHPAD - INSTALLED | | | | | | | AR - INSTALLED | | | | |
| | TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | | | -TYPE - MOUNTAINOUS | C 4 1 M | | | |
| | ELEVATION-AREA BEING TREATED-FEET - 500 PROCEDURE TURNAROUND - FIRST 1/3 TURN | | | | | SWAII | п к | UN-HOW FLOWN - WIND | CALM | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | F | S M/ | N PURPOSE | E | PILOT DATA | | | | | |
|------|---|--|---|---|---|--------------|---|---|--|--|--|--|--|
| | 9/29/77 TIME - 141 NAME OF AI | GREENFIELD,CA. O RPORT - KERN ISLAN POINT | BOEING A75N1 N268N DAMAGE-SUBSTANTIAL ID STRIP INTENDED DESTINATION | CR- 0 | 0 | 1 COMMERCIAL | | COMMERCIAL, AGE 34, 3000 TOTAL HOURS, 600 IN TYPE INSTRUMENT RATED. | | | | | |
| | TYPE OF AC | | | | PHASE OF OPERATION Takeoff run | | | | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS↓CONDITIONS - DOWNWIND TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | | | | | | | | |
| | VISIBILITY 5 OR OVE OBSTRUCTIO UNKNOWN/ WIND DIREC 360 | ION NOT REPORTED AT ACCIDENT SITE R(UNLIMITED) NS TO VISION AT AC NOT REPORTED TION-DEGREES ATHER CONDITIONS | CIDENT SITE | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE FREEZING DRIZZLE RELATIVE BEARING OF WIND TAIL WIND 158-202 DEGREES WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE | | | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP | TA URS IN CROP CONTRO CROP - COTTON SEAT BELT - UNKNOW - NOT USED CRASHPAD - NOT INS PER-LOCATION - FOR IT FARM MACHINERY | N/NOT REPORTED TALLED WARD OF PILOT | | KIND OF OPERATION - FERRY TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED | | | | | | | | |

| | | | BRIEFS | | | | | | |
|---------------------|--|--|---|-------|----------|------------------|-------------------------|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUF F | RIES S M | /N | FLIGHT PURPOSE | PILOT DATA |
| 3 - 4226 | 10/3/77 M TIME - 110 | NR.LOS BANOS.CA 1100 HILLER UH-12E CR- 0 0 1 COMMERCIAL N105HA PX- 0 0 0 ASSOC CROP CTL ACTIVI DAMAGE-SUBSTANTIAL | | | | | | | |
| | DEPARTURE LOS BANOS TYPE OF AC ENGINE F HARD LAN | S,CA CCIDENT FAILURE OR MALFUNCT | INTENDED DESTINATION LOCAL ION | | F | TA | KEO | F OPERATION FF VERTICAL NG POWER-OFF AUTOROTATI | VE LANDING |
| | COMPLETE P | ANT - MISCELLANEOUS POWER LOSS - COMPLE | S POWERPLANT FAILURE F TE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPO | EOUT- | -16 | ENGI | | D REASONS | |
| | PILOT'S CRASH HE | ATA DURS IN CROP CONTRO SEAT BELT - FASTEN ELMET - AVAILABLE U AR - NOT INSTALLED | IED-PROPERLY | | | GL | DVE | OF OPERATION - FERRY S - NOT USED IT CRASHPAD - NOT INSTALI | LED |
| -2723 | TIME - 130 NAME OF A1 DEPARTURE BAKERSFIE TYPE OF A0 TURBULEM | IRPORT - LAKEVIEW S POINT ELD.CA. CCIDENT | INTENDED DESTINATION LOCAL | | O F | 0 PHAS TA | 0 E 01 KE0 | | COMMERCIAL, AGE 40, 5500 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED. |
| | WEATHER BE | - LOCAL WHIRLWIND | OF BRIEFING RECEIVED | | | | | | |
| | 5 OR OVE | TION Y AT ACCIDENT SITE ER(UNLIMITED) DNS TO VISION AT AC | | | F | 18 PREC NO | 000 IPI NE ERA | AT ACCIDENT SITE TATION AT ACCIDENT SITE TURE-F | |
| | WIND DIREC 310 | CTION-DEGREES EATHER CONDITIONS | | | | VIND 10 | VE OF | LOCITY-KNOTS FLIGHT PLAN | |
| | | | | PAGE | 13 | 32 | | | |
| | | | | | | | | | |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-2981 10/7/77 HOLTVILLE.CA. GRUMMAN G-164A CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 38, 7250 TOTAL HOURS, 1000 IN TIME - 1130 N9903 PX- 0 0 0 ASSOC CROP CTL ACTIVITY DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - CAMACHO AERIAL INTENDED DESTINATION DEPARTURE POINT HOLTVILLE,CA. LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - WIND SHEAR MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND UNKNOWN/NOT REPORTED NONE TEMPERATURE-F WIND VELOCITY-KNOTS 80 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 6200 KIND OF OPERATION - FERRY KIND OF CROP - COTTON TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 0

| • | | | BRIEFS | OF / | ACCI | DEN | ΤS | | | | |
|------|---|---|---|------|--|-----|--|-------------------|--|--|--|
| FILE | DATE | | | | F | S M | /N | FLIGHT PURPOSE | PILOT DATA | | |
| | 10/8/77 TIME - 1 NAME OF DEPARTUR | FIVE POINTS+CA 000 Airport - Five Point E Point | ROCKWELL S-2R N8439V DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | | COMMERCIAL, AGE 42, 2937 Y TOTAL HOURS, 710 IN TYPE, INSTRUMENT RATED. | | |
| | TYPE OF STALL | ACCIDENT MUSH | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | | | | |
| | WEATHER - DOWNDRAFT,UPDRAFTS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - LOAD NOT JETTISON WEATHER BRIEFING - UNKNOWN/NOT REPORTED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 320 TYPE OF WEATHER CONDITIONS VFR | | | | | | D CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 72 WIND VELOCITY-KNOTS 5 TYPE OF FLIGHT PLAN NONE | | | | |
| | KIND C PILOT Goggle Cockpi TANK/H | AL DATA AL HOURS IN CROP CONTROL - 2700 D OF CROP - COTTON DT'S SEAT BELT - FASTENED-PROPERLY GLES - NOT USED KPIT CRASHPAD - NOT INSTALLED K/HOPPER-LOCATION - FORWARD OF PILOT KS- APRX 1598LBS OVR MAX GWT IAW CAM 8. | | | KIND OF OPERATION - DEFOLIATION (LIQUID) TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT | | | | | | |

_____ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-3856 10/27/77 NR.EL NIDO.CA GRUMMAN G-164B CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 34, 12700 TIME - 1000 N66510 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 42 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - RED TOP RANCH DEPARTURE POINT INTENDED DESTINATION EL NIDO.CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING LEVEL OFF/TOUCHDOWN NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR WHEELS, TIRES, AXLES MISCELLANEOUS ACTS.CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF OPERATION - DEFOLIATION (LIQUID) KIND OF CROP - COTTON TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- ACFT DAMAGED IN PREVIOUS LNDG ACCD. R WHEEL MISALIGNED. 3-3369 11/3/77 NR.BLYTHE.CA PIPER PA-25 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 29, 345 TIME - 1220 N6947Z PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 44 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BL YTHE .CA 10041 TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT RETURN TO STRIP PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 345 KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC KIND OF CROP - LETTUCE PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 240 SWATH RUN-HOW FLOWN - WIND CALM REMARKS- PILOT INADVERTENTLY FLEW INTO GRND.WAS LOOKING AT HOPPER TANK.

| FILE | DATE LOCATION | AIRCRAFT DATA | F | SM | /N | FLIGHT PURPOSE | PILOT DATA | | | | | |
|-------|---|---|--------------------|--|--|--|---|--|--|--|--|--|
| | 11/11/77 NR.PLANADA.CA TIME - 1045 | BOEING A75 N1313N DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | | | COMMERCIAL | COMMERCIAL, AGE 34, 3000 TY TOTAL HOURS, 65 IN TYPE, NOT INSTRUMENT RATED. | | | | | |
| | NAME OF AIRPORT - FLYING M Departure point | | | | | | | | | | | |
| | PLANADA,CA | LOCAL | | | | | | | | | | |
| | TYPE OF ACCIDENT | | 1 | PHASE OF OPERATION | | | | | | | | |
| | ENGINE FAILURE OR MALFUNC Collided with wires/pole | | | | | IGHT NORMAL CRUISE NG FINAL APPROACH | | | | | | |
| | PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS, CONDITIONS - WINDSHIELD, DIRTY, FOGGY, ETCRESTRICTED VISION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SECOND DATA | | | | | | | | | | | |
| | SPECIAL DATA | | | | | | | | | | | |
| | TOTAL HOURS IN CROP CONTR | | | | | OF OPERATION - SEEDING | | | | | | |
| | KIND OF CROP - GRAIN FIEL GLOVES - NOT USED | .DS | | | | 'S SEAT BELT - FASTEN | D-PROPERLY | | | | | |
| | | | GOGGLES - NOT USED | | | | | | | | | |
| | CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | | | | | | | |
| | CRASH BAR - INSTALLED | | | TA | NK / I | OPPER-LOCATION - FORM | ARD OF PILOT | | | | | |
| | CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT | | | TA EL | NK /I EVA | HOPPER-LOCATION - FORM TION-AREA BEING TREAT | ARD OF PILOT | | | | | |
| | CRASH BAR - INSTALLED | | AKED BY (| TA EL | NK /I EVA | HOPPER-LOCATION - FORM TION-AREA BEING TREAT | ARD OF PILOT | | | | | |
| -3964 | CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT | BRKN,CYL SEPTD.W/S SO | | TA EL DIL• | NK /I EVA STRI | HOPPER-LOCATION - FORM TION-AREA BEING TREAT | IARD OF PILOT ID-FEET - 150 | | | | | |
| -3964 | CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT REMARKS- ALL NR 2 CYL STUDS | BRKN,CYL SEPTD.W/S SO | CR- O | TA EL DIL• | NK /I EVA STRI | HOPPER-LOCATION - FORM TION-AREA BEING TREAT JCK POWERLINES. | IARD OF PILOT ID-FEET - 150 Commercial, FL.Instr., Age 35, 4200 Total Hours 50 In Type, Instrument | | | | | |
| -3964 | CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT REMARKS- ALL NR 2 CYL STUDS 11/25/77 NR.CALEXICO,CA | BRKN,CYL SEPTD.W/S SO CALLAIR A9 N7279V DAMAGE-DESTROYED | CR- O | TA EL DIL• | NK /I EVA STRI | HOPPER-LOCATION - FORM TION-AREA BEING TREAT JCK POWERLINES. | IARD OF PILOT D-FEET - 150 COMMERCIAL, FL.INSTR., AGE 35, 4200 TOTAL HOURS | | | | | |
| -3964 | CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT REMARKS- ALL NR 2 CYL STUDS 11/25/77 NR.CALEXICO,CA TIME - 1030 NAME OF AIRPORT - BROCKMAN DEPARTURE POINT | BRKN,CYL SEPTD.W/S SO CALLAIR A9 N7279V DAMAGE-DESTROYED STRIP INTENDED DESTINATION | CR- O | TA EL DIL• | NK /I EVA STRI | HOPPER-LOCATION - FORM TION-AREA BEING TREAT JCK POWERLINES. | IARD OF PILOT ID-FEET - 150 Commercial, FL.Instr., Age 35, 4200 Total Hours 50 In Type, Instrument | | | | | |
| -3964 | CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT REMARKS- ALL NR 2 CYL STUDS 11/25/77 NR.CALEXICO,CA TIME - 1030 NAME OF AIRPORT - BROCKMAN DEPARTURE POINT CALEXICO,CA | BRKN,CYL SEPTD.W/S SO CALLAIR A9 N7279V DAMAGE-DESTROYED STRIP INTENDED DESTINATION LOCAL | CR- 0 PX- 0 | TA EL DIL. 0 0 | NK /I EVA STRI 1 0 | HOPPER-LOCATION - FORM TION-AREA BEING TREAT JCK POWERLINES. COMMERCIAL AERIAL APPLICATION | IARD OF PILOT ID-FEET - 150 Commercial, FL.Instr., Age 35, 4200 Total Hours 50 In Type, Instrument | | | | | |
| -3964 | CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT REMARKS- ALL NR 2 CYL STUDS 11/25/77 NR.CALEXICO,CA TIME - 1030 NAME OF AIRPORT - BROCKMAN DEPARTURE POINT | BRKN,CYL SEPTD.W/S SO CALLAIR A9 N7279V DAMAGE-DESTROYED STRIP INTENDED DESTINATION | CR- 0 PX- 0 | TA EL DIL 0 0 | NK /I EVA STRI 1 0 | HOPPER-LOCATION - FORM TION-AREA BEING TREAT JCK POWERLINES. | IARD OF PILOT D-FEET - 150 COMMERCIAL, FL.INSTR., AGE 35, 4200 TOTAL HOURS 50 IN TYPE, INSTRUMENT RATED. | | | | | |
| -3964 | CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT REMARKS- ALL NR 2 CYL STUDS 11/25/77 NR.CALEXICO,CA TIME - 1030 NAME OF AIRPORT - BROCKMAN DEPARTURE POINT CALEXICO,CA TYPE OF ACCIDENT | BRKN,CYL SEPTD.W/S SO CALLAIR A9 N7279V DAMAGE-DESTROYED STRIP INTENDED DESTINATION LOCAL | CR- 0 PX- 0 | TA EL DIL 0 0 0 | NK /I EVA STRI 1 0 | HOPPER-LOCATION - FORM TION-AREA BEING TREAT JCK POWERLINES. COMMERCIAL AERIAL APPLICATION | IARD OF PILOT ID-FEET - 150 COMMERCIAL, FL.INSTR., AGE 35, 4200 TOTAL HOURS 50 IN TYPE, INSTRUMENT RATED. | | | | | |
| -3964 | CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT REMARKS- ALL NR 2 CYL STUDS 11/25/77 NR.CALEXICO,CA TIME - 1030 NAME OF AIRPORT - BROCKMAN DEPARTURE POINT CALEXICO,CA TYPE OF ACCIDENT STALL SPIRAL PROBABLE CAUSE(S) | BRKN,CYL SEPTD.W/S SO CALLAIR A9 N7279V DAMAGE-DESTROYED STRIP INTENDED DESTINATION LOCAL | CR- 0 PX- 0 | TA EL DIL 0 0 0 | NK /I EVA STRI 1 0 | HOPPER-LOCATION - FORM TION-AREA BEING TREAT JCK POWERLINES. COMMERCIAL AERIAL APPLICATION | IARD OF PILOT ID-FEET - 150 COMMERCIAL, FL.INSTR., AGE 35, 4200 TOTAL HOURS 50 IN TYPE, INSTRUMENT RATED. | | | | | |
| -3964 | CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT REMARKS- ALL NR 2 CYL STUDS 11/25/77 NR.CALEXICO,CA TIME - 1030 NAME OF AIRPORT - BROCKMAN DEPARTURE POINT CALEXICO,CA TYPE OF ACCIDENT STALL SPIRAL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED SPECIAL DATA TOTAL HOURS IN CROP CONTR | BRKN,CYL SEPTD.W/S SO CALLAIR A9 N7279V DAMAGE-DESTROYED STRIP INTENDED DESTINATION LOCAL | CR- 0 PX- 0 | TA EL DIL O O PHAS IN ED KI | NK/I EVA STRI 1 0 E 0 FL | HOPPER-LOCATION - FORM TION-AREA BEING TREAT JCK POWERLINES. COMMERCIAL AERIAL APPLICATION F OPERATION IGHT PROCEDURE TURNAN | IARD OF PILOT D-FEET - 150 COMMERCIAL, FL.INSTR., AGE 35, 4200 TOTAL HOURS 50 IN TYPE, INSTRUMENT RATED. COUND | | | | | |
| -3964 | CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT REMARKS- ALL NR 2 CYL STUDS 11/25/77 NR.CALEXICO,CA TIME - 1030 NAME OF AIRPORT - BROCKMAN DEPARTURE POINT CALEXICO,CA TYPE OF ACCIDENT STALL SPIRAL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED SPECIAL DATA TOTAL HOURS IN CROP CONTR KIND OF CROP - COTTON | BRKN,CYL SEPTD.W/S SO CALLAIR A9 N7279V DAMAGE-DESTROYED STRIP INTENDED DESTINATION LOCAL | CR- 0 PX- 0 | TA EL DIL O O O PHAS IN ED KI TY | NK/I EVA STRI 1 0 E O FL | HOPPER-LOCATION - FORM TION-AREA BEING TREAT JCK POWERLINES. COMMERCIAL AERIAL APPLICATION F OPERATION IGHT PROCEDURE TURNAR DF OPERATION - DEFOLIA DF CHEMICAL USED - DRY | MARD OF PILOT D-FEET - 150 COMMERCIAL, FL.INSTR., AGE 35, 4200 TOTAL HOURS 50 IN TYPE, INSTRUMENT RATED. COUND | | | | | |
| -3964 | CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT REMARKS- ALL NR 2 CYL STUDS 11/25/77 NR.CALEXICO,CA TIME - 1030 NAME OF AIRPORT - BROCKMAN DEPARTURE POINT CALEXICO,CA TYPE OF ACCIDENT STALL SPIRAL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED SPECIAL DATA TOTAL HOURS IN CROP CONTR | BRKN,CYL SEPTD.W/S SO CALLAIR A9 N7279V DAMAGE-DESTROYED STRIP INTENDED DESTINATION LOCAL | CR- 0 PX- 0 | TA EL DIL O O O PHAS IN ED KI TY GL | NK/I EVA STRI 1 0 FL ND PE | HOPPER-LOCATION - FORM TION-AREA BEING TREAT JCK POWERLINES. COMMERCIAL AERIAL APPLICATION F OPERATION IGHT PROCEDURE TURNAN | IARD OF PILOT D-FEET - 150 COMMERCIAL, FL.INSTR., AGE 35, 4200 TOTAL HOURS 50 IN TYPE, INSTRUMENT RATED. NOUND NTION (DUST) CHEMICAL-NONTOXIC | | | | | |
| -3964 | CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT REMARKS- ALL NR 2 CYL STUDS 11/25/77 NR.CALEXICO,CA TIME - 1030 NAME OF AIRPORT - BROCKMAN DEPARTURE POINT CALEXICO,CA TYPE OF ACCIDENT STALL SPIRAL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED SPECIAL DATA TOTAL HOURS IN CROP CONTR KIND OF CROP - COTTON PILOT'S SEAT BELT - FASTE GOGGLES - USED COCKPIT CRASHPAD - NOT IN | BRKN,CYL SEPTD.W/S SO CALLAIR A9 N7279V DAMAGE-DESTROYED STRIP INTENDED DESTINATION LOCAL O TO OBTAIN/MAINTAIN FL OL - 4200 NED-PROPERLY | CR- 0 PX- 0 | TA EL DIL O O O O PHASS IN ED KI TY GL CR CR | NK/I EVA STRI 1 0 E O FL ND PPE OVE ASH | HOPPER-LOCATION - FORM TION-AREA BEING TREAT JCK POWERLINES. COMMERCIAL AERIAL APPLICATION F OPERATION IGHT PROCEDURE TURNAF OF CHEMICAL USED - DR'S HELMET - AVAILABLE US BAR - NOT INSTALLED | IARD OF PILOT D-FEET - 150 COMMERCIAL, FL.INSTR., AGE 35, 4200 TOTAL HOURS 50 IN TYPE, INSTRUMENT RATED. NOUND NTION (DUST) CHEMICAL-NONTOXIG | | | | | |
| -3964 | CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT REMARKS- ALL NR 2 CYL STUDS 11/25/77 NR.CALEXICO,CA TIME - 1030 NAME OF AIRPORT - BROCKMAN DEPARTURE POINT CALEXICO,CA TYPE OF ACCIDENT STALL SPIRAL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED SPECIAL DATA TOTAL HOURS IN CROP CONTR KIND OF CROP - COTTON PILOT'S SEAT BELT - FASTE GOGGLES - USED | BRKN,CYL SEPTD.W/S SO CALLAIR A9 N7279V DAMAGE-DESTROYED STRIP INTENDED DESTINATION LOCAL O TO OBTAIN/MAINTAIN FL OL - 4200 ENED-PROPERLY ISTALLED IRWARD OF PILOT | CR- 0 PX- 0 | TA EL DIL O O O O PHASS IN ED KI TY GL CR CR TE | NK/I EVA STRI 1 0 E O FL ND FL ND FL SRRA | HOPPER-LOCATION - FORM TION-AREA BEING TREAT JCK POWERLINES. COMMERCIAL AERIAL APPLICATION F OPERATION IGHT PROCEDURE TURNAR DF OPERATION - DEFOLIA DF CHEMICAL USED - DR S - USED HELMET - AVAILABLE US | ARD OF PILOT D-FEET - 150 COMMERCIAL, FL.INSTR., AGE 35, 4200 TOTAL HOURS 50 IN TYPE, INSTRUMENT RATED. COUND ATION (DUST) CHEMICAL-NONTOXIC SED | | | | | |

| FILE | DATE LOCATI | DN AIRCRAFT DATA | IN. F | = | S I | 1/N | PURPOSE | PILOT DATA | | | | | |
|--------|---|---|------------|----|----------------------------|---------------------------------|---|---|--|--|--|--|--|
| 3-3495 | 12/2/77 NR.MERCED,CA TIME - 1150 DEPARTURE POINT MERCED.CA TYPE OF ACCIDENT STALL | GRUMMAN G-164B N66070 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- PX- | 0 | 0 0 | 1 0 5E 0 | COMMERCIAL | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - PILOT IN COMMAND - FACTOR(S) TERRAIN - ROUGH/UNE | | | | | | | | | | | | |
| | GOGGLES - NOT USED COCKPIT CRASHPAD - 1 TANK/HOPPER-LOCATION ELEVATION-AREA BEIN | N FIELDS UNKNOWN/NOT REPORTED | LED TO | CL | T` GI CI CI TI | PE OVE ASH ASH ERRA | OF OPERATION - SEEDING OF CHEMICAL USED - DRY S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - LEVEL,FLAT TCH BANK. | CHEMICAL-NONTOXIC | | | | | |
| 3-1596 | 6/15/77 NR.YUMA.CO TIME - 0630 | PIPER PA-18 N8462D DAMAGE-SUBSTANTIAL | РХ- | | | | | COMMERCIAL, AGE 56, 3000 Ty Total Hours, 1000 in Type, not instrument Rated. | | | | | |
| | DEPARTURE POINT YUMA,CO TYPE OF ACCIDENT ENGINE FAILURE OR M. COLLIDED WITH TREE | | | Ρ | 11 | I FL | F OPERATION IGHT NORMAL CRUISE NG ROLL | | | | | | |
| | MISCELLANEOUS ACTS, TERRAIN - HIGH OBST | ES - FORCED LANDING OFF AIRPO | FLYING | 3 | | 1 I NE | D REASONS | | | | | | |

| FILE | DATE | | AIRCRAFT DATA | ۳ | - 2 | | | | PILOT DATA |
|-------|--|---|--|-----------------|----------------|---------------------------------------|----------------|--|--|
| | 7/28/77 NF TIME - 0930 | R•BYERS,CO | PIPER PA-18A N14303 DAMAGE-SUBSTANTIAL | C:R- (PX- (| | | | | COMMERCIAL, AGE 39, 1145 Total Hours, 115 IN Type, Not Instrument Rated. |
| | DEPARTURE F BYERS,CO Type of Acc Stall Mu | CIDENT | INTENDED DESTINATION LOCAL | | | | | OPERATION GHT PROCEDURE TURNAL | ROUND |
| | FACTOR(S) | COMMAND - FAILED | TO OBTAIN/MAINTAIN FLY ED ATTENTION FROM OPERA | | | | ۸F | Ţ | |
| | KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPF ELEVATION SWATH RUM | JRS IN CROP CONTR ROP - OTHER SEAT BELT - FASTE - USED CRASHPAD - NOT IN PER-LOCATION - BE I-AREA BEING TREA N-HOW FLOWN - CRO | NED-PROPERLY STALLED LLY TED-FEET - 5200 | GGERS. | | TYPE GLOV CRAS CRAS TERR | ES H H | F OPERATION - OTHER F CHEMICAL USED - LIU - NOT USED HELMET - AVAILABLE U BAR - NOT INSTALLED N-TYPE - ROLLING HILLY URE TURNAROUND - THI | |
| -0976 | | D RPORT - CHESTER DOINT DN+CT CIDENT | N99200 DAMAGE-SUBSTANTIAL INTENDED DESTINATION CHESTER,CT | PX- (| 0 PH | 0 0 | OF | COMMERCIAL FIRE CONTROL OPERATION G FINAL APPRDACH | COMMERCIAL, AGE 43, 772 TOTAL HOURS, 450 IN TYPE NOT INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - FORECASTER TO PILOT WEATHER BRIEFING - UNKNOWN/NOT REPORTED | | | | | | | | |
| | 5 OR OVER OBSTRUCTION NONE WIND VELOCI 20 Type of FLI NONE | AT ACCIDENT SITE R(UNLIMITED) NS TO VISION AT A | | | PF W1 Th | UNLI RECIP NONE IND D 315 | MI IT IR | AT ACCIDENT SITE TED ATION AT ACCIDENT SI ECTION-DEGREES WEATHER CONDITIONS | TE |

DATE LOCATION AIRCRAFT DATA INJURIES PILOT DATA FILE FLIGHT F S M/N PURPOSE 3-2550 4/15/77 LADY LAKE.FL SIKORSKY H19E CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 28, 2200 TIME - 0230 N95760 PX- 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 239 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - GATOR LAKE DEPARTURE POINT INTENDED DESTINATION LADY LAKE, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT LANDING POWER-OFF AUTOROTATIVE LANDING. PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - RPM-UNCONTROLLABLE-OVERSPEED EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. SUSPECTED MECHANICAL DISCREPANCY SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 800 KIND DE OPERATION - SPRAYING CROPS KIND OF CROP - FRUIT ORCHARDS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - OTHER ELEVATION-AREA BEING TREATED-FEET - 90 REMARKS- PILOT RPTD ENG OVERSPEED AFTR TKOF.NO MALF FOUND. 3-1768 4/19/77 NR.LAKE WALES.FL EL TOMCAT MK6A CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.INSTR., TIME - 0742 N4774S PX- 0 0 0 AERIAL APPLICATION AGE 51, 4619 TOTAL HOURS, DAMAGE-SUBSTANTIAL 50 IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LOCAL LAKE WALES.FL TYPE OF ACCIDENT PHASE OF OPERATION IN FLIGHT MANEUVER TO AVOID OBSTRUCTION COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - FRUIT ORCHARDS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED TANK/HOPPER-LOCATION - SIDES TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 250 SWATH RUN-HOW FLOWN - DOWNWIND PROCEDURE TURNAROUND + ENTRY TO PROCEDURE TURN REMARKS- ROTOR RPM DECAYED DURING EVASIVE MANEUVER TO AVOID WIRES

| | | | BRIEFS | | | | | | | | | | |
|-------|--|--|---|----------------|------------|--|---|-------------------------|---|--|--|--|--|
| FILE | DATE | LOCATION | | IN | JURI FS | ES M/N | FLIGHT PURPOSE | | PILOT DATA | | | | |
| | | CLEWISTOWN, FL | GRUMMAN G-164A N8677H DAMAGE-SUBSTANTIAL | С R — Р X — | 0 0 | 0 1 0 0 | COMMERCIAL | CTL ACTIVITY | COMMERCIAL, AGE 47, 10000 TOTAL HOURS, 4000 IN TYPE, INSTRUMENT RATED. | | | | |
| | NAME OF AIRPORT - AG STRIP DEPARTURE POINT INTENDED DESTINATION CLEWISTOWN.FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED TAKEOFF INITIAL CLIMB | | | | | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | | | | | | | |
| | KIND PILOT GOGGLE COCKPI TANK/F | HOURS IN CROP CONTROL DF CROP - OTHER 'S SEAT BELT - UNKNOW ES - NOT USED IT CRASHPAD - NOT INS' HOPPER-LOCATION - UNKI | V/NOT REPORTED | E RETU | | TYPE GLOVE CRASH CRASH | OF CHEMICAL S - NOT USED HELMET - NO BAR - NOT I | T AVAILABLE NSTALLED | G (DUST) EMICAL-NONTOXIC | | | | |
| -2014 | TIME - 1 | | BOEING E-75 N66307 DAMAGE-DESTROYED INTENDED DESTINATION | CR- PX- | 1 0 | 0 0 | COMMERCIAL A <u>E</u> RIAL APPL | ICATION | COMMERCIAL, AGE 57, 18000 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | FT.PIER TYPE OF | | LOCAL | | | | F OPERATION IGHT SWATH | RUN | | | | | |
| | | CAUSE(S) IN COMMAND - FAILED | TO SEE AND AVOID OBJE | CTS OR | 085 | TRUCT | IONS | | | | | | |
| | KIND PILOT GOGGLI COCKP TANK/I ELEVA | DATA HOURS IN CROP CONTRO DF CROP - FRUIT ORCHAI S SEAT BELT - UNKNOW ES - USED IT CRASHPAD - NOT INS IOPPER-LOCATION - FOR TION-AREA BEING TREAT FER IMPACT | RDS N/NOT REPORTED TALLED WARD OF PILOT | | | TYPE GLOVE CRASH CRASH TERRA | OF CHEMICAL S - USED I HELMET - AV BAR - NOT I IN-TYPE - LE | AILABLE-NOT UNSTALLED | CHEMICAL-TOXIC SED | | | | |
| | | | | PAGE- | 140 | , | | | | | | | |
| | | | | AUC" | 170 | , | | | | | | | |
| | | | | | | | | | | | | | |

| FILE | | LOCATION | AIRCRAFT DATA | 1 | F | S M | /N | PURPOSE | PILOT DATA |
|-------|--|--|--|------------|--------|----------------------------|--------------------------------|--|---|
| | 7/13/77 | HOMESTEAD,FL 30 | | CR- PX- | | 0 0 | 1 0 | | COMMERCIAL, AGE 32, 11000 (TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF A | AU + FL | | | P | TA | KEO | F DPERATION FF INITIAL CLIMB NG FINAL APPROACH | KATED. |
| | TERRAIN | ANT - MISCELLANEOU - HIGH OBSTRUCTIO DWER LOSS - PARTIA | S POWERPLANT FAILURE F NS L LOSS OF POWER - 1 ENG ORCED LANDING OFF AIRPO | INE | | | INE | D REASONS | |
| | KIND OF PILOT'S GOGGLES COCKPIT | ATA DURS IN CROP CONTR CROP — FRUIT ORCH SEAT BELT — FASTE — NOT USED CRASHPAD — INSTAL PPER-LOCATION — FO | ARDS NED-PROPERLY LED | | | TY GL CR | PE DVE ASH | OF OPERATION - FERTILIZ) OF CHEMICAL USED - DRY (S - USED HELMET - AVAILABLE USE(BAR - INSTALLED | CHEMICAL-NONTOXIC |
| -2017 | IIME = I/C | 00 | CESSNA A188 N4917R DAMAGE-SUBSTANTIAL | PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 32, 3000 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED. |
| | DIXONVII TYPE OF AC ENGINE F | | INTENDED DESTINATION LOCAL TION | | | ΙN | FL | F DPERATION IGHT SWATH RUN NG LEVEL DFF/TOUCHDOWN | |
| | PILOT IN MISCELLA COMPLETE F | N COMMAND - INADEQ N COMMAND - MISMAN ANEOUS ACTS,CONDIT POWER LOSS - COMPL | UATE PREFLIGHT PREPARAT AGEMENT OF FUEL IONS - FUEL EXHAUSTION ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPC | EOUT- | 1 E | NGI | | NNING | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP | | LED RWARD OF PILOT | ED | | TY GL CR CR TE | PE DVE ASH ASH RRA | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQUI S - NOT USED HELMET - AVAILABLE USEC BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUM-HOW FLOWN - CROSSWI | D CHEMICAL-TOXIC |

BRIEFS OF ACCIDENTS

| | | | BRIEF | | | | | | | | | | | |
|-------|---|--|---|-------|--|---|---|---|---|--|--|--|--|--|
| FILE | DATE | | | | F | S M/N | | OSE | PILOT DATA | | | | | |
| | 7/20/77 TIME - 19 DEPARTURE GRACEVI TYPE OF A | NR.CAMPBELLTON,FL 00 POINT I LLE,FL | CESSNA 188 N9940G DAMAGE-DESTROYED NTENDED DESTINATION CAMPBELLTON,FL | CR- | 0 1 0 COMMERCIAL COMMERCIAL, AGE 39, 14C0 0 0 0 AERIAL APPLICATION TOTAL HOURS, 760 IN TYPE NOT INSTRUMENT RATED. PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN | | | | | | | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,ALTITUDE OR CLEARANCE | | | | | | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI | DURS IN CROP CONTROL CROP - BEANS SEAT BELT - UNKNOWN - NOT USED CRASHPAD - INSTALLE PPER-LOCATION - FORW ON-AREA BEING TREATE RE TURNAROUND - ENTR | /NGT REPORTED D ARD OF PILOT D-FEET - 150 | | | TYPE GLOVE CRASE CRASE TERRE | OF CHEMI S - NOT HELMET BAR - IN IN-TYPE | USED - AVAILABLE USED | CHEMICAL-NONTOXIC D EES | | | | | |
| -4223 | 7/28/77 TIME - 17 DEPARTURE PAHOKEE, | POINT I | AERO COMDR S2R N5504K DAMAGE-SUBSTANTIAL NTENDED DESTINATION LOCAL | PX- | | | COMMERC AERIAL | I AL APPLICATION | COMMERCIAL, AGE 39, 8351 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED. | | | | | |
| | TYPE OF A | | | | PH☆SE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND | | | | | | | | | |
| | | ANT - PROPELLER AND | ACCESSORIES OTHER NS - IMPROPERLY INST | ALLED | | | | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI PROCEDU | OURS IN CROP CONTROL CROP - OTHER SEAT BELT - UNKNOWN - NOT USED CRASHPAD - NOT INST PPER-LOCATION - FORW ON-AREA BEING TREATE RE TURNAROUND - THIR | ALLED ARD OF PILOT D-FEET - 27 D 1/3 TURN | | | TYPE GLOVE CRASH CRASH TERRA SWATH | OF CHEMIN S - USED I HELMET I BAR - I NIN-TYPE I RUN-HOW | - AVAILABLE USEC NSTALLED - LEVEL,FLAT FLOWN - WIND CA | ID CHEMICAL-TOXIC | | | | | |
| | REMARKS- | PROPS IN BETA RANGE. | BLADE DEFORMATIONS S | HOWED | NOI | NDICAT | TIONS OF | THRUST OR TORQUI | E.PROPS MISRIGGED. | | | | | |
| | | | | PAGE | 1.4 | . 7 | | | | | | | | |
| | | | | FAGE | 14 | r <u>c.</u> | | | | | | | | |
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| | | | BRIEFS | S OF AC | CI | DENT | S | | | | | |
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| FILE | DATE | LOCATION | AIRCRAFT DATA | IN J | | S M/ | N | FLIGHT PURPOSE | PILOT DATA | | | |
| 3-4268 | 8/27/77 NR.F TIME - 0845 DEPARTURE POI FT MYERS.FL TYPE OF ACCID COLLIDED WI | T MYERS,FL NT ENT | BELL 206B | CR- PX- | 0 0 | 0 0 PHASE | 1 0 0 | COMMERCIAL AERIAL APPLICATION F OPERATION IGHT SWATH RUN | COMMERCIAL, AGE 49, 9295 TOTAL HOURS, 468 IN TYPE, NOT INSTRUMENT RATED. | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 4500 KIND OF CROP - MOSQUITO CONTROL PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED TANK/HOPPER-LOCATION - AFT OF PILOT ELEVATION-AREA BEING TREATED-FEET - 6 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN | | | | | TYP GLO CRA TER | E VE SH RA | OF OPERATION - SPRAYIN DF CHEMICAL USED - LIO S - USED HELMET - AVAILABLE US IN-TYPE - SWAMPY/WATER RUN-HOW FLOWN - WIND | UID CHEMICAL-TOXIC | | | |
| 3-2396 | 9/17/77 NR.B TIME - 0945 DEPARTURE POI BONIFAY.FL TYPE OF ACCID COLLIDED WI | NT | PIPER PA-25 N9860P DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | PX- | 0 | O | 0 0 | COMMERCIAL AERIAL APPLICATION F OPERATION IGHT SWATH RUN | COMMERCIAL, AGE 35, 2550 TOTAL HOURS, 490 IN TYPE, INSTRUMENT RATED. | | | |
| | PROBABLE CAUS PILOT IN CO | | DGED CLEARANCE | | | | | | | | | |
| | KIND OF CRO GLOVES - US CRASH HELME CRASH BAR - TERRAIN-TYP | ED T — AVAILABLE NOT INSTALLE E — LEVEL,FLA DW FLOWN — DO | USED D T | | | TYP GOG COC TAN | E (GL KP K/ | OF OPERATION - SPRAYIN DF CHEMICAL USED - LIQ ES - NOT USED IT CRASHPAD - INSTALLE HOPPER-LOCATION - FORW TION-AREA BEING TREATE | UID CHEMICAL-TOXIC D ARD OF PILOT | | | |

| • | | | | S OF ACC | | | | |
|-------|---|---|--|-------------------------|----------------------------|--------------------------------|---|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU | URIES S M | ; /N | FLIGHT PURPOSE | PILOT DATA |
| | 9/25/77 TIME - 0700 | 9/25/77 ZELLWOOD,FL CESSNA A1888 CR- 0 0 1 COMMERCIAL TIME - 0700 N44950 PX- 0 0 ASSOC CROP CTL ACTI DAMAGE-SUBSTANTIAL | | | | | | |
| | NAME OF AIR DEPARTURE P ZELLWOOD, TYPE OF ACC | , FL | INTENDED DESTINATION LOCAL | | DHAS | EO | FOPERATION | |
| | | ILURE OR MALFUNCT | ION | | T/ | KEO | NG LEVEL OFF/TOUCHDOW | N |
| | MISCELLAN PILOT IN PARTIAL POW | NT - ENGINE CONTRO NEOUS ACTS,CONDITI COMMAND - FAILED NER LOSS - PARTIAL | NS THROTTLE-POWER LE ONS - LOOSE,PART/FIT TO OBTAIN/MAINTAIN FL LOSS OF POWER - 1 EN RCED LANDING OFF AIRP | ING YING SPE GINE | ED | ES | | |
| | KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP | JRS IN CROP CONTRO IROP - CORN SEAT BELT - FASTEN - USED IRASHPAD - INSTALL VER-LOCATION - FOR | ED-PROPERLY ED WARD OF PILOT | | TY GL CF CF TE | PE OVE ASH ASH RRA | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIQ S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - LEVEL,FLAT PLATE TO MOVE AND RES | UID CHEMICAL-TOXIC ED |
| | NE NAMO T | 0 30KE#3 1 N 3333 | | 220020 | | | | |
| -4037 | 10/9/77 TIME - 1230 | | AERO COMDR S2R N8502V DAMAGE-DESTROYED | CR- (PX- (| | | | COMMERCIAL, FL.INSTR., TY AGE 46, 10375 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE F FLORIDA C TYPE OF ACC GROUND-WA | CITY,FL CIDENT NTER LOOP-SWERVE | INTENDED DESTINATION LOCAL | | TA | KEO | F OPERATION FF RUN | |
| | PROBABLE CA PILOT IN AIRFRAME | COMMAND - SELECTE - LANDING GEAR T | ; D UNSUITABLE TERRAIN AILWHEEL ASSEMBLIES ONS - MATERIAL FAILUR | T <i>i</i> | K E O | IFF RUN | | |
| | KIND OF C PILOT'S S | A JRS IN CROP CONTRC SROP - CORN SEAT BELT - FASTEN - NOT USED | | | T) Gl | 'PE .0VE | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIQ 'S - NOT USED HELMET - AVAILABLE US | UID CHEMICAL-TOXIC |
| | COCKPIT (TANK/HOPP ELEVATION | CRASHPÅD - NOT INS PER-LOCATION - FOR N-AREA BEING TREAT | WARD OF PILOT ED-FEET - 9 | | CF | RASH | BAR - INSTALLED IN-TYPE - LEVEL,FLAT SECTION THEN WAS CLEAR | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | PILOT DATA | | | |
|--------|---|--|---|--------|-----|------|--|---|---|--|--|--|
| 3-3736 | TIME - 1030 | | N4227X DAMAGE-DESTROYED | | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 39, 3380 TOTAL HOURS, 800 IN TYPE NOT INSTRUMENT RATED. | | | |
| | DEPARTURE POINT INTENDED DESTINATION JAY,FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION | | | | | | | | | | | |
| | | AILURE OR MALFUNC N WITH GROUND/WATH | ION ER CONTROLLED | | | | | GHT SWATH RUN IG LEVEL OFF/TOUCHDOWN | | | | |
| | COMPLETE P | NT - MISCELLANEOUS DWER LOSS - COMPLI | POWERPLANT FAILURE TE ENGINE FAILURE/FLA RCED LANDING OFF AIRPO | MEOUT- | 1 E | NGIN | | REASONS | | | | |
| | | | | | | | | | | | | |

| FILE | | | AIRCRAFT DATA | 6 | | S M/ | Ν | PURPOSE | | PILOT DATA | | | |
|--------|--|-------------------------------------|---|--------------------------------|-----|------------|-----------|---------------------------|----------------|---|--|--|--|
| 3-3947 | 11/26/77 TIME - 1030 | BOYNTON BEACH,FL) | PIPER PA-25 N8735L DAMAGE-DESTROYED | CR- | 0 | 0 | 1 | COMMERCIAL | | COMMERCIAL, AGE 36, 1919 TOTAL HOURS, 124 IN TYPE INSTRUMENT RATED. | | | |
| | | RPORT - DUSTER STRI POINT I | | | | | | | | | | | |
| | BOYNTON E | | | | | | | | | | | | |
| | TYPE OF ACCIDENT PHASE OF OPERATION | | | | | | | | | | | | |
| | STALL TAKEOFF INITIAL CLIMB | | | | | | | | | | | | |
| | PROBABLE CA | AUSE (S) | | | | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | | | | | |
| | FACTOR(S) WEATHER - | - DOWNDRAFT,UPDRAFT | S | | | | | | | | | | |
| | SKY CONDITI | ION | | | С | EILI | NG | AT ACCIDEN | T SITE | | | | |
| | CLEAR | | | | | | | TED | | | | | |
| | | AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | | | | | | | | |
| | | R(UNLIMITED) NS TO VISION AT ACC | IDENT CITE | NONE WIND VELOCITY-KNOTS | | | | | | | | | |
| | NONE | AS TO VISION AT ACC | IDENT SITE | | w | 18 | VEL | UCITY-KNUT | 3 | | | | |
| | | ATHER CONDITIONS | | | Т | | OF | FLIGHT PLA | N | | | | |
| | VFR | | | | | NON | E | | | | | | |
| | SPECIAL DAT | ΓΑ | | | | | | | | | | | |
| | | JRS IN CROP CONTROL | . – 124 | | | | | | N - SPRAYING C | | | | |
| | | CROP - BEANS Seat belt - Fastene | | | | | | F CHEMICAL 5 - NOT USE | | CHEMICAL-TOXIC | | | |
| | GOGGLES - | D-PROPERLY | | | | | | VAILABLE-NOT U | SED | | | | |
| | COCKPIT (| | | | | BAR - INST | | 520 | | | | | |
| | TANK/HOPP | | | TER | RAI | N-TYPE - L | EVEL,FLAT | | | | | | |
| | ELEVATION | N-AREA BEING TREATE | D-FEET - 10 | | | | | | | | | | |

| | DATE LOCAT | ION AIRCRAFT DATA | INJURIE | S FLIGHT | | PILOT DATA | | | | | | | |
|--------|--|---------------------------------------|--|--|--------------|---|----|--|--|--|--|--|--|
| | | | | M/N PURPOSE | | | | | | | | | |
| 3-4200 | 11/29/77 LAKEPORT, TIME - 1500 | N5374W DAMAGE-DESTROYED | | | | COMMERCIAL, AGE 58, TOTAL HOURS, UNK/NR TYPE, NOT INSTRUMEN RATED. | IN | | | | | | |
| | DEPARTURE POINT CLEWISTON,FL TYPE OF ACCIDENT | INTENDED DESTINATION OKEECHOBEE.FL | рна | SE OF OPERATION | | | | | | | | | |
| | COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT | | | | | | | | | | | | |
| | PROBABLE CAUSE(S). PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY WEATHER - LOW CEILING PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | N FORECAST CEI | LING AT ACCIDEN | T SITE | | | | | | | | |
| | WEATHER FORECAST - W SKY CONDITION | EATHER CONSIDERABLY WORSE THAT | N FORECAST CEI 3 PRE | ING AT ACCIDEN | CCIDENT SITE | | | | | | | | |
| | WEATHER FORECAST - W SKY CONDITION OBSCURATION VISIBILITY AT ACCIDE 1/4 MILE OR LESS OBSTRUCTIONS TO VISI FOG | EATHER CONSIDERABLY WORSE THAP | N FORECAST CEI 3 PRE R R TYP | LING AT ACCIDEN 00 CIPITATION AT A | CCIDENT SITE | | | | | | | | |
| | WEATHER FORECAST - W SKY CONDITION OBSCURATION VISIBILITY AT ACCIDE 1/4 MILE OR LESS OBSTRUCTIONS TO VISI | EATHER CONSIDERABLY WORSE THAP | N FORECAST CEI 3 PRE R R TYP | LING AT ACCIDEN DO CIPITATION AT A AIN, THUNDERSTO E OF WEATHER CO | CCIDENT SITE | | | | | | | | |

| | | | | S OF A | | | | | | | | | |
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| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR F | S IES | 5 1/N | FLIGHT PURPOSE | PILOT DATA | | | | |
| | | | | CR- PX- | | | | | COMMERCIAL, AGE 44, 4000 TY TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | NAME OF AIRPORT - A DUDA AND SONS DEPARTURE POINT INTENDED DESTINATION ZELLWOOD,FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN | | | | | | | | | | | | |
| | PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY,STRUTS,ATTACHMENTS,ETC. MISCELLANEOUS ACTS,CONDITIONS - CORRODED/CORROSION PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (OWNER PERSONNEL) | | | | | | | | | | | | |
| | KIND OF CR PILOT'S SE GOGGLES - COCKPIT CR TANK/HOPPE | S IN CROP CONTRO OP — OTHER AT BELT — FASTEN USED ASHPAD — INSTALL R-LOCATION — FOR | .ED | | | TYPE C GLOVES CRASH | | OF OPERATION - OTHER OF CHEMICAL USED - DRY S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED | | | | | |
| -3945 | | INT | N67710 DAMAGE-DESTROYED INTENDED DESTINATION | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 26, 1800 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | CLEWISTON,FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT PROCEDURE TURNAROUND PROBABLE CAUSE(S) | | | | | | | | | | | | |
| | SPECIAL DATA TOTAL HOUR KIND OF CR PILOT'S SE GOGGLES - COCKPIT CR TANK/HOPPE ELEVATION- PROCEDURE | S IN CROP CONTRO OP - PASTURE AT BELT - NOT FA | STENED ED WARD OF PILOT ED-FEET - 10 | MINUE | | T GI CF CI TI | PE OVE RASH RASH ERRA | OF OPERATION - FERTILI OF CHEMICAL USED - DRY S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND | CHEMICAL-NONTOXIC | | | | |

| FILE | | | AIRCRAFT DATA | INJUR F | IES S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---|--|------------------|---|--|---|
| | 5/4/77 R, TIME - 1015 DEPARTURE PO: RAY CITY+G, TYPE OF ACCIN | AY CITY,GA INT A DENT | EL TOMCAT MK5A N3575B DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 PX- 0 | 1 0 0 0 | COMMERCIAL AERIAL APPLICATION OF OPERATION | COMMERCIAL, AGE 45, 3870 TOTAL HOURS, 2170 IN TYPE, INSTRUMENT RATED. |
| | HARD LANDI | LURE OR MALFUN | LIIUN | | | _IGHT STARTING SWATH ING POWER-OFF AUTOROT | |
| | PILOT IN CO MISCELLANEO MISCELLANEO FACTOR(S) TERRAIN - H COMPLETE POWO | DMMAND - INADEG DMMAND - MISMAN DUS ACTS,CONDI DUS - EVASIVE M HIGH OBSTRUCTIO ER LOSS - COMPI | DUATE PREFLIGHT PREPARAT NAGEMENT OF FUEL TIONS - FUEL EXHAUSTION MANEUVER TO AVOID COLLIS DNS LETE ENGINE FAILURE/FLAM FORCED LANDING OFF AIRPO | ION EOÚT-1 EI | NGINE | NN ING | |
| | KIND OF CRU PILOT'S SEJ GOGGLES – M COCKPIT CRJ TANK/HOPPEF ELEVATION-J | AT BELT - FAST NOT USED ASHPAD - NOT IN R-LOCATION - SI AREA BEING TRE | ENED-PROPERLY | | TYPE GLOV CRASE CRASE TERRA | OF OPERATION - SPRAYI OF CHEMICAL USED - LI ES - NOT USED HELMET - AVAILABLE-N BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - UPWI | QUID CHEMICAL-NONTOXIC |
| 3-2571 | 5/28/77 NR.F TIME - 0930 DEPARTURE PO FRANKLIN.GA | FRANKLIN, GA INT | BELL 206B N2299W DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | | COMMERCIAL ASSOC CROP CTL ACTIV | COMMERCIAL, AGE 39, 4610 ITY TOTAL HOURS, 485 IN TYPE NOT INSTRUMENT RATED. |
| | TYPE OF ACCI | DENT LURE OR MALFUNG | | | | DF OPERATION .IGHT STARTING SWATH | RUN |
| | COLLIDED W | | | | | NG POWER-OFF AUTOROT | |
| | MISCELLANEO TERRAIN - H COMPLETE POWE | - OPERATIONAL S DUS ACTS,CONDI HIGH OBSTRUCTIO ER LOSS - COMPI | SUPERVISORY PERSONNEL D TIONS - WATER IN FUEL DNS ETE ENGINE FAILURE/FLAM FORCED LANDING OFF AIRPO | EOUT-1 E | IGINE | ANY MAINTAINED EOPMT, | SERVICES, REGULATION |
| | KIND OF CRO PILOT'S SEA COCKPIT CRA TANK/HOPPEF PROCEDURE 1 | DP - FOREST-TRE AT BELT - FASTE ASHPAD - NOT IN R-LOCATION - BE FURNAROUND - SE | ENED-PROPERLY NSTALLED | | TYPE CRASE CRASE | OF OPERATION - SPRAYI OF CHEMICAL USED - LI HELMET - AVAILABLE U BAR - NOT INSTALLED IN-TYPE - HILLY | QUID CHEMICAL-NONTOXIC |

| FILE | DATE LOC | CATION | AIRCRAFT DATA | IN | JUR | IES | /N | FLIGHT | | PILOT DATA | |
|--------|--|--|--|------------------------|-------------|----------------------|-------------------------|---|----------------|---|--|
| 3-2572 | | | | | | | | | | COMMERCIAL, AGE 40, 3116 TOTAL HOURS, 67 IN TYPE, INSTRUMENT RATED. | |
| | NAME OF ATRPORT - | ΑΙΑΡΑΗΑ | INTENDED DESTINATION LOCAL | | P | HAS | ΕO | F OPERATION FF INITIAL | | INSTRUMENT RATED. | |
| | PILOT IN COMMAND PILOT IN COMMAND FACTOR(S) AIRPORTS/AIRWAYS INSTRUMENTS/EQUI |) - MISUSE) - FAILED S/FACILITI PMENT AND | UATE PREFLIGHT PREPARAT D OR FAILED TO USE FLAP TO OBTAIN/MAINTAIN FLY ES - AIRPORT CONDITIONS ACCESSORIES - MISCELLA IONS - LOAD NOT JETTISC | YING S WE1 WE0US | PEE r Ru | D | Y | | STING EQUIPMEN | т | |
| | SPECIAL DATA TOTAL HOURS IN (KIND OF CROP - C PILOT'S SEAT BEI GOGGLES - USED COCKPIT CRASHPAC TANK/HOPPER-LOC. ELEVATION-AREA E REMARKS- PLT STATE | DTHER T - UNKNO D - INSTAL ATION - FO BEING TREA | WN/NOT REPORTED LED RWARD OF PILOT TED-FEET - 310 | | | TY GL CR CR | PE OVE ASH ASH | OF CHEMICAL S - USED HELMET - A BAR - INST | VAILABLE USED | CHEMICAL-TOXIC | |
| 8-1315 | | | DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL AERIAL APP | LICATION | COMMERCIAL, AGE 44, 5040 TOTAL HOURS, 800 IN TYPE NOT INSTRUMENT RATED. | |
| | DEPARTURE POINT | | •·· | | | | | | | | |
| | TYPE OF ACCIDENT | | INTENDED DESTINATION LOCAL TION | | Ρ | HAS | ΕO | FOPERATION | | | |
| | | | | | | | | IGHT SWATH NG ROLL | RUN | | |
| | COLLIDED WITH FENCE,FENCEPOSTS PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | |
| | EMERGENCY CIRCUMS | | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 5000 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - OTHER TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL,FLAT | | | | | | | | |

BRIEFS OF ACCIDENTS _____ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ _____ ____ 3-2567 6/13/77 NR.CAIRO.GA CESSNA A188A CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 27, 1109 TIME - 0700 N5695J PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 62 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - GRADY COUNTY DEPARTURE POINT INTENDED DESTINATION CAIRO, GA LDCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - OTHER TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- PEANUTS 3-2569 6/16/77 CAMILLA, GA GRUMMAN G-164A CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 35, 2817 TIME - 1815 №953X PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 60 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME DE AIRPORT - CAMILLA MITCHELL DEPARTURE POINT INTENDED DESTINATION CAMILLA,GA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT EN ROUTE TO TREAT CROP COLLIDED WITH OBJECT LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - ENGINE STRUCTURE BLOWER, IMPELLER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - SCORED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 200 KIND OF OPERATION - DUSTING CROPS KIND OF CROP - OTHER TYPE OF CHEMICAL USED - DRY CHEMICAL-TOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED • GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT FIRE AFTER IMPACT REMARKS- COLLIDED WITH STACK OF LUMBER. BLOWER SEAL P/N 38606 SCORED & LOOSE.

| | | | BRIEFS | 0F | ACC | IDEN | ITS | | | |
|--------|--|---|---|------------|-----|----------------------------|--------------------------------|---|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | I | | | | FL IGHT PUR POSE | | PILOT DATA |
| 3-2568 | TIME - 09 DEPARTURE BERLIN.G TYPE OF AM AIRFRAM ROLL OV | DO POINT A CCIDENT E FAILURE IN FLIG ER CAUSE(S) | DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | РХ | • 0 | 0 PHAS IN L4 | 0 SE O FL | ASSOC CROP F OPERATION IGHT EN RO NG POWER-O | CTL ACTIVITY UTE TO TREAT C N LANDING | TOTAL HOURS, 160 IN TYPE, NOT INSTRUMENT RATED. CROP |
| | MISCELL | ANEOUS ACTS,CONDI ANEOUS ACTS,CONDI CIRCUMSTANCES - | TIONS - MATERIAL FAILURE TIONS - LATERAL IMBALANC FORCED LANDING OFF AIRPO LATERAL CONTROL PROBLEM DIRECTIONAL CONTROL PROB | E IRT O | | | | I SPRAT, DU | STING EWOIPMEN | , , , , , , , , , , , , , , , , , , , |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATIO | ATA DURS IN CROP CONT CROP - CORN SEAT BELT - FAST - NOT USED CRASHPAD - NOT II PPER-LOCATION - S DN-AREA BEING TRE SIMPLEX P/N363022 | ENED-PROPERLY NSTALLED IDES ATED-FEET - 200 | | | TY GL CF CR TE | PE OVE ASH ASH RRA | S - NOT USE HELMET - A BAR - NOT IN-TYPE - L | USED - LIQUID D VAILABLE-NOT U INSTALLED | · · |

| | | | | S OF A | | | | | | | | |
|------|--|---|--|--------|--|--------------------------|----------|---|--------------|---------------|--|--|
| FILE | | LOCATION | AIRCRAFT DATA | IN | JUR F | IES S M/ | 'N | FLIGHT PURPOSE | | PILOT DATA | | |
| | 7/6/77 TIME - 193 | NR .CLIMAX,GA | | CR- | 0 | 0 | 1 | COMMERCIAL | | | | |
| | DEPARTURE CLIMAX.G | POINT | INTENDED DESTINATION | | | | | | | | | |
| | TYPE OF ACCIDENT STALL MUSH | | | | Ρ | | | F OPERATION FF INITIAL | CLIMB | | | |
| | PILOT I FACTOR(S) | N COMMAND - INADEO N COMMAND - FAILEO | QUATE PREFLIGHT PREPARA D TO OBTAIN/MAINTAIN FL | | | | PLA | NNING | | | | |
| | TERRAIN MISCELL | - HIGH TEMPERATUR - HIGH OBSTRUCTIO ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT | ONS FIONS - JETTISONED LOAD | | | | | | | | | |
| | SKY CONDI SCATTER | | | | С | | - | AT ACCIDENT | SITE | | | |
| | VISIBILIT | Y AT ACCIDENT SITE | E | | PRECIPITATION AT ACCIDENT SITE | | | | | | | |
| | | DNS TO VISION AT | ACCIDENT SITE | | RELATIVE BEARING OF WIND TAIL WIND 158-202 DEGREES WIND DIRECTION-DEGREES 270 | | | | | | | |
| | | EATHER CONDITIONS | | | Т | | OF | FLIGHT PLAN | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO FIRE AFTE | DURS IN CROP CONT CROP - BEANS SEAT BELT - NOT F - NOT USED CRASHPAD - INSTAI PPER-LOCATION - FO | ASTENED | | | TYF GLC CRA CRA | VE SH | DF CHEMICAL S - NOT USED HELMET - AV BAR - INSTA | AILABLE USED | HEMICAL-TOXIC | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | | PILOT DATA | | |
|--------|--|---|--|----|---|-----|-----|------------------------|--------|--|--|--|
| 3-3432 | TIME - 09 | POINT | GRUMMAN 164A N9513 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | | | | | | COMMERCIAL, AGE 43, 791 TOTAL HOURS, 385 IN TYPE INSTRUMENT RATED. | | |
| | TYPE OF A | | LUCAL | | F | HAS | ΕO | E OPERATION | | | | |
| | | AILURE OR MALFUNC | TION | | | | | IGHT NORMAL | CRUISE | | | |
| | NOSE OVER/DOWN LANDING LEVEL OFF/TOUCHDOWN | | | | | | | | | | | |
| | TERRAIN | ANT - MISCELLANEOU - WET+SOFT GROUND | S POWERPLANT FAILURE F ORCED LANDING OFF AIRPO | | | | INE | D REASONS | | | | |
| | SPECIAL DA TOTAL HO KIND OF | ED | | TY | Ē | | | ROPS CHEMICAL-TOXIC | | | | |

| FILE | DATE | LOCATION | | | S M/ | N | PURPOSE | PILOT DATA | |
|--------|--|--|--|---------|--------------------|---------------|--|--------------------------|--|
| 3-1504 | 7/12/77 N TIME - 170 | R.COLQUITT,GA | EL TOMCAT MK5A N9014T DAMAGE-DESTROYED | CR- 0 | 0 | 1 C | OMMERCIAL ERIAL APPLICATION | COMMERCIAL, AGE 32, 2259 | |
| | COLOUITT, | GA | NTENDED DESTINATION LOCAL | | | | | | |
| | TYPE OF AC COLLISIO NOSE OVE | N WITH GROUND/WATER | CONTROLLED | I | IN | FLIG | OPERATION HT STARTING SWATH F LEVEL OFF/TOUCHDOW | | |
| | PILOT IN FACTOR(S) MISCELLA WEATHER | | | OR PLAN | ING | | | | |
| | SKY CONDIT | ION | | (| | NG A IMIT | T ACCIDENT SITE ED | | |
| | | AT ACCIDENT SITE R (UNLIMITED) | | , I | RECI | | TION AT ACCIDENT SIT | TE . | |
| | OBSTRUCTIO | NS TO VISION AT ACC | IDENT SITE | | TE MP EI | RATU | RE-F | | |
| | | TION-DEGREES | | , | | | CITY-KNOTS | | |
| | 45 TYPE OF WE VFR | ATHER CONDITIONS | | · | 8 TYPE (NON | | LIGHT PLAN | | |
| | SPECIAL DA | TA URS IN CROP CONTROL | - 2200 | | KIN | | OPERATION - SPRAYIN | | |
| | KIND OF PILOT'S | CROP - OTHER SEAT BELT - UNKNOWN | | | TYP GLO | E OF VES · | CHEMICAL USED - LIG - USED | QUID CHEMICAL-TOXIC | |
| | COCKPIT | - NOT USED CRASHPAD - NOT INST PER-LOCATION - SIDE | | | CRAS | SH B | ELMET - AVAILABLE US AR - INSTALLED -TYPE - LEVEL,FLAT | SED | |
| | ELEVATIO | N-AREA BEING TREATE | | ۹. | | | UN-HOW FLOWN - CROSS | SWIND | |

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| | | | | 5 OF A | | | | | | |
|--------|--|---|--|------------------------------------|-----------|---------------------------------|--------------------------------|--|------------------------------|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR | | | FLIGHT | | PILOT DATA |
| | 7/13/77 TIME - O DEPARTUR | NR.SYLVANIA,GA 930 E POINT | PIPER PA-25 N4710Z DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL ASSOC CROP CTL | ΔΟΤΙVΙΤΥ | COMMERCIAL, AGE 35, 2693 Total Hours, 450 in type, Instrument rated. |
| | | A.GA ACCIDENT ION WITH GROUND/WATE | LOCAL R CONTROLLED | | | | | OPERATION F ABORTED | | |
| | PILOT PILOT FACTOR(S | IN COMMAND - INADEQU | D UNSUITABLE TERRAIN MATE PREFLIGHT PREPARAT | TION A | ND/ | 'OR I | PLA | NNING | | |
| | KIND O PILOT GOGGLE COCKPI TANK/H ELEVAT | HOURS IN CROP CONTRC F CROP — UNKNOWN/NOT S SEAT BELT - FASTEN S — NOT USED T CRASHPAD — INSTALL OPPER-LOCATION - FOR ION-AREA BEING TREAT | REPORTED ED-PROPERLY ED WARD OF PILOT | PUMP-A | BOR | TYI GLO CR/ CR/ TEF | PE DVE ASH ASH RRA | DF OPERATION - S DF CHEMICAL USED 5 - NOT USED HELMET - AVAILA BAR - INSTALLED IN-TYPE - LEVEL, BSEQUENT TKEOFF | - LIQUID BLE USED FLAT | CHEMICAL-TOXIC |
| 3-2573 | TIME - O DEPARTUR VADA,GA | E POINT | ROCKWELL THRUSH N4199X DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | PX- | 0 | 0 | 0 | COMMERCIAL ASSOC CROP CTL | ΔCTIVITY | COMMERCIAL, AGE 31, 1570 TOTAL HOURS, 175 IN TYPE, NOT INSTRUMENT RATED. |
| | | ED WITH FENCE, FENCE | | | | | - | IGHT EN ROUTE T NG ROLL | O RELOADI | NG AREA |
| | PERSON POWERP PILOT AIRFRA MISCEL MISCEL MISCEL PARTIAL | LANT - IGNITION SYST IN COMMAND - ATTEMPT ME - LANDING GEAR E LANEOUS ACTS,CONDITI LANEOUS ACTS,CONDITI LANEOUS ACTS,CONDITI POWER LOSS - PARTIAL | ED OPERATION W/KNOWN U RAKING SYSTEM (NORMAL ONS - MATERIAL FAILUR | DEFICI SYSTE E RE GINE | ENC M) | IES | | | CTION | |
| | KIND O PILOT GOGGLE COCKPI TANK/H SWATH | HOURS IN CROP CONTRO F CROP - OTHER S SEAT BELT - UNKNOU S - NOT USED T CRASHPAD - NOT INS IOPPER-LOCATION - FOF RUN-HOW FLOWN - WINC | TALLED WARD OF PILOT | | ۵D | TY GLU CR CR TE | PE DVE ASH ASH RRA | DF OPERATION — F DF CHEMICAL USED S — NOT USED HELMET — AVAILA BAR — INSTALLED IN—TYPE — LEVEL, TTES CONTAINED W | - LIQUID BLE USED FLAT | |

BRIEFS OF ACCIDENTS

| | DATE | LOCATION | AIRCRAFT DATA | IN JU F | RIES S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------|---|--|---|---------------------------|--|---|--|
| | 7/29/77 NR.M TIME - 1530 | URRAY,GA | PIPER PA-25 N4350Y DAMAGE-DESTROYED | CR- 0 PX- 0 | 0 1 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 33, 2665 Total Hours, 35 in type, Instrument rated. |
| | DEPARTURE POI MURRAY,GA | | INTENDED DESTINATION LOCAL | | | | |
| | | ENT URE OR MALFUNC' TH DITCHES | TION | I | IN FL | F OPERATION IGHT SWATH RUN NG LEVEL OFF/TOUCHDO | DWN |
| | PILOT IN CO | MMAND - INADEQU MMAND - MISMAN | JATE PREFLIGHT PREPARA GEMENT OF FUEL CONS - FUEL EXHAUSTION | | /OR PLA | NNING | |
| | COMPLETE POWE | | IS TE ENGINE FAILURE/FLA IRCED LANDING OFF AIRP | | | | |
| | KIND OF CRO PILOT'S SEA GOGGLES - U COCKPIT CRA TANK/HOPPER | SED SHPAD - INSTALI | IED-PROPERLY ED WARD OF PILOT | | TYPE GLOVE CRASH CRASH TERRA | OF OPERATION - SPRAY] OF CHEMICAL USED - LI S - NOT USED HELMET - AVAILABLE L BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WING | QUID CHEMICAL-NONTOXIC |
| | | URNAROUND - TH | | | 0 | | |
| 3-3650 | PROCEDURE T | | RD 1/3 TURN CESSNA 1808 N9104R | | 0 1 | COMMERCIAL | COMMERCIAL, AGE 37, 5000 /ITY TOTAL HOURS, 227 IN TYPE |
| 3 - 3650 | 8/2/77 ST TIME - 1605 NAME OF AIRPO | ATESBORD.GA RT – STATESBORG NT | RD 1/3 TURN CESSNA 1888 N9104R DAMAGE-DESTROYED | | 0 1 | COMMERCIAL | COMMERCIAL, AGE 37, 5000 |
| 3 - 3650 | PROCEDURE T 8/2/77 ST TIME - 1605 NAME OF AIRPO DEPARTURE POI STATESBORO, TYPE OF ACCID | ATESBORD, GA RT - STATESBORG NT GA ENT URE OR MALFUNCT | RD 1/3 TURN CESSNA 1888 N9104R DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | PX- 0 | 0 1 0 0 PHASE O TAKEO | COMMERCIAL | COMMERCIAL, AGE 37, 5000 /ITY TOTAL HOURS, 227 IN TYPE INSTRUMENT RATED. |
| 3-3650 | PROCEDURE T 8/2/77 ST TIME - 1605 NAME OF AIRPO DEPARTURE POI STATESBORO, TYPE OF ACCID ENGINE FAIL HARD LANDIN PROBABLE CAUS POWERPLANT FACTOR(S) | ATESBORO,GA RT - STATESBOR(NT GA ENT URE OR MALFUNCT G E(S) - MISCELLANEOUS | RD 1/3 TURN CESSNA 1888 N9104R DAMAGE-DESTROYED INTENDED DESTINATION LOCAL TION POWERPLANT FAILURE | PX- 0 | 0 1 0 0 PHASE 0 TAKE0 LANDI | COMMERCIAL ASSOC CROP CTL ACTIV F OPERATION FF INITIAL CLIMB NG LEVEL OFF/TOUCHDC | COMMERCIAL, AGE 37, 5000 /ITY TOTAL HOURS, 227 IN TYPE INSTRUMENT RATED. |
| 3-3650 | PROCEDURE T 8/2/77 ST TIME - 1605 NAME OF AIRPO DEPARTURE POI STATESBORO, TYPE OF ACCID ENGINE FAIL HARD LANDIN PROBABLE CAUS POWERPLANT FACTOR(S) MISCELLANEO PARTIAL POWER | ATESBORD, GA RT - STATESBOR(NT GA URE OR MALFUNCT G E(S) - MISCELLANEOUS LOSS - PARTIAL | RD 1/3 TURN CESSNA 1888 N9104R DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | PX- 0 FOR UNDE GINE | 0 1 0 0 Takeo Landi Termine | COMMERCIAL ASSOC CROP CTL ACTIV F OPERATION FF INITIAL CLIMB NG LEVEL OFF/TOUCHDC | COMMERCIAL, AGE 37, 5000 /ITY TOTAL HOURS, 227 IN TYPE INSTRUMENT RATED. |

| FILE | | | AIRCRAFT DATA | | | | | | PILOT DATA | |
|--------|---|---|--|--------------------|--|--|---|---|--|--|
| | TIME - | NR.REBECCA.GA 1630 RE POINT IM AGA ACCIDENT | 30 N4414Y PX- 0 0 0 AERIAL APPLICATION DAMAGE-DESTROYED POINT INTENDED DESTINATION GA LOCAL CCIDENT PHASE OF OPERATION | | COMMERCIAL, AGE 31, 998 TOTAL HOURS, 931 IN TYPE NOT INSTRUMENT RATED. | | | | | |
| | PILOT FACTOR(WEATH | E CAUSE(S) IN COMMAND - FAILED TO S) ER - DOWNDRAFT,UPDRAFTS LANEOUS ACTS,CONDITION | 5 | (ING SP | ΈĒ | D | | | | |
| | SKY CON CLEAR VISIBIL | | | | UNI RECI | IM PI | AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE | | | |
| | 5 OR (OBSTRUC NONE | NONE TEMPERATURE-F 96 | | | | | | | | |
| | TYPE OF VFR | | | т | YPE NO | | FLIGHT PLAN | | | |
| | KIND PILOT GOGGLU COCKP TANK/I | DATA HOURS IN CROP CONTROL DF CROP - BEANS 'S SEAT BELT - UNKNOWN ES - USED IT CRASHPAD - INSTALLE HOPPER-LOCATION - FORW TION-AREA BEING TREATED | /NOT REPORTED D ARD OF PILOT | | | TYF GLC CR/ CR/ TEF | VE SH SH RA | DF OPERATION - SPRAYING DF CHEMICAL USED - LIQU S - USED HELMET - AVAILABLE USE BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSSW | ID CHEMICAL-TOXIC D | |
| 8-1781 | TIME - : | | BELL 47G-2 N6729D DAMAGE-DESTROYED NTENDED DESTINATION | | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 27, 550 TOTAL HOURS, 150 IN TYPE NOT INSTRUMENT RATED. | |
| | BROOK | FIELD,GA | LOCAL | PHASE OF OPERATION | | | | | | |
| | TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT STARTING SWATH RUN PROBABLE CAUSE(S) | | | | | | | | | |
| | PILOT | IN COMMAND - ATTEMPTER IN COMMAND - FAILED TO | | | | | LI | TY LEVEL | | |
| | KIND PILOT GOGGL COCKP TANK/ ELEVA | DATA HOURS IN CROP CONTROL DF CROP - OTHER 'S SEAT BELT - FASTENE ES - NOT USED IT CRASHPAD - NOT INST HOPPER-LOCATION - SIDE TION-AREA BEING TREATE - PILOT WAS NOT CERTIF | D-PROPERLY ALLED S D-FEET - 350 | | | GLC GLC CR/ CR/ TEF SW/ | RA RA | DF OPERATION - SPRAYING DF CHEMICAL USED - LIOU S - NOT USED HELMET - NOT AVAILABLE BAR - NOT ANSTALLED IN-TYPE - LEVEL+FLAT RUN-HOW FLOWN - WIND C | ID CHEMICAL-TOXIC | |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-2415 8/12/77 SYLVANIA.GA AERO COMDR A-9 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 22, 1133 TIME - 1830 N8032V PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 85 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - AG STRIP INTENDED DESTINATION DEPARTURE POINT SYLVANIA, GA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION IN ELIGHT PULLUP FROM SWATH RUN COLLIDED WITH CROP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES MISCELLANEOUS ACTS.CONDITIONS - MATERIAL FAILURE TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - EDRCED LANDING DEE AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 500 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - COTTON TYPE DE CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN REMARKS- NUMBER 3 EXHAUST VALVE FAILED. HIT CORN SHORT OF RWY. 3-2575 8/16/77 NR.ROCKY FORD.GA CESSNA A188B CR- 0 0 1 COMMERCIAL COMMERCIAL. AGE 35. 793 TIME - 0830 N8279G PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 408 IN TYPE, NOT INSTRUMENT RATED. DAMAGE-DESTROYED NAME OF AIRPORT - DAUGHTRY STRIP DEPARTURE POINT INTENDED DESTINATION ROCKY FORD.GA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAKENEE ABOR TED PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FACTOR(S) AIRFRAME - FUSELAGE DOORS.DOOR FRAMES PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - OTHER TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT REMARKS- PEANUTS.COCKPIT DOOR OPENED.HINGES LOOSE.

| FILE | | CATION | AIRCRAFT DATA | ۰F | = | S M/ | 'N | PURPOSE | PILOT DATA |
|-------|--|---|--|----------|--------|--------------------------|------------------|--|--|
| | 8/19/77 NR.MONTE TIME - 1730 DEPARTURE POINT MONTEZUMA.GA TYPE OF ACCIDENT ENGINE FAILURE HARD LANDING | ZUMA,GA | HUGHES 269C N7404F DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR PX | 0 0 | 0 0 HASE IN | 1 0 FL | | COMMERCIAL, AGE 36, 2729 TOTAL HOURS, 2054 IN TYPE, INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) POWERPLANT - EX MISCELLANEOUS A PARTIAL POWER LOS | HAUST SYST CTS,CONDIT S - PARTIA | EM MANIFOLDS IONS - LEAK/LEAKAGE L LOSS OF POWER - 1 EN ORCED LANDING OFF AIRP(| | LA | | .01 | | |
| | KIND.OF CROP - PILOT'S SEAT BE GOGGLES - NOT U COCKPIT CRASHPA TANK/HOPPER-LOC | COTTON LT - UNKNO SED D - NOT IN ATION - SI BEING TREA | DES TED-FEET - 320 | Γ€D | | TYP GLC CRA CRA | E (VE: SH | DF OPERATION - SPRAYI DF CHEMICAL USED - LIG 5 - USED HELMET - AVAILABLE US BAR - NOT INSTALLED N-TYPE - LEVEL,FLAT | OUIO CHEMICAL-TOXIC |
| -2576 | 8/20/77 NR.MONTE TIME - 1200 | • | DAMAGE-SUBSTANTIAL | | 0 0 | | 1 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 30, 3000 Total Hours, 1500 in Type, not instrument Rated. |
| | DEPARTURE POINT MONTEZUMA,GA TYPE OF ACCIDENT PROPELLER/ROTOR | | INTENDED DESTINATION LOCAL MAIN ROTOR | | P | IN | FL | = OPERATION IGHT SWATH RUN NG POWER∽OFF AUTOROT/ | |
| | PILOT IN COMMAN FACTOR(S) PILOT IN COMMAN | TOR ASSEMB CTS,CONDIT D - IMPROP D - MISJUD | LIES BEARINGS IONS - MATERIAL FAILUR ER OPERATION OF FLIGHT GED DISTANCE AND ALTIT ORCED LANDING OFF AIRPO | CONTRI | | 5 | | | |
| | KIND OF CROP - Pilot's Seat Be Goggles - Not U Cockpit Crashpa | COTTON LT - FASTE SED D - NOT IN | STALLED | TED | | TYP GLC CR/ CR/ | VE SH | DF OPERATION - SPRAYI F CHEMICAL USED - LIG S - NOT USED HELMET - AVAILABLE US BAR - NOT INSTALLED INSTYDE - LEVEL FLAT | QUID CHEMICAL-TOXIC |
| | TANK/HOPPER-LOC Elevation-Area | ATION - SI BEING TREA | | 58 FAII | LEC | TER | RA | INAR - NUT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - UPWI | ND |

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS PILOT DATA FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT F S M/N PURPOSE _____ 3-2860 8/24/77 NR.ROYSTON, GA HUGHES 269A CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 42, 1072 TIME - 1600 N8869F PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 610 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION ROYSTON, GA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED TAKEDEE INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 700 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - BEANS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE-NOT USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT TERRAIN-TYPE - ROLLING FLEVATION-AREA BEING TREATED-FEET - 825 REMARKS- HAD TO TURN DOWNWIND TO AVOID WIRES. 3-3050 8/24/77 COLQUITT+GA GRUMMAN G-164A CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 27, 788 TIME - 1830 N15289 PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 389 IN TYPE. DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION COLQUITT,GA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND STALL MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED SPECIAL DATA KIND OF OPERATION - SPRAYING CROPS TOTAL HOURS IN CROP CONTROL - 606 KIND OF CROP - OTHER TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL.FLAT ELEVATION-AREA BEING TREATED-FEET - 150 SWATH RUN-HOW FLOWN - DOWNWIND PROCEDURE TURNAROUND - SECOND 1/3 TURN REMARKS- SPRAYING PEANUTS.

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| FILE | | | AIRCRAFT DATA | F | S M/ | N | PURPOSE | PILOT DATA |
| | 9/6/77 | NR.CUTHBERT.GA 30 | GRUMMAN G-164A N9829 Damage-SubstantIAL | CR- C PX- C | 0 | 1 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 53, 15360 TOTAL HOURS, 10000 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE CUTHBERT TYPE OF A | IRPORT - CUTHBERT RA POINT I GA CCIDENT E FAILURE IN FLIGHT | NTENDED DESTINATION LOCAL | | | | OPERATION GHT SWATH RUN | |
| | SYSTEMS MISCELL | EL - MAINTENANCE, SER | STEMS RUDDER AND RUD NS - MISSING | | | | TION OF AIRCRAFT (MAINT SYSTEM | ENANCE PERSONNEL) |
| | PILOT'S | OURS IN CROP CONTROL SEAT BELT - FASTENE | D-PROPERLY D ARD OF PILOT D-FEET - 400 | E LOĈAI | GLC | VE | DF CHEMICAL USED - LIQUI 5 - USED HELMET - AVAILABLE USED BAR - INSTALLED N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSSWI HIMBLE-EYE SPLICE MISSIN | ND |
| -2413 | 9/8/77 TIME - 09 | DUDLEY,GA | PIPER PA-25 N75712 DAMAGE-SUBSTANTIAL | CR- C PX- C | 0 | 1 0 | COMMERCIAL ASSOC·CROP CTL ACTIVITY | COMMERCIAL, AGE 34, 1668 TOTAL HOURS, 834 IN TYPE, INSTRUMENT RATED. |
| | | IRPORT - DUSTER STRI POINT I | P | | | | | |
| | | CCIDENT | | | | | OPERATION | |
| | GROUND- | WATER LOOP-SWERVE D WITH DITCHES | | | | | NG ROLL NG GO-AROUND | |
| | GROUND- COLLIDE PROBABLE PERSONN AIRFRAM MISCELL | WATER LOOP-SWERVE D WITH DITCHES CAUSE(S) HEL - MAINTENANCE,SER HE - LANDING GEAR BR ANEOUS ACTS,CONDITIO | VICING,INSPECTION IN AKING SYSTEM (NORMAL NS - HYDRAULIC FAILUP - AIRPORT CONDITIONS | SYSTEM) Re | LAN TE MAJ | NTI | IG GO-AROUND ENANCE AND INSPECTION | |

PILOT DATA FILE DATE LOCATION AIRCRAFT DATA INJURIES FIIGHT F S M/N PURPOSE 3-3741 9/10/77 MONTEZUMA,GA HUGHES 269 CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.INSTR., N7404F TIME - 1100 PX- 0 0 0 ASSOC CROP CTL ACTIVITY AGE 32, 3015 TOTAL HOURS, DAMAGE-SUBSTANTIAL 1515 IN TYPE, NOT INSTRU-MENT RATED. NAME OF AIRPORT - DUSTER STRIP DEPARTURE POINT INTENDED DESTINATION MONT EZUMA+GA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF VERTICAL COLLIDED WITH FENCE, FENCEPOSTS LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM ENGINE DRIVE SHAFT MISCELLANEOUS ACTS, CONDITIONS - STRIPPED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - COTTON TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES REMARKS- SHORT SHAFT.P/N 2694-5559.SHEARED DEE SPIINES ON END THAT ATTACHES TO CRANKSHAFT. 3-4124 9/12/77 BYROMVILLE, GA PIPER PA36 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 30, 4637 TIME - 1930 N57831 PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 492 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. INTENDED DESTINATION DEPARTURE POINT BYROMVILLE.GA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE PROPELLER IN FLIGHT PULLUP FROM SWATH RUN LANDING LEVEL OFF/TOUCHDOWN ENGINE TEARAWAY PROBABLE CAUSE(S) POWERPLANT - PROPELLER AND ACCESSORIES HUBS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 492 KIND OF OPERATION - FERTILIZING (DUST) KIND OF CROP - BEANS TYPE DE CHEMICAL USED - DRY CHEMICAL-TOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - USED CRASH HELMET - AVAILABLE USED GOGGLES - USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM ELEVATION-AREA BEING TREATED-FEET - 364 PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN REMARKS- HARTZELL PROP MODEL HC-C2YK-1BF,S/N CR19974,HUB BROKEN IN TWO PARTS INBOARD OF THRUST BEARING.

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| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S M/N | FLIGHT PURPOSE | PILOT DATA |
| -4106 | DEPARTURE CORDELE TYPE OF A ENGINE | 00 IRPORT - CORDELE POINT | COMMERCIAL, AGE 28, 2897 TOTAL HOURS, 975 IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | MISCELL TERRAIN COMPLETE EMERGENCY SPECIAL D TOTAL + KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI PROCEDU | ANT - ENGINE STRUC ANEOUS ACTS,CONDIT - ROUGH/UNEVEN POWER LOSS - COMPL CIRCUMSTANCES - F ATA OURS IN CROP CONTR CROP - COTTON SEAT BELT - FASTE - NOT USED CRASHPAD - INSTAL PPER-LOCATION - FO ON-AREA BEING TREA ON-AREA BEING TREA | LED RWARD OF PILOT TED-FEET - 300 | E MEOUT-1 DRT ON L | K IND TYPE GLOVI CRASI CRASI TERR SWATI | OF OPERATION - SPRAYI OF CHEMICAL USED - LI ES - NOT USED H HELMET - AVAILABLE L H BAR - INSTALLED AIN-TYPE - LEVEL+FLAT H RUN-HOW FLOWN - WINC RATED. | OUID CHEMICAL-TOXIC |
| | | | | PAGE 1 | 64 | | |
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| FILE | DATE | LOCATION | | F | S M/N | PURPOS | E | PILOT DATA | | | |
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| | | 3/77 NASHVILLE,GA E - 1830 | | CR- PX- | | | | COMMERCIAL, AGE 39, 2723 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. | | | |
| | NASHVILL | E,GA Cident Ailure or Malfung | INTENDED DESTINATION LOCAL TION | | IN F | | N DUTE TO RELOADI DUTE TO RELOADI | NG AREA | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | |
| | KIND OF (PILOT'S Goggles Cockpit (Tank/Hopi Elevatio | | STALLED RWARD OF PILOT TED-FEET - 240 | TED | TYPE GLOV CRASI CRASI | OF CHEMICA ES - NOT US | ED AVAILABLE-NOT U TALLED | CHEMICAL-TOXIC | | | |
| -3344 | 9/22/77 TIME - 113 | | AERO COMDR 600S2R N8493V DAMAGE-DESTROYED | | | COMMERCIA AERIAL AP | | ATP,FLIGHT INSTR., AGE 40, 1965 TOTAL HOURS, 4 IN TYPE, INSTRUMENT RATED. | | | |
| | NAME OF AI DEPARTURE ALBANY,G Type of AC Stall S | LIDENT | INTENDED DESTINATION LOCAL | | | DF OPERATIO | N EDURE TURNAROUN | D | | | |
| | FACTOR(S) | COMMAND - FAILED |) TO OBTAIN/MAINTAIN FL | EED | | | | | | | |
| | GLOVES - Crash Hei Crash Bai Terrain- | URS IN CROP CONTR NOT USED LMET - AVAILABLE R - INSTALLED TYPE - LEVEL,FLAT | USED | | GOGG COCK TANK | LES - NOT U PIT CRASHPA /HOPPER-LOC | LT – ÜNKNOWN/NC SED D – INSTALLED ATION – FORWARD LOWN – WIND CAL | OF PILOT | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | F | - | IES S M/N | | PILOT DATA |
|--|---|--|---|---------|------|---|--|---|
| 3-3961 | 12/29/77 TIME - 13 | NR.LIHUE.HI 30 | EMAIR MA-1 N305MA DAMAGE-SUBSTANTIAL | CR- | 0 | 0 1 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 34, 3975 TOTAL HOURS 240 IN TYPE, INSTRUMENT RATED. |
| · | DEPARTURE KAUAI+H TYPE OF A STALL | I CCIDENT | INTENDED DESTINATION LOCAL | | Р | | DF OPERATION .Ight procedure turnard | UND |
| | PROBABLE PILOT I | | D TO OBTAIN/MAINTAIN FLY | YING SF | PEEI | D | | |
| · | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI PROCEDU REMARKS- | ATA DURS IN GROP CONT CROP - OTHER SEAT BELT - UNKN - NOT USED CRASHPAD - INSTA PPER-LOCATION - F ON-AREA BEING TRE RE TURNAROUND - S FERTILIZING SUGAR | IOWN/NOT REPORTED LLED ORWARD OF PILOT ATEO-FEET - 200 ECOND 1/3 TURN | | | TYPE GLOVI CRASI CRASI TERR | OF OPERATION - FERTILIZ OF CHEMICAL USED - DRY ES - USED H HELMET - AVAILABLE USE H BAR - INSTALLED AIN-TYPE - LEVEL,FLAT H RUN-HOW FLOWN - DOWNWI | CHEMICAL-NONTOXIC D |
| 3-1660 | 7/5/77 TIME - 10 | GOODING,ID 00 | HUGHES 300C N7432F DAMAGE-DESTROYED | | | | COMMERCIAL ASSOC CROP CTL ACTIVIT | COMMERCIAL, FL.INSTR., Y AGE 27, 3550 TOTAL HOURS 400 IN TYPE, NOT INSTRU- MENT RATED. |
| | DEPARTURE GOODING TYPE OF A COLLIDE | ,ID | INTENDED DESTINATION LOCAL | | | | DF OPERATION DFF INITIAL CLIMB | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- SURVEY OF FIELD TO BE SPRAYED.STRUCK UNMARKED WIRE. | | | | | | | | |
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| FILE | DATE LOC | ATION | AIRCRAFT DATA | IN | JUR F | IES S M/ | 'N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|--|--|---------------------------------|------------------------------|--|------------------|---|--|
| 3-2889 | 7/9/77 AMERICAN TIME - 2009 DEPARTURE POINT AMERICAN FALLS,II TYPE OF ACCIDENT | N FALLS, ID | HUGHES 369HS N9224F DAMAGE-DESTROYED NTENDED DESTINATION LOCAL | CR- PX- | 1 0 P | 0 0 HASE | 0 0 | COMMERCIAL AERIAL APPLICATION OPERATION | COMMERCIAL, AGE 29, 2500 TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED. |
| | COLLIDED WITH W PROBABLE CAUSE(S) PILOT IN COMMAND | • | D CLEARANCE | | | 114 | FL. | GHY PROCEDURE TURNAROU | טאונ |
| | SPECIAL DATA TOTAL HOURS IN CC KIND OF CROP - PO PILOT'S SEAT BEL GOGGLES - NOT USS COCKPIT CRASHPAD TANK/HOPPER-LOCA ELEVATION-AREA BI PROCEDURE TURNAR(FIRE AFTER IMPACT REMARKS- STRUCK 706 | DTATOES - FASTENE - NOT INST ION - SIDE EING TREATE DUND - FIRS | D-PROPERLY ALLED S D-FEET - 4455 T 1/3 TURN | | | TYP GLO CRA CRA TER | VES SH SH | DF OPERATION - SPRAYING DF CHEMICAL USED - LIQUI 5 - NOT USED HELMET - AVAILABLE USEO BAR - NOT INSTALLED N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSSWI | ID CHEMICAL-NONTOXIC |
| -2773 | 7/26/77 MALTA,IC TIME - 0915 |) | HUGHES 269C N7456F DAMAGE-DESTROYED | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL AERIAL APPLICATION | 647 IN TYPE, INSTRUMENT |
| | DEPARTURE POINT MALTA,ID TYPE OF ACCIDENT COLLIDED WITH WI | | NTENDED DESTINATION LOCAL | | | HASE | - | OPERATION GHT STARTING SWATH RUN | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CF KIND OF CROP - O PILOT'S SEAT BEL GOGGLES - NOT USS COCKPIT CRASHPAD TANK/HOPPER-LOCAT ELEVATION-AREA BE REMARKS- FORGOT THA | | | TYP GLO CRA CRA TER | E (VES SH SH RA | PF OPERATION - SPRAYING FF CHEMICAL USED - LIQUI FF OF CHEMICAL USED HELMET - AVAILABLE USED BAR - NOT INSTALLED N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND CA | D CHEMICAL-TOXIC | | |

| | DATE LOCATION | AIRCRAFT DATA | | | | | | PILOT DATA | | | |
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| 3-2070 | 8/19/77 MARSING,ID TIME - 2030 NAME OF AIRPORT - MARSIN DEPARTURE POINT MARSING,ID TYPE OF ACCIDENT STALL MUSH | DAMAGE-SUBSTANTIAL | PX- C |) O PHAS | O A E OF | OPERATION | | COMMERCIAL, AGE 51, 2500 TOTAL HOURS, 430 IN TYPE NOT INSTRUMENT RATED. | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - MISCELLANEOUS EQUIPMENT SPRAY, DUSTING EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE | | | | | | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 183 KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED GLOVES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - BELLY ELEVATION-AREA BEING TREATED-FEET - 2370 TERRAIN-TYPE - LEVEL, FLAT | | | | | | | | | | |

. BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N 3-0935 4/12/77 BELLE RIVE, IL SNOW S2B CR- 0 1 0 COMMERCIAL ATP, FLIGHT INSTR., AGE TIME - 1130 N6175U PX- 0 0 0 AERIAL APPLICATION 40, 5360 TOTAL HOURS, 75 DAMAGE-DESTROYED IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BELLE RIVE,IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH IN FLIGHT STARTING SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - HIGH TEMPERATURE SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TE MP ER A TUR E-F NONE 85 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 190 20 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 750 KIND OF OPERATION - FERTILIZING (DUST) KIND OF CROP - GRAIN FIELDS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED CRASH HELMET - AVAILABLE USED GOGGLES - USED CRASH BAR - INSTALLED COCKPIT CRASHPAD - INSTALLED TERRAIN-TYPE - LEVEL, FLAT TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 500 SWATH RUN-HOW FLOWN - DOWNWIND . PROCEDURE TURNAROUND - THIRD 1/3 TURN FIRE AFTER IMPACT

| | | | BRIEF | | | | | | | |
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| FILE | DATE | LOCATION | AIRCRAFT DATA | It | JUR | IES S M | | FLIGHT PURPOSE | PILOT DATA | |
| 3-0548 | 4/15/77 EN TIME - 0830 | FIELD,IL | BELL 47G5 N8142J DAMAGE-DESTROYED | | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 45, 7685 TOTAL HOURS, 2275 IN TYPE, INSTRUMENT RATED. | |
| | DEPARTURE POIL ENFIELD.IL | | INTENDED DESTINATION LOCAL | | | | | | | |
| | COLLISION W | | R UNCONTROLLED | | Р | | | F OPERATION IGHT MANEUVER TO AVOI | DOBSTRUCTION | |
| | MISCELLANEO | MMAND - MISJUDG | ED ALTITUDE AND CLEAR NEUVER TO AVOID COLLI S | | | | | | | |
| | KIND OF CROP PILOT'S SEA GOGGLES - NO COCKPIT CRA TANK/HOPPER- | P – GRAIN FIELD T BELT – UNKNOW DT USED SHPAD – NOT INS -LOCATION – UNK REA BEING TREAT | N/NOT REPORTED | TED | | TY GL CR CR TE | PE OVE ASH ASH RRA | OF OPERATION - FERTILI OF CHEMICAL USED - LIQ S - NOT USED HELMET - AVAILABLE US BAR - NOT INSTALLED IN-TYPE - ROLLING RUN-HOW FLOWN - WIND | UID CHEMICAL-NONTOXIC Ed | |
| | | | UPTLY TO AVOID TREE, | ROTOR | RPM | DE | TER | IORATED, ATTEMPTED LND | G, SKID COLLAPSED. | |
| 3-2101 | 5/19/77 PA TIME - 1615 | | CESSNA A1888 N53330 DAMAGE-SUBSTANTIAL | PX- | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 40, 1501 Total Hours, 570 IN Type, Instrument rated. | |
| | DEPARTURE POIN SULLIVAN,IL TYPE OF ACCIDE | | INTENDED DESTINATION UNKNOWN/NOT REPORTED | | | | E 0 | F OPERATION | | |
| | ENGINE FAIL | | IN FLIGHT EN ROUTE TO TREAT CROP IN FLIGHT PROCEDURE TURNAROUND | | | | | | | |
| | PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | | | | |
| | MISCELLANEO | LOSS - PARTIAL | IS ONS - JETTISONED LOAD LOSS OF POWER 1 EN RCED LANDING OFF AIRP | | I LA | N D | | | | |
| | KIND OF CRO PILOT'S SEA GOGGLES - NI COCKPIT CRA TANK/HOPPER ELEVATION-A PROCEDURE TI | P - TOMATOES T BELT - FASTEN OT USED SHPAD - INSTALL -LOCATION - OTH REA BEING TREAT URNAROUND - THI | ED IER ED-FEET - 587 | | ROI | TY GL CR CR TE SW | PE OVE ASH ASH RRA ATH | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIO S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - MOUNTAINOUS RUN-HOW FLOWN - CROSS CLEAR TREES | UID CHEMICAL-TOXIC Ed | |

BRIEFS OF ACCIDENTS

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| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | = | S MA | 'N | FLIGHT PURPOSE | | PILOT DATA |
| | 6/27/77 TIME - 18 DEPARTURE WOODSTOC TYPE OF A | NR.WOODSTOCK,IL 18 POINT | HUGHES 269 N8925F DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- | 0 0 | 0 0 Hase | 1 0 | COMMERCIAL | CTL ACTIVITY | COMMERCIAL, AGE 20, 286 TOTAL HOURS, 110 IN TYPE, NOT INSTRUMENT RATED. |
| | PROBABLE PILOT I FACTOR(S) PILOT I | | | - | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 100 KIND OF CROP - CORN PILOT'S SEAT BELT - FASTENED-PROPERLY COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED-FEET - 800 | | | | | TYPE CRASH CRASH | | OF CHEMICAL | AILABLE USED | G (LIQUID) CHEMICAL-NONTOXIC |
| 3-1336 | TIME - 10 DEPARTURE CARBOND | POINT ALE,IL | CESSNA 1888 N9246G DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | 0 | 0 | 0 | AERIAL APPL | ICATION | COMMERCÍAL, AGE 34, 1425 TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT STARTING SWATH RUN PROBABLE CAUSE(S) | | | | | | | | | |
| | | PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1200 KIND OF CROP - BEANS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 450 | | | | | TYP GLO CRA CRA TER | E VE SH SH | DF CHEMICAL S - NOT USED HELMET - AN BAR - INSTA IN-TYPE - LE | AJLABLE USED | CHEMICAL-TOXIC |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | IM | IJUF F | RIES S M/ | N | FLIGHT PURPOSE | PILOT DATA |
| | | •MACKINAW,IL | HUGHES 369C | CR- PX- | 0 | 0 | 1 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., |
| | DEPARTURE P MACKINAW,I TYPE OF ACC ENGINE FA ROLL OVER | L IDENT ILURE OR MALFUNC | INTENDED DESTINATION LOCAL TION | | F | ΙN | FL | F OPERATION IGHT SWATH RUN NG POWER-OFF AUTOROTA | |
| | MISCELLAN TERRAIN - FACTOR(S) INSTRUMEN MISCELLAN COMPLETE PO | T - COMPRESSOR A EOUS ACTS,CONDIT ROUGH/UNEVEN TS/EQUIPMENT AND EOUS ACTS,CONDIT WER LOSS - COMPL | SSEMBLY CASTING IONS - MATERIAL FAILURE ACCESSORIES - MISCELL/ IONS - FIRE IN ENGINE ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO | ANEOUS MEOUT- | -16 | NGIN | | T SPRAY, DUSTING EQUIF | MENT |
| | KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP ELEVATION FIRE AFTER | RS IN CROP CONTR ROP - CORN EAT BELT - FASTE NOT USED RASHPAD - NOT IN ER-LOCATION - AF -AREA BEING TREA IMPACT | NED-PROPERLY STALLED T OF PILOT | R ARMS | 5 L] | TYP GLC CRA CRA TER SWA | E (VE SH SH RA TH | S - NOT USED HELMET - AVAILABLE-NO BAR - NOT INSTALLED IN-TYPE - ROLLING RUN-HOW FLOWN - CROSS | UID CHEMICAL-NONTOXIC DT USED WIND |
| -2824 | | RINGWOOD,IL | | | | | | COMMERCIAL | COMMERCIAL, FL.INSTR., |
| | | 0.1117 | N2183U DAMAGE-SUBSTANTIAL | | 0 | 0 | 0 | AERIAL APPLICATION | AGE 22, 1185 TOTAL HOURS, 445 IN TYPE, NOT INSTRU- MENT RATED. |
| | WHEELING, TYPE OF ACC | I L I DENT | INTENDED DESTINATION RINGWOOD,IL ER CONTROLLED | | F | | | F OPERATION IGHT SWATH RUN | |
| | ROTORCRAF | T - ROTOR ASSEMB T - ROTOR ASSEMB | LIES MAIN ROTOR BLADE: LIES TAIL ROTOR BLADE: ATERIAL AFFECTING NORM/ | 5 | RAT | LIONS | | | |
| | KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP ELEVATION | RS IN CROP CONTR ROP - CORN EAT BELT - FASTE NOT USED RASHPAD - NOT IN ER-LOCATION - OT -AREA BEING TREA | NED-PROPERLY STALLED HER | POLLE | | TYF GLC CRA CRA TEF SWA | E VE SH RA TH | DF OPERATION - OTHER DF CHEMICAL USED - UNK S - NOT USED HELMET - AVAILABLE US BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND FOUND ON DESTROYED M/F | CALM |

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| FILE | DATE L | OCATION | AIRCRAFT DATA | IN | JUR F | IES S M | /N | FLIGHT PURPOSE | PILOT DATA |
|--------|---|-----------------|---|------------|----------------------------|---------------------------------|---|--|--|
| | 8/10/77 WARRE TIME - 1700 | NSBURG, IL | CONTINENTAL 5A N9081T DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 0 | 1 | COMMERCIAL | COMMERCIAL, AGE 37, 3900 TOTAL HOURS, 130 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT WARRENSBURG,IL TYPE OF ACCIDENT COLLIDED WITH | | INTENDED DESTINATION LOCAL | | | | | - OPERATION IGHT PROCEDURE TURNAR(| DUND |
| | PROBABLE CAUSE(S PILOT IN COMMA | | TO MAINTAIN ADEQUATE R | OTOR | R.P | .м. | | | |
| | SPECIAL DATA TOTAL HOURS IN KIND OF CROP – PILOT'S SEAT B GOGGLES – NOT CRASH BAR – IN TERRAIN-TYPE – SWATH RUN-HOW | WN/NOT REPORTED | | | TY GL CO TA EL | PE DVE CKP NK/I EVA | DF OPERATION - SPRAYING DF CHEMICAL USED - LIOG S - NOT USED IT CRASHPAD - NOT INSTA 10PPER-LOCATION - SIDES FION-AREA BEING TREATED DURE TURNAROUND - SECO | JID CHEMICAL-NONTOXIC ALLEO 5 D-FEET - 680 | |
| 3-2805 | | | CESSNA 188C N91828 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 24, 1055 Total Hours, 623 in type, Not instrument rated. |
| | VIRDEN,IL VALMEYER,IL TYPE OF ACCIDENT COLLIDED WITH CROP | | | | | | | OPERATION IGHT SWATH RUN | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1000 KIND OF CROP - CORN PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 433 | | | | | TY GL CR CR TE | DVE DVE ASH ASH RRA | DF OPERATION - SPRAYING DF CHEMICAL USED - LIOU S - NOT USED HELMET - AVAILABLE USE BAR - INSTALLED N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSSY | DID CHÉMICAL-NONTOXIC ED |

| | | | BRIEFS | OF AC | CID | EN TS | 5 | | |
|--------|---|--|---|----------------|--------------|--------------------------------------|------------------------------|--|--|
| FILE | | LOCATION | AIRCRAFT DATA | IN JI F | S | M/I | J. | FLIGHT PURPOSE | PILOT DATA |
| | 8/19/77 TIME - 192 DEPARTURE KANKAKEE TYPE OF AC | KANKAKEE, IL 20 POINT 5, il | CESSNA A188B N21602 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- | с 0 РН | 1 (0 (ASE | 0.6 | COMMERCIAL | COMMERCIAL, AGE 28, 1845 TOTAL HOURS, 51 IN TYPE, INSTRUMENT RATED. |
| | SPECIAL DA TOTAL 40 KIND OF PILOT'S GOGGLES COCKPIT TANK/HOF ELEVATIO | N COMMAND - MISJU ATA JURS IN CROP CONT CROP - OTHER SEAT BELT - FAST - NOT USED CRASHPAD - INSTA PPER-LOCATION - F | ROL - 1750 ENED-PROPERLY LLED ORWARD OF PILOT ATED-FEET - 600 | | | TYPE GLOV CRAS CRAS TERF | E O VES SH SH SH | F OPERATION - FERTILIZI F CHEMICAL USED - LIQUI - NOT USED HELMET - AVAILABLE USED BAR - INSTALLED N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND CA | D CHEMICAL-TOXIC |
| 3-3027 | TIME - 13(DEPARTURE STERLING TYPE OF A STALL M PROBABLE (PILOT IN PILOT IN MISCELLA FACTOR(S) TERRAIN | POINT IL CIDENT MUSH SAUSE(S) N COMMAND - SELEC N COMMAND - FAILE | | ₽X- YING SP | 0 РН | 0 (43E TAKI |) 0F | COMMERCIAL ASSOC CROP CTL ACTIVITY OPERATION F INITIAL CLIMB | COMMERCIAL, AGE 43, 2230 TOTAL HOURS, 1200 IN TYPE, NOT INSTRUMENT RATED. |

| | | | | S OF AC | | | | | |
|-----------------|---|--|---|------------|--|--|---|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S M/N | FLIGHT PURPOSE | PILOT DATA | | |
| 3-2686 | 10/3/77 TIME - 673 | CROSSVILLE,IL | | CR- PX- | | COMMERCIAL AERIAL APPLICATION | | | |
| | CROSSVIL TYPE OF AC | LE,IL | INTENDED DESTINATION LOCAL | | | DF OPERATION IGHT SWATH RUN | | | |
| | | I COMMAND - FAILED | TO SEE AND AVOID OBJEC ORCED LANDING OFF AIRPO | | | TIONS | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT | URS IN CROP CONTR CROP - BEANS SEAT BELT - FASTE - NOT USED CRASHPAD - NOT IN PER-LOCATION - SI DN-AREA BEING TREA | NED-PROPERLY | | TYPE GLOVE CRASH CRASH TERRA | OF OPERATION - DEFOL OF CHEMICAL USED - L ES - NOT USED HELMET - AVAILABLE U BAR - NOT INSTALLED IDA-TYPE - ROLLING RUN-HOW FLOWN - CROS | IOUID CHEMICAL-TOXIC | | |
| 3 - 2320 | 3/25/77 N TIME - 145 | | BELL 47G2 N90836 DAMAGE-SUBSTANTIAL | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 19, 480 TOTAL HOURS, 350 IN TYPE, NOT INSTRUMENT RATED. | | |
| | DEPARTURE KENTLAND, TYPE OF AC | IN CIDENT | INTENDED DESTINATION LOCAL | | | IF OPERATION IGHT STARTING SWATH | RUN | | |
| | COLLIDED WITH WIRES/POLES IN FLIGHT STARTING SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TERRAIN- | NTA JURS IN CROP CONTR CROP - OTHER SEAT BELT - NOT F - NOT USED CRASHPAD - INSTAL TYPE - LEVEL,FLAT IN-HOW FLOWN - CRO | ASTENED | | TYPE GLOVE CRASH TANK/ | OF OPERATION - OTHER OF CHEMICAL USED - L S - USED HELMET - AVAILABLE V HOPPER-LOCATION - AF TION-AREA BEING TREA | IQUID CHEMICAL-NONTOXIC USED T OF PILOT | | |

| | | | BRIEF | | | | | | |
|-------|---|---|--|----------------------------------|---------------------------------------|--|----------------------------|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR F | IES S M | / N | FLIGHT PURPOSE | PILOT DATA |
| -2991 | 4/29/77 TIME - 1811 DEPARTURE F LANESVILL TYPE OF ACC | RAMSEY, IN L POINT | INTENDED DESTINATION LANESVILLE, IN | CR- PX- | 0 0 | 1 O HAS | 0 0 | COMMERCIAL AERIAL APPLICATION F OPERATION IGHT STARTING SWATH R | COMMERCIAL, AGE 30, 541 TOTAL HOURS, 54 IN TYPE, INSTRUMENT RATED. |
| | PROBABLE CA PILOT IN | | TO SEE AND AVOID OBJE | CTS OR | 08 | STR | UCT | IONS | |
| • . | SPECIAL DAT TOTAL HOU KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP ELEVATION REMARKS - PW | | | TY GL CR | PE (OVE: ASH ASH | DF OPERATION - SPRAYIN DF CHEMICAL USED - LIG S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - ROLLING RUN-HOW FLOWN - UNKNG | UID CHEMICAL-NONTOXIC | | |
| -3990 | TIME - 1245 DEPARTURE F RUSSIAVIL TYPE OF ACC PROPELLEF | LE,IN CIDENT R/ROTOR FAILURE 1 | N9010T DAMAGE-DESTROYED INTENDED DESTINATION LOCAL AIL ROTOR | | 0 P | 0 PHAS IN | O E O FL | COMMERCIAL AERIAL APPLICATION F OPERATION IGHT PROCEDURE TURNAR | |
| | PROBABLE CA ROTORCRAF MISCELLAN FACTOR(S) MISCELLAN | T - ROTOR ASSEMBL NEOUS ACTS,CONDIT NEOUS ACTS,CONDIT CIRCUMSTANCES - FO | IES TAIL ROTOR BLADE: IONS - FATIGUE FRACTUR IONS - SEPARATION IN F IRCED LANDING OFF AIRPI IRECTIONAL CONTROL PRO JSPECTED OR KNOWN AIRC | E LIGHT ORT ON BLEM | LA | N D | NUT | NG POWER-OFF AUTOROTA | |
| | SPECIAL DAT TOTAL HOU KIND OF C PILOT'S 3 GOGGLES - COCKPIT C TANK/HOPP ELEVATIO PROCEDURE REMARKS- SP | URNING | 6 BE | TY GL CR CR TE SW | PE OVE ASH ASH RRA ATH | OF OPERATION - SPRAYIN DF CHEMICAL USED - LIG S - NOT USED HELMET - AVAILABLE US BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSS OUCHDOWN. | DUID CHEMICAL-TOXIC Sed | | |

| FILE | | | AIRCRAFT DATA | | | PILOT DATA | | | | |
|--------|---|---|---|---|---------------------------------------|---|--|--|--|--|
| | 5/19/77 W TIME - 0930 DEPARTURE PO WESTFIELD. TYPE OF ACCI ENGINE FAI | ESTFIELD, IN | DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 0 0 PX- 0 0 0 PHASE IN F | OF OPERATION LIGHT PULLUP FROM SWA | COMMERCIAL, AGE 30, 1059 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | PILOT IN C MISCELLANE FACTOR(S) PILOT IN C POWERPLANT MISCELLANE COMPLETE POW | OMMAND - INADE OMMAND - MISMAI OUS ACTS,CONDI OMMAND - ATTEM - POWERPLANT- OUS ACTS,CONDI ER LOSS - COMPL | DUATE PREFLIGHT PREPARAT NAGEMENT OF FUEL TIONS - FUEL EXHAUSTION PTED OPERATION W/KNOWN C INSTRUMENTS FUEL QUANTI TIONS - STUCK LETE ENGINE FAILURE/FLAM FORCED LANDING OFF AIRPC | EFICIENCIES I TY GAUGE EOUT-1 ENGINE | N EQUIPMENT | | | | | |
| | KIND OF CR PILOT'S SE GOGGLES - COCKPIT CR TANK/HOPPE | S IN CROP CONT OP - BEANS AT BELT - FAST NOT USED ASHPAD - INSTA R-LOCATION - FO | ENED-PROPERLY | IRPORT ON LAND KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOX GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |
| 3-1337 | 6/24/77 H TIME - 0545 DEPARTURE PO | | N930X DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- 0 0 1 PX- 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 29, 910 TOTAL HOURS, 125 IN TYPE INSTRUMENT RATED. | | | | |
| | HEBRON,IN TYPE OF ACCI STALL MUS | | LOCAL | | OF OPERATION LIGHT PROCEDURE TURNA | ROUND | | | | |
| | PROBABLE CAU PILOT IN C | | D TO OBTAIN/MAINTAIN FLY | ING SPEED | | | | | | |
| | KIND OF CR PILOT'S SE GOGGLES - COCKPIT CR TANK/HOPPE | S IN CROP CONT OP - CORN AT BELT - FAST NOT USED ASHPAD - NOT I R-LOCATION - F | ENED-PROPERLY | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - ROLLING SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |

| | | | BRIEFS | | | | | | | | |
|------|--|--|--|------------------------------|------------------|-----------------------------|---|------------------------------|---|--|--|
| FILE | DATE LOG | CATION | AIRCRAFT DATA | INJU | RIE | s | FLIGHT | | PILOT DATA | | |
| | 6/29/77 HANNA,] TIME - 1830 NAME OF AIRPORT - | IN BASKE STRIP I | GRUMMAN G-164B N6648Q DAMAGE-SUBSTANTIAL | CR- C PX- C | 0 | 1 | COMMERCIAL | ÷ | COMMERCIAL, AGE 32, 1686 TOTAL HOURS, 116 IN TYPE, INSTRUMENT RATED. | | |
| | TYPE OF ACCIDENT STALL MUSH | | | | | | F OPERATION | | | | |
| | FACTOR(S) PILOT IN COMMAND |) - IMPROPER | O OBTAIN/MAINTAIN FLY OPERATION OF POWERPL CED LANDING OFF AIRPO | RPLANT & POWERPLANT CONTROLS | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN C KIND OF CROP - C PILOT'S SEAT BEL GOGGLES - NOT US COCKPIT CRASHPAL TANK/HOPPER-LOCC REMARKS- PILOT DID | CORN LT - FASTENE SED D - NOT INST ATION - FORW | D-PROPERLY ALLED | ING TAK | T G C C | YPE LOVE RASH RASH | OF OPERATIO OF CHEMICAL S - NOT USE HELMET - A BAR - INST | G (LIQUID) CHEMICAL-TOXIC | | | |
| | | | | | | | | | | | |
| 2236 | 7/13/77 CONVERS TIME - 1330 | | STEARMAN PT-17 N52014 DAMAGE-SUBSTANTIAL | PX- C | 0 | 1 0 | COMMERCIAL ASSOC CROP | CTL ACTIVITY | COMMERCIAL, AGE 30, 1014 TOTAL HOURS, 56 IN TYPE, NOT INSTRUMENT RATED. | | |
| | | NAME OF AIRPORT - DUSTER STRIP DEPARTURE POINT INTENDED DESTINATION | | | | | | · | | | |
| | TYPE OF ACCIDENT COLLIDED WITH | | | | | | F OPERATION | | | | |
| | FACTOR(S) | | OPERATION OF BRAKES UNSUITABLE TERRAIN | AND/OR | FLI | GΗТ | CONTROLS | | | | |
| | SPECIAL DATA TOTAL HOURS IN (KIND OF CROP - (| CORN | – 19 D-PROPERLY | | Т | YPE | | | COPS CHEMICAL-NONTOXIC | | |

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| FILE | | | F | S M/I | FLIGHT N PURPOSE | | PILOT DATA | | | |
|-------|---|---|----------------|---|---|-------------------------------|---|--|--|--|
| | 7/13/77 SHELBYVILLE,IN TIME - 1300 | | CR- 0 PX- 0 | | L COMMERCIAL D ASSOC CROP | CTL ACTIVITY | COMMERCIAL, AGE 25, 740 TOTAL HOURS, 280 IN TYPE NOT INSTRUMENT RATED. | | | |
| | NAME OF AIRPORT - SHELBY COUNTY DEPARTURE POINT INTENDED DESTINATION SHELBYVILLE-IN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH DITCHES LANDING ROLL | | | | | | | | | |
| | PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - LANDING GEAR TAILWHEEL ASSEMBLIES MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS | | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CON KIND OF CROP - BEANS PILOT'S SEAT BELT - FAS GOGGLES - USED COCKPIT CRASHPAD - INST TANK/HOPPER-LOCATION - REMARKS- TAILWHEEL DID NO | ALLED FORWARD OF PILOT | | GLO GLO CRAS | D OF OPERATION E OF CHEMICAL /ES - NOT USED SH HELMET - AV SH BAR - INSTA | USED - LIQUID AILABLE USED | ROPS CHEMICAL-TOXIC | | | |
| -2609 | 9/1/77 NR.MONROVIA,IN TIME - 1141 | TOMCAT MK5A N9010T DAMAGE-SUBSTANTIAL | PX- 0 | 0 1 | L COMMERCIAL D AERIAL APPL | ICATION | ATP,FLIGHT INSTR., AGE 30, 3377 TOTAL HOURS, 36 IN TYPE, INSTRUMENT RATED. | | | |
| | DEPARTURE POINT | | | | | | | | | |
| | MONROVIA,IN TYPE OF ACCIDENT COLLIDED WITH WIRES/PO | LOCAL | | | OF OPERATION LIGHT PROCED | URE TURNAROUN | D | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CON KIND OF CROP - BEANS PILOT'S SEAT BELT - FAS GOGGLES - NOT USED COCKPIT CRASHPAD - NOT TANK/HOPPER-LOCATION - ELEVATION-AREA BEING TR PROCEDURE TURNAROUND - | TENED-PROPERLY INSTALLED SIDES | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - ROLLING SWATH RUN-HOW FLOWN - UPWIND | | | | | | |

BRIEFS OF ACCIDENTS

| | | | | | | ELTOUT | | | | |
|--------|--|---|---|----------|--|--|---|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | RIES SM/N | FLIGHT PURPOSE | PILOT DATA | | | |
| 3-2810 | 6/29/77 TIME - 18 DEPARTURE HAWKEYE TYPE OF AU COLLISI | POINT ,IA | HUGHES 269B N9357F DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL ER UNCONTROLLED | PX- 0 | .0.0 | COMMERCIAL ASSOC CROP CTL ACTIV F OPERATION IFF VERTICAL | COMMERCIAL, AGE 22, 508 ITY TOTAL HOURS, 232 IN TYPE, NOT INSTRUMENT RATED. | | | |
| | ROTORCR | N COMMAND - INADEQ AFT - ROTOR ASSEMB | UATE PREFLIGHT PREPARA LIES MAIN ROTOR BLADE ATERIAL AFFECTING NORM/ | S | | NNING | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOI REMARKS- | OURS IN CROP CONTR CROP - BEANS SEAT BELT - FASTE | NED-PROPERLY STALLED T OF PILOT | | TYPE GLOVE CRASH CRASH | OF OPERATION - SPRAYI OF CHEMICAL USED - LI S - NOT USED HELMET - AVAILABLE U BAR - NOT INSTALLED TION-AREA BEING TREAT | QUID CHEMICAL-NONTOXIC ISED | | | |
| 3-1731 | 7/6/77 TIME - 20 | | PIPER PA-25 N8800L DAMAGE-DESTROYED | | | COMMERCIAL AERIAL APPLICATION | ATP,FLIGHT INSTR., AGE 32, 3500 TOTAL HOURS, 17 IN TYPE, INSTRUMENT RATED. | | | |
| | DEPARTURE WOODBIN Type of A Collide | E,IA | INTENDED DESTINATION LOCAL | | | IF OPERATION IGHT PROCEDURE TURNA | | | | |
| | PROBABLE PILOT I | | TO SEE AND AVOID OBJEC | CTS OR C | BSTRUCT | IONS | | | | |
| | PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJEC SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 60 KIND OF CROP - CORN PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 1100 PROCEDURE TURNAROUND - THIRD 1/3 TURN FIRE AFTER IMPACT | | | | KIND OF OPERATION - FERTILIZING (LIQUID) TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - HILLY SWATH RUN-HOW FLOWN - CROSSWIND | | | | | |
| | FIRE AFTE | R IMPACI | • | | | | | | | |

BRIEFS OF ACCIDENTS PILOT DATA FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT F S M/N PURPOSE CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 25, 1408 3-2831 7/11/77 REASONER . IA HILLER ACFT 12E PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 4 IN TYPE, N3351F TIME - 2005 DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION REASONER . TA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT PROCEDURE TURNAROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - CORN TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED CRASH HELMET - NOT AVAILABLE GOGGLES - NOT USED CRASH BAR - NOT INSTALLED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 800 SWATH RUN-HOW FLOWN - WIND CALM PROCEDURE TURNAROUND - SECOND 1/3 TURN ATP.FLIGHT INSTR., AGE 3-1631 7/15/77 BOONE, IA GRUMMAN G-164 CR- 0 1 0 COMMERCIAL PX- 0 0 0 ASSOC CROP CTL ACTIVITY TIME - 1400 N12LW 38. 11400 TOTAL HOURS. DAMAGE-DESTROYED 2000 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - BOONE DEPARTURE POINT INTENDED DESTINATION BOONE, IA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT IN FLIGHT LOW PASS COLLIDED WITH WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA KIND OF OPERATION - SPRAYING CROPS TOTAL HOURS IN CROP CONTROL - 2000 KIND OF CROP - CORN TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED PILOT'S SEAT BELT - FAILED ON IMPACT GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- FLEW PAST RESIDENCE AND STRUCK HIGHLINE WHILE RETURNING TO AIRPORT AFTER COMPLETING SPRAY RUN

.

| 3-1632 7/16/77 TIME - DEPARTU TRAYN TYPE OF ENGIN COLLI PROBABL PILOT MISCE PARTIAL EMERGEN SPECIAL TOTAL KIND PILOT GOGGL COCKP TANK/ 3-2456 8/23/77 TIME - DEPARTU DENISO TYPE OF COLLI | MINDEN,IA 2125 RE POINT IOR,IA ACCIDENT E FAILURE OR MALFUN DED WITH FENCE,FEN E CAUSE(S) IN COMMAND - INADE IN COMMAND - INADE IN COMMAND - MISMAI LLANEOUS ACTS,CONDI POWER LOSS - PARTI. CY CIRCUMSTANCES - DATA HOURS IN CROP CONTI OF CROP - GRAIN FIE IS SEAT BELT - FASTI IS SEAT BELT - FASTI IT CRASHPAD - NOT II HOPPER-LOCATION - F NR.DENISON,IA 1945 | DAMAGE-SUBSTANTIA INTENDED DESTINATION ATLANTIC,IA CTION CEPOSTS QUATE PREFLIGHT PREPAR NAGEMENT OF FUEL TIONS - FUEL EXHAUSTIO AL LOSS OF POWER - 1 EI FORCED LANDING OFF AIR ROL - 60 LDS ENED-PROPERLY NSTALLED | CR- PX- L ATION A NGINE PORT ON | 0 10 0 PH. 1 LANI | D 1 D 0 IN FL LANDI R PLA D KIND TYPE SLOVE CRASH | COMMERCIAL ASSOC CROP CTL AC DF OPERATION IGHT LOW PASS ING ROLL | AYING CROP LIQUID CH E USED | HEMICAL-TOXIC |
|---|---|--|--|-------------------------|--|--|-----------------------------------|---|
| TRAYN TYPE OF ENGIN COLLI PROBABL PILOT PILOT MISCE PARTIAL EMERGEN SPECIAL TOTAL KIND PILOT GOGGL COCKP TANK/ 3-2456 8/23/77 TIME - DEPARTU DENISO TYPE OF COLLI | IOR,IA ACCIDENT E FAILURE OR MALFUN DED WITH FENCE,FEN E CAUSE(S) IN COMMAND - INADE IN COMMAND - MISMAI LLANEOUS ACTS,CONDI POWER LOSS - PARTI. CY CIRCUMSTANCES - DATA HOURS IN CROP CONTI OF CROP - GRAIN FIE 'S SEAT BELT - FASTI ES - NOT USED IT CRASHPAD - NOT IN HOPPER-LOCATION - F NR.DENISON,IA 1945 | INTENDED DESTINATION ATLANTIC.IA CTION CEPOSTS QUATE PREFLIGHT PREPAR NAGEMENT OF FUEL TIONS - FUEL EXHAUSTIO AL LOSS OF POWER - 1 EI FORCED LANDING OFF AIR ROL - 60 LDS ENED-PROPERLY NSTALLED ORWARD OF PILOT BELL 47G5 N4095G | ATION A Ngine Port on Cr- | | IN FL ANDI R PLA C KIND TYPE SLOVE CRASH CRASH | IGHT LOW PASS ING ROLL ANNING OF OPERATION - SPR OF CHEMICAL USED - ES - NOT USED H HELMET - AVAILABL H BAR - INSTALLED | AYING CROP LIQUID CH E USED | PS HEMICAL-TOXIC |
| PILOT PILOT MISCE PARTIAL EMERGEN SPECIAL TOTAL KIND PILOT GOGGL COCKP TANK/ 3-2456 8/23/77 TIME - DEPARTU DENISO TYPE OF COLLI | IN COMMAND - INADE IN COMMAND - MISMAI LLANEOUS ACTS, CONDI POWER LOSS - PARTI. CY CIRCUMSTANCES - DATA HOURS IN CROP CONTI OF CROP - GRAIN FIE 'S SEAT BELT - FASTI ES - NOT USED IT CRASHPAD - NOT IN HOPPER-LOCATION - F NR.DENISON,IA 1945 | NAGEMENT OF FUEL TIONS - FUEL EXHAUSTIO AL LOSS OF POWER - 1 E FORCED LANDING OFF AIR ROL - 60 LDS ENED-PROPERLY NSTALLED ORWARD OF PILOT BELL 47G5 N4095G | N NGINE PORT ON | | C | OF OPERATION – SPR DF CHEMICAL USED – ES – NOT USED H HELMET – AVAILABL H BAR – INSTALLED | • LIQUID CH .E USED | HEMICAL-TOXIC |
| TOTAL KIND PILOT GOGGL COCKP TANK/ 3-2456 8/23/77 TIME - DEPARTU DENISO TYPE OF COLLI | HOURS IN CROP CONT OF CROP - GRAIN FIE 'S SEAT BELT - FAST IS - NOT USED IT CRASHPAD - NOT I HOPPER-LOCATION - F NR.DENISON,IA 1945 | LDS ENED-PROPERLY NSTALLED ORWARD OF PILOT BELL 47G5 N4095G | | | TYPE GLOVE CRASH CRASH | OF CHEMICAL USED - ES - NOT USED H HELMET - AVAILABL H BAR - INSTALLED | • LIQUID CH .E USED | HEMICAL-TOXIC |
| TIME - DEPARTU DENISO TYPE OF COLLI | 1945 | N4095G | | | | | | |
| TIME - DEPARTU DENISO TYPE OF COLLI | 1945 | N4095G | | | | | | |
| TYPE OF COLLI | N - T A | INTENDED DESTINATION | | | | COMMERCIAL AERIAL APPLICATIO | IN T | COMMERCIAL, AGE 26, 298 TOTAL HOURS, 260 IN TYP NOT INSTRUMENT RATED. |
| PROBABL | ACCIDENT DED WITH WIRES/POL | | | | |)F OPERATION _IGHT CLEANUP SWAT | н | |
| PILOT | E CAUSE(S) IN COMMAND - FAILE | D TO SEE AND AVOID OBJ | ECTS.OR | OBS | TRUCT | TIONS | | |
| TOTAL KIND PILOT GOGGL COCKP TANK/ | OF CROP - CORN S SEAT BELT - FAST ES - NOT USED IT CRASHPAD - NOT I HOPPER-LOCATION - S | | | | TYPE GLOVE CRASH CRASH TERRA | OF OPERATION - SPR OF CHEMICAL USED - ES - NOT USED H HELMET - AVAILABL BAR - NOT INSTALL AIN-TYPE - HILLY H RUN-HOW FLOWN - U | LIQUID CH E USED ED | |
| | | | | | | | | |
| | | | PAGE | 182 | | | | |

| | | | BRIEFS | | | | | | | |
|--------|---|---|---|------------|-----------|----------------------|-------------------------|---|--|--|
| FILE | | | AIRCRAFT DATA | IN | IJUP F | NIES S M | /N | FLIGHT PUPPOSE | PILOT DATA | |
| | | CAWKER CITY,KS | CESSNA 188 | CR- PX- | 0 | 0 | 1 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 33, 2300 TOTAL HOURS, 400 IN TYPE, NOT INSTRU- MENT RATED. | |
| | TYPE OF AC | KS | INTENDED DESTINATION CAWKER CITY,KS | | P | | | F OPERATION IGHT PULLUP FROM SWAT | H RUN | |
| | PROBABLE C PILOT IN | AUSE(S) Command - Misjud | GED CLEARANCE | | | | | | | |
| | KIND OF GLOVES - CRASH HE CRASH BA TERRAIN- | URS IN CROP CONTR CROP - GRAIN FIEL | DS USED | | | TY GO CC TA | PE GGL CKP NK/ | DF OPERATION - SPRAYIN OF CHEMICAL USED - LIO ES - NOT USED IT CRASHPAD - INSTALLE HOPPER-LOCATION - FORW TION-AREA BEING TREATE | UID CHEMICAL-NONTOXIC D ARD OF PILOT | |
| 3-0588 | 4/27/77 TIME - 143 | CONCORDIA,KS O | GRUMMAN G-164A N6533 DAMAGE-SUBSTANȚIAL | | | | | COMMERCIAL ASSOC CROP CTL ACTIVI | COMMERCIAL, AGE 36, 4000 TY TOTAL HOURS, 1300 IN TYPE, NOT INSTRUMENT RATED. | |
| | DEPARTURE CONCORDI TYPE OF AC | CIDENT AILURE OR MALFUNC | INTENDED DESTINATION LOCAL TION | | | IN | FL | F OPERATION IGHT EN ROUTE TO TREA NG ROLL | T CROP | |
| | PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE OTHER MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE TERRAIN - HIGH VEGETATION FACTOR(S) | | | | | | | | | |
| | MISCELLANEOUS ACTS+CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP | TA IURS IN CROP CONTR CROP - UNKNOWN/NO SEAT BELT - FASTE - NOT USED CRASHPAD - INSTAL PER-LOCATION - FO NTERNAL ENGINE FA | T REPORTED NED-PROPERLY LED RWARD OF PILOT | | | TY GL CR | PE DVE ASH | GF OPERATION - SPRAYIN DF CHEMICAL USED - LIQ S - NOT USED HELMET - AVAILABLE-NO BAR - INSTALLED | UID CHEMICAL-NONTOXIC | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | S | ES M/N | | GHT ['] Pose | PILOT | Γ ΔΑΤΑ | | | |
|--------|--|--|---|--|-----|---------------|---------|--------------------------|---|--------------|--|--|--|
| 3-1138 | 5/11/77 TIME - 181 | | HILLER FH1100 N5073F DAMAGE-SUBSTANTIAL | | 0 | 0 1 | COMMERC | | COMMERCIAL, AGE 32, 3413 157 IN TYPE, RATED. | TOTAL HOURS, | | | |
| | DEPARTURE | | INTENDED DESTINATION | | | | | | | | | | |
| | OAKLEY,K | | LOCAL | | | | C 00004 | TION | | | | | |
| | TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT PROCEDURE TURNAROUND | | | | | | | | | | | | |
| | PROBABLE C | AUSE(S) | | | | | | | | | | | |
| | | I COMMAND - IMPROP | ER COMPENSATION FOR WIN | ID COND | IŢI | ONS | | | | | | | |
| | FACTOR(S) | - UNFAVORABLE WIN | | | | | | | | | | | |
| | | | OF BRIEFING RECEIVED | | | | | | | | | | |
| | WEATHER FO | RECAST - UNKNOWN/ | | | | | | | | | | | |
| | SKY CONDIT | | | | | | | IDENT SITE | | | | | |
| | SCATTERE | | | UNLIMITED PRECIPITATION AT ACCIDENT SITE | | | | | | | | | |
| | | AT ACCIDENT SITE (UNLIMITED) | | | | NONE | TATION | AT ACCIDENT | 5110 | | | | |
| | | INS TO VISION AT A | CIDENT SITE | | | | TURE-F | | | | | | |
| | NONE | | | 75 | | | | | | | | | |
| | TYPE OF WE VFR | ATHER CONDITIONS | | | | PE OF NONE | FLIGHT | PLAN | | | | | |
| | SPECIAL DA | TA | | | | | | | | | | | |
| | | URS IN CROP CONTR |)L - 465 | | | | | ATION - SPRA | | | | | |
| | | CROP - UNKNOWN/NO | | | | = | * * * | | LIQUID CHEMICAL-NONT | roxic | | | |
| | | SEAT BELT - UNKNO - NOT USED | NN/NUT REPORTED | | | | | - AVAILABLE | USED | | | | |
| | | | | | | | | NOT INSTALLE | | | | | |
| | | CRASHPAD - NOT IN | | | | | | | | | | | |
| | COCKPIT | CRASHPAD - NOT IN PER-LOCATION - SL | | | | TERRA | IN-TYPE | - ROLLING | | | | | |

| | | | | S OF 4 | | | | | |
|------|--|---|--|--------|-----------|-----------------------------|--------------------------------|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | IJUR F | RIES S M | / N | FLIGHT PURPOSE | PILOT DATA |
| | 6/16/77 | OLSBURG,KS D | CESSNA 188B N4809Q DAMAGE-DESTROYED | CR- | 1 | 0 | 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 34, 950 |
| | DEPARTURE F OLSBURG, TYPE OF ACC COLLIDED | < S | INTENDED DESTINATION LOCAL | | P | | | F OPERATION Ight Pullup from Swal | |
| | PROBABLE CA PILOT IN | | TO SEE AND AVOID OBJE | стѕ ог | 08 | STR | ис т | IONS | |
| | KIND OF (PILOT'S S CRASH HEL CRASH BAF TERRAIN-1 | JRS IN CROP CONTR CROP - PASTURE SEAT BELT - UNKNO MET - AVAILABLE R - INSTALLED TYPE - ROLLING LEVEL,FLAT N-HOW FLOWN - WIN | WN/NOT [`] REPORTED USED | | | TY GO CO TA EL | PE GGL CKP NK/ EVA | DF OPERATION - SPRAYIN OF CHEMICAL USED - LIG ES - NOT USED IT CRASHPAD - NOT INST HOPPER-LOCATION - FORW TION-AREA BEING TREATE DURE TURNAROUND - ENTR | DUID CHEMICAL-NONTOXIC TALLED MARD OF PILOT ED-FEET - 1100 |
| | | | | | | | | | • |
| 2326 | 6/27/77 NF TIME - 0915 | R.JUNCTION CITY,K 5 | Ś GRUMMAN G-164A N5396 DAMAGE-SUBSTANTIAL | PX- | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 40, 11339 TOTAL HOURS, 1495 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE F JUNCTION (TYPE OF ACC ENGINE F NOSE OVER | CITY,KS CIDENT AILURE OR MALFUNC | INTENDED DESTINATION LOCAL TION | | Ρ | IN | FL | F OPERATION IGHT PROCEDURE TURNAR NG ROLL | |
| | MISCELLAN FACTOR(S) | NT - ENGINE STRUC NEOUS ACTS, CONDIT | TURE BLOWER, IMPELLER IONS - OVERHEATED | ASSEME | ιLY | | | | |
| | TERRAIN - COMPLETE PO | - WET,SOFT GROUND DWER LOSS - COMPL | IONS - JETTISONED LOAD ETE ENGINE FAILURE/FLA ORCED LANDING OFF AIRP | | | | NE | | |
| | KIND OF (PILOT'S S GOGGLES - COCKPIT (TANK/HOPF ELEVATION PROCEDUR | JRS IN CROP CONTR CROP - GRAIN FIEL SEAT BELT - FASTE - NOT USED CRASHPAD - INSTAL PER-LOCATION - FO N-AREA BEING TREA E TURNAROUND - TH | DS NED-PROPERLY LED RWARD OF PILOT TED-FEET - 1150 | | | TY GLU CR CR TE | PE DVE ASH ASH RRA | DF OPERATION - SPRAYIN OF CHEMICAL USED - LIC S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - ROLLING RUN-HOW FLOWN - CROSS | DUID CHEMICAL-NONTOXIC |

| DATE LOCATIO | DN AIRCRAFT DATA | | | FLIGHT PURPOSE | PILOT DATA | | | | |
|---|---|-----------------------|---|--|---|--|--|--|--|
| 7/15/77 HERNDON,KS TIME - 0915 | | PX- 0 0 | | COMMERCIAL ASSOC CROP CTL ACTI | A TP,FLIGHT INSTR., AGE VITY 34, 2400 TOTAL HOURS, 40 IN TYPE, INSTRUMENT RATED. | | | | |
| DEPARTURE POINT ATWOOD • KS | INTENDED DESTINATION LOCAL | | | | | | | | |
| TYPE OF ACCIDENT | | | | | | | | | |
| ENGINE FAILURE OR M. | | | | - OPERATION IGHT EN ROUTE TO JR | EAT CROP | | | | |
| HARD LANDING | | | | G POWER-OFF AUTORO | | | | | |
| PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE COMPLETE POMER LOSS, - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | |
| | | | | | | | | | |
| SPECIAL DATA | | | | | | | | | |
| TOTAL HOURS IN CROP | | | | F OPERATION - SPRAY | | | | | |
| TOTAL HOURS IN CROP KIND OF CROP - OTHER | 8 | т | YPE C | OF CHEMICAL USED - L | ING CROPS IQUID CHEMICAL-TOXIC | | | | |
| TOTAL HOURS IN CROP KIND OF CROP - OTHEF PILOT'S SEAT BELT - | 8 | T G | YPE C | F CHEMICAL USED - L S - NOT USED | IQUID CHEMICAL-TOXIC | | | | |
| TOTAL HOURS IN CROP KIND OF CROP - OTHEF PILOT'S SEAT BELT - GOGGLES - NOT USED | R FASTENED-PROPERLY | T G C | YPE C LOVES RASH | DF CHEMICAL USED - L S - NOT USED HELMET - AVAILABLE (| IQUID CHEMICAL-TOXIC USED | | | | |
| TOTAL HOURS IN CROP KIND OF CROP - OTHEF PILOT'S SEAT BELT - | R FASTENED-PROPERLY NOT INSTALLED | T G C C | YPE C LOVES RASH RASH | F CHEMICAL USED - L S - NOT USED | IQUID CHEMICAL-TOXIC USED | | | | |
| TOTAL HOURS IN CROP KIND OF CROP - OTHEF PILOT'S SEAT BELT - GOGGLES - NOT USED COCKPIT CRASHPAD - I TANK/HOPPER-LOCATION ELEVATION-AREA BEINV | R FASTENED-PROPERLY NOT INSTALLED | T G C C T | YPE C LOVES RASH RASH ERRAI | DF CHEMICAL USED - L S - NOT USED HELMET - AVAILABLE D BAR - NOT INSTALLED N-TYPE - LEVEL,FLAT | IQUID CHEMICAL-TOXIC USED | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S M/N | FLIGHT PURPOSE | | PILOT DATA | |
|--------|---|--|---|-----------------------------|--|--|---|--|--|
| | | DE SOTO,KS | CESSNA 188 N21691 DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | 0 1 | COMMERCIAL ASSOC CROP | CTL ACTIVITY | COMMERCIAL, AGE 50, 3500 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. | |
| | DEPARTURE P DE SOTO+K Type of ACC | S IDENT TER LOOP-SWERVE | INTENDED DESTINATION LOCAL | | LAND | OF OPERATION Ing Roll Ing Roll | | | |
| | AIRPORTS/ MISCELLAN MISCELLAN FACTOR(S) AIRPORTS/ | COMMAND - SELECT AIRWAYS/FACILITI EOUS - EVASIVE M EOUS ACTS,CONDIT AIRWAYS/FACILITI | ED UNSUITABLE TERRAIN ES - AIRPORT CONDITIONS IANEUVER TO AVOID COLLIS IONS - INTENTIONAL GROU ES - AIRPORT CONDITIONS IONS - OVERLOAD FAILURE | SION IND-WATER WET RU | | -SWER VE | | · · · · · | |
| | KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP ELEVATION | RS IN CROP CONTR ROP - CORN EAT BELT - FASTE NOT USED RASHPAD - INSTAL ER-LOCATION - FO -AREA BEING TREA | NED-PROPERLY | LING SY | TYPE GLOV CRAS CRAS TERP SWAT | OF CHEMICAL ES - NOT USE H HELMET - A H BAR - INST AIN-TYPE - L H RUN-HOW FLO | D VAILABLE USED ALLED EVEL+FLAT OWN - UNKNOWN/1 | CHEMICAL-TOXIC | |
| 3-2451 | TIME - 0700 DEPARTURE P | DINT | DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- 0. PX- 0 | 0 1 0 0 | COMMERCIAL AERIAL APP | LICATION | COMMERCIAL, AGE 27, 2675 TOTAL HOURS, 130 IN TYPE, INSTRUMENT RATED. | |
| | MEADE,KS TYPE OF ACC COLLIDED | | LOCAL | | | OF OPERATION LIGHT START | ING SWATH RUN | | |
| | PROBABLE CA Pilot in | | GED SPEED AND CLEARANCE | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 130 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - CORN TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL,FLAT ELEVATION-AREA BEING TREATEO-FEET - 2600 SWATH RUN-HOW FLOWN - WIND CALM | | | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | • | AIRCRAFT DATA | | F S | M/N | PURPOSE | PILOT DATA | | |
|------|---|---|---|------|---|---|--|------------------------------|--|--|
| | 6/20/77 TIME - DEPARTU | ALBANY,KY 1200 RE POINT | PIPER PA-25 N4650Y DAMAGE-DESTROYED INTENDED DESTINATION | CR- | 0 | 1 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 25, 650 | | |
| | STALL | ACCIDENT SPIN | LOCAL | | |)F OPERATION _IGHT PROCEDURE TURN/ | AROUND | | | |
| | PROBABL PILOT Factor(| E CAUSE(S) IN COMMAND - FAIL S) ER - HIGH TEMPERAT | | | | | | | | |
| | 4 MIL OBSTRUC HAZE | | ACCIDENT SITE | | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 80 TYPE OF FLIGHT PLAN NONE | | | | | |
| | KIND PILOT GOGGL COCKP TANK/ ELEVA PROCE FIRE AF | HOURS IN CROP CON OF CROP - CORN 'S SEAT BELT - NOT ES - NOT USED IT CRASHPAD - INST HOPPER-LOCATION - | FASTENED ALLED AFT OF PILOT EATED-FEET - 1000 | | | TYPE GLOVI CRASI CRASI TERR | OF OPERATION - FERTIL OF CHEMICAL USED - DF ES - NOT USED H HELMET - AVAILABLE L H BAR - INSTALLED AIN-TYPE - MOUNTAINOUS H RUN-HOW FLOWN - DOWN | RY CHEMICAL-NONTOXIC JSED | | |
| | nt Anton Anton | | | PAGE | 188 | | | | | |

| FILE | DATE LOCAT | | S UF AU INJ | | TES | ELICHT | | PILOT DATA |
|-------|--|--|----------------|----|---------------------------------|--|---|--|
| | | | | | | N PURPOSE | | |
| -3413 | B/22/77 STURGIS.K TIME - 1150 DEPARTURE POINT S TYPE OF ACCIDENT ENGINE FAILURE OR | INTENDED DESTINATION LOCAL MALFUNCTION | | PI | HASE IN | OF OPERATION FLIGHT STARTING | G SWATH RUN | COMMERCIAL, AGE 29, 143 TOTAL HOURS, 15 IN TYPE, INSTRUMENT RATED. |
| | TERRAIN - HIGH VEG | LLANEOUS POWERPLANT FAILURE | | | ERMI | DING LEVEL OFF. NED REASONS | TOUCHDOWN | |
| | GOGGLES - NOT USED COCKPIT CRASHPAD - TANK/HOPPER-LOCATI | N - UNKNOWN/NOT REPORTED | | - | TYP GLO CRA CRA TER | D OF OPERATION - E OF CHEMICAL US VES - NOT USED SH HELMET - AVA SH BAR - INSTAL RAIN-TYPE - LEVE CEDURE TURNAROU! | SED - LIQUID LABLE USED LED L.FLAT | CHEMICAL-NONTOXIC |
| -4199 | 9/12/77 NR.HOPKINSV TIME - 0815 | N53315 DAMAGE-SUBSTANTIAL | PX- | | | 1 COMMERCIAL D AERIAL APPLIC | ATION | COMMERCIAL, FL.INSTR., AGE 40, 17775 TOTAL HOURS, 1002 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT HOPKINSVILLE+KY TYPE OF ACCIDENT ENGINE FAILURE OR COLLIDED WITH CRO | MALFUNCTION | | PI | IN | OF OPERATION LIGHT PROCEDUR DING ROLL | E TURNAROUN | D |
| | FACTOR(S) TERRAIN - ROUGH/UN COMPLETE POWER LOSS | LLANEOUS POWERPLANT FAILURE EVEN - COMPLETE ENGINE FAILURE/FLA CES - FORCED LANDING OFF AIRPI | MEOUT-1 | E | NGIN | | | |
| | GÖGGLES – NOT USED COCKPIT CRASHPAD – TANK/HOPPER-LOCATI ELEVATION-AREA BEI PROCEDURE TURNAROU | NS - FASTENED-PROPERLY | | | TYP GLO CRA CRA TER | D OF OPERATION E OF CHEMICAL US VES - NOT USED SH HELMET - AVAJ SH BAR - INSTALI RAIN-TYPE - LEVE TH RUN-HOW FLOW | SED - LIQUID LABLE USED ED LyFLAT | CHEMICAL-TOXIC |

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| FILE | | | AIRCRAFT DATA | IN. F | JURIES SN | /N | FLIGHT PURPOSE | | PILOT DATA |
|--------|---|---|---|------------|-----------------------------|--------------------------------|---|--|---|
| | | SHEPARDSVILLE, KY | CESSNA A188B N9621G DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 0 0 | 1 0 | COMMERCIAL ASSOC CROP | CTL ACTIVITY | COMMERCIAL, AGE 42, 1003 TOTAL HOURS, 2050 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE SHEPARD TYPE OF 4 | | NTENDED DESTINATION | | | | F OPERATION FF RUN | | |
| | PILOT I FACTOR(S) AIRPORT | IN COMMAND - INADEQUA IN COMMAND - MISJUDGE IS/AIRWAYS/FACILITIES | TE PREFLIGHT PREPARAT D DISTANCE,SPEED,ALT - AIRPORT CONDITIONS NNS - RAN OFF END OF F | TUDE C | DR CLE | ARA | | | |
| | KIND OF GLOVES CRASH F CRASH E | DATA HOURS IN CROP CONTROL - CROP - OTHER - NOT USED HELMET - AVAILABLE US AAR - INSTALLED N-TYPE - ROLLING | | | P I GC CC TA | LOT GGL CKP NK/ | 'S SEAT BELT ES - NOT USE IT CRASHPAD HOPPER-LOCAT | | OF PILOT |
| 3-0514 | | VILLE PLATTE,LA 130 | | CR- PX- | 0 1 0 0 | 0 0 | COMMERCIAL AERIAL APPL | ICATION | COMMERCIAL, AGE 49, 1157 TOTAL HOURS, 3200 IN TYPE, NOT INSTRUMENT |
| | VILLE P TYPE OF A | PLATTE,LA | NTENDED DESTINATION LOCAL | | | | F OPSKATION IGHT SWATH | RUN | RATED. |
| | FACTOR(S) | IN COMMAND - INADEQUA | TE PREFLIGHT PREPARAT | FION AP | ND/OR | PLA | NNING | | |
| | KIND OF PILOT'S GOGGLES COCKPII TANK/HO ELEVATI FIRE AFTE | | ALLED SS D-FEET - 35 | | T \ GL CF CF TE | PE OVE ASH ASH RRA | OF CHEMICAL S - NOT USED | USED — LIQUID AILABLE-NOT U NSTALLED VEL,FLAT | CHEMICAL-TOXIC |
| | | | | PAGE | 190 | | | | |

BRIEFS OF ACCIDENTS

| | | | BRIEF | S OF 4 | | | | | |
|--------|--|---|---|--------|--------|----------------------------|--------------------------------|--|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | F | S M | /N | FLIGHT PURPOSE | PILOT DATA |
| 3-0584 | TIME - 08 DEPARTURE NEW ROA TYPE OF A | POINT DS+LA | | | 0 0 | 1 0 9 | 0 0 E 0 | COMMERCIAL AERIAL APPLICATION F OPERATION IGHT PULLUP FROM SWAT | COMMERCIAL, AGE 21, 1199 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED. |
| | PROBABLE PILOT I | CAUSE(S) N COMMAND - MISJU | IDGED CLEARANCE | | | | | | |
| | KIND OF PILOT'S COCKPIT TANK/HO ELEVATI | OURS IN CROP CONT CROP - POTATOES SEAT BELT - FAIL CRASHPAD - NOT PPER-LOCATION - F ON-AREA BEING TRE | ED ON IMPACT NSTALLED ORWARD OF PILOT | | | TY CR CR TE | PE ASH ASH RRA | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIO HELMET - AVAILABLE USI BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND | UID CHEMICAL-TOXIC ED |
| -1109 | 4/29/77 TIME - 10 | NR.CROWLEY,LA 30 | PIPER PA-25 N47637Z DAMAGE-DESTROYED | | | | | COMMERCIAL AERIAL APPLICATION | 5000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT |
| | DEPARTURE CROWLEY, TYPE OF A STALL | CCIDENT | INTENDED DESTINATION LOCAL | | Ρ | | | F OPERATION IGHT CLEANUP SWATH | RATED. |
| | PROBABLE PILOT I | | D TO OBTAIN/MAINTAIN FL | YING S | PEE | D | | | |
| in a | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI | ATA IOURS IN CROP CONT CROP - RICE SEAT BELT - UNKH - USED CRASHPAD - INST/ PPER-LOCATION - F ON-AREA BEING TRE RE TURNAROUND - S | IOWN/NOT REPORTED LLLED ORWARD OF PILOT ATED-FEET - 19 | | | TY GL CR CR TE | PE OVE ASH ASH RRA | OF OPERATION - PRACTIC OF CHEMICAL USED - LIO S - NOT USED HELMET - AVAILABLE US BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND | UID CHEMICAL-NONTOXIC ED |

| TIME - 0905 N9888 DAMAGE-SUBSTANTIAL PX-000 AERIAL APPLICATION TYPE, NOT INSTRUMENT TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LOCAL PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE PHASE OF 0 PERATION IN FLIGHT PULLUP FROM SWATH RUN 3-1219 4/30/77 EUNICE,LA N66530 GRUMMAN G-164B PX-00 CR-01 0 COMMERCIAL COMMERCIAL, AGE 37, TIME - 1545 | | | | BRIEF | | | | | | |
|---|-------|---|--|--|------|----|------|---------|------------|--|
| -0794 4/29/77 EUNICE.LA GRUMMAN G-164A CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 38, N988 DAMAGE-SUBSTANTIAL PX- 0 0 0 A AERIAL APPLICATION TOTAL HOURS, UNK/NR TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LOCAL PHASE OF OPERATION TOTAL HOURS, UNK/NR TYPE, NOT INSTRUMENT RATED. PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - SUNGLARE -1219 4/30/77 EUNICE.LA GRUMMAN G-1648 CR- 0 1 0 COMMERCIAL COMMERCIAL, AGE 37, TIME - 1545 NAAGE-DESTROYED PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, ALL IN NOT INSTRUMENT RATED NOT INSTRUMENT RATED NEWNICE.LA LOCAL DESTINATION EUNICE.LA LOCAL LOCAL DESTINATION EUNICE.LA LOCAL LOCAL PHASE OF OPERATION NOT INSTRUMENT RATED NAME OF AIRPORT - ROUGEAU DEPATURE POINT INTENDED DESTINATION EUNICE.LA LOCAL LOCAL PHASE OF OPERATION LANDING GO-ARDUND AIRFRAME FAILURE ON GROUND LANDING ROLL LANDING GO-ARDUND MISCELLANEOUS ACTS.CONDITIONS - SINDING PHASE OF OPERATION LANDING GO-ARDUND FOR SUMPLY AND REAL PRODUCTION-DESIGN-PERSONNEL POOR/INADEOUATE DESIGN TERRAIN - MICH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS - 28 HRS SINCE NEW. BRAKE VALVE MALF. | FILE | DATE | | | | F | SI | 1/N | PURPOSE | PILOT DATA |
| EUNICE,LA LOCAL TYPE OF ACCIDENT CULLIDED WITH WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SUNGLARE -1219 4/30/77 EUNICE,LA GRUMMAN G-164B CR- 0 1 0 COMMERCIAL COMMERCIAL, AGE 37, TIME - 1545 N66530 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, ALL IN NAME OF AIRPORT - ROUGEAU DEPARTURE POINT INTENDED DESTINATION EUNICE,LA LOCAL PHASE OF OPERATION AIRFRAME FAILURE ON GROUND LANDING ROLL COLLIDED WITH WIRES/POLES LANDING GO-AROUND PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS,CONDITIONS - BINDING PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEOUATE DESIGN TERRAIN - HIGH DBSTRUCTIONS FIRE AFTER IMPACT REMARKS- 28 HRS SINCE NEW, BRAKE VALVE MALF. | -0794 | | EUNICE,LA | GRUMMAN G-164A N9888 | CR- | 0 | 0 | 1 | COMMERCIAL | COMMERCIAL, AGE 38, 7500 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| PILDT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SUNGLARE -1219 4/30/77 EUNICE,LA GRUMMAN G-1648 CR- 0 1 0 COMMERCIAL COMMERCIAL, AGE 37, TIME - 1545 N66530 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, ALL IN DAMAGE-DESTROYED NAME OF AIRPORT - ROUGEAU DEPARTURE POINT INTENDED DESTINATION EUNICE,LA LOCAL PHASE OF OPERATION AIRFRAME FAILURE ON GROUND LANDING ROLL COLLIDED WITH WIRES/POLES LANDING GO-AROUND PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS,CONDITIONS - BINDING PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEOUATE DESIGN FIRE AFTER IMPACT REMARKS- 28 HRS SINCE NEW, BRAKE VALVE MALF. | | EUNICE,LA TYPE OF ACC | IDENT | LOCAL | | Ρ | | | | TH RUN |
| TIME - 1545 N66530 PX-0000ASSOC CROP CTL ACTIVITY TOTAL HOURS, ALL IN DAMAGE-DESTROYED NAME OF AIRPORT - ROUGEAU DEPARTURE POINT INTENDED DESTINATION EUNICE,LA LOCAL TYPE OF ACCIDENT LOCAL AIRFRAME FAILURE ON GROUND LANDING ROLL COLLIDED WITH WIRES/POLES LANDING GO-AROUND PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - BINDING POOR/INADEQUATE DESIGN FRRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- 28 HRS SINCE NEW, BRAKE VALVE MALF. PASE OF OPERATION | | PILOT IN FACTOR(S) | COMMAND - MISJUDO | | | | | | | |
| TIME - 1545 N66530 PX-0000ASSOC CROP CTL ACTIVITY TOTAL HOURS, ALL IN DAMAGE-DESTROYED NAME OF AIRPORT - ROUGEAU DEPARTURE POINT INTENDED DESTINATION EUNICE,LA LOCAL TYPE OF ACCIDENT LOCAL AIRFRAME FAILURE ON GROUND LANDING ROLL COLLIDED WITH WIRES/POLES LANDING GO-AROUND PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - BINDING PERSONNEL PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS28 HRS SINCE NEW, BRAKE VALVE MALF. | | | | · . | | | | | | |
| DEPARTURE POINT INTENDED DESTINATION EUNICE,LA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE ON GROUND LANDING ROLL COLLIDED WITH WIRES/POLES LANDING GD-AROUND PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - BINDING PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS28 HRS SINCE NEW, BRAKE VALVE MALF. | -1219 | TIME - 1545 | • | N6653Q | | | | | | |
| AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS.CONDITIONS - BINDING PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT REMARKS- 28 HRS SINCE NEW. BRAKE VALVE MALF. | | DEPARTURE P EUNICE.LA TYPE OF ACC AIRFRAME | OINT IDENT FAILURE ON GROUP | LOCAL | | P | L | NDI | NG ROLL | |
| | | AIRFRAME MISCELLAN PERSONNEL TERRAIN - FIRE AFTER | - LANDING GEAR (EOUS ACTS,CONDIT) - PRODUCTION-DE HIGH OBSTRUCTION IMPACT | IONS – BINDING SIGN-PERSONNEL POOR/II NS | | | ≣ Di | = S I G | N | |
| PAGE 192 | | REMARKS- 28 | HRS SINCE NEW. F | BRAKE VALVE MALF. | | | | | | |
| PAGE 192 | | | | | | | | | | |
| | | | | | PAGE | 19 | 92 | | | |
| | | | | | | | | | | |

PRIECE OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | 1 | F | IES S M/N | 1 | FLIGHT PURPOSE | | PILOT DATA |
|--------|--|---|---|--------|-----|--------------|---------------|--------------------------------|---------------------------|---|
| | 5/4/77 TIME - 153 | LACCASSINE,LA O RPORT - MORGAN CR | BOEING A75 N60885 DAMAGE-SUBSTANTIAL OP SVRC INTENDED DESTINATION | CR- | 0 | 0 1 | . с | OMMERCIAL | | COMMERCIAL, AGE 30, 750 TOTAL HOURS, 130 IN TYP NOT INSTRUMENT RATED. |
| | LACCASSI TYPE OF AC GROUND-W | NE+LA CIDENT ATER LOOP-SWERVE | LOCAL | | PI | LAND | ING | OPERATION ROLL | | |
| | NOSE OVE | | | | | LAND | ING | ROLL | | |
| | PILOT IN FACTOR(S) | | ER OPERATION OF BRAKES D CONDITIONS | AND/O | RFI | LIGHT | C 01 | NTROLS | | |
| | SKY CONDIT CLEAR VISIBILITY | ION AT ACCIDENT SITE | • | | | UNLI | MIT | | F SITE CCIDENT SITE | |
| | | R(UNLIMITED) NS TO VISION AT A | CCIDENT SITE | | RI | | VE | BEARING OF | - WIND 248-292 DEGREES | |
| | TEMPERATUR 79 | | 1 | | | IND D 180 | IRE | CTION-DEGF | REES | |
| | WIND VELOC 10 TYPE OF FL NONE | | | | | VFR |) - WI | EATHER COM | IDITIONS | |
| 3-0758 | 5/4/77 | | BELLANCA 8GCBC | | | | | OMMERCIAL | | COMMERCIAL, AGE 36, 430 Total Hours, 27 IN Type |
| | TIME - 163 DEPARTURE | POINT | DAMAGE-SUBSTANTIAL INTENDED DESTINATION | PX- | 0 | 0 0 |) Д. | SSUL CRUP | CIL ACTIVITY | INSTRUMENT RATED. |
| | FERRIDAY TYPE OF AC ENGINE F NOSE OVE | CIDENT AILURE OR MALFUNC | TION | | Р | IN F | LIG | OPERATION HT NORMAL ROLL | - CRUISE | |
| | | | ER OPERATION OF POWERPL | ANT & | PO | WERPL | ANT | CONTROLS | | · · · · |
| | EMERGENCY | CIRCUMSTANCES - F | ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO NOT REMEMBER PUTTING M | ORT ON | LAI | ND | | STTION REF | ORE DESCENDING | |

| FILE | DATE | | AIRCRAFT DATA | | F | RIES S M | /N | PURPOSE | PILOT DATA | | | | |
|-------|---|--|---|-------|----------------------------|--------------------------------|---|--|--|--|--|--|--|
| | | MER ROUGE,LA | | | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 30, 1615 TOTAL HOURS, 110 IN TYPE, NOT INSTRU- MENT RATED. | | | | |
| | MER ROUGE, TYPE OF ACCI | EPARTURE POINT INTENDED DESTINATION MER ROUGE.LA LOCAL YPE OF ACCIDENT PHASE OF OPERATION STALL MUSH | | | | | | | | | | | |
| | FACTOR(S) | |) TO OBTAIN/MAINTAIN FLY | ING S | SPEE | D | | | | | | | |
| | GOGGLES - COCKPIT CP TANK/HOPPE ELEVATION- | DS ENED-PROPERLY | | | TY GL CR CR TE | PE OVE ASH ASH RRA | OF OPERATION - SPRAYI OF CHEMICAL USED - LI S - NOT USED HELMET - AVAILABLE U I BAR - INSTALLED IN-TYPE - LEVEL,FLAT I RUN-HOW FLOWN - CROS | QUID CHEMICAL-NONTOXIC SED | | | | | |
| -0791 | 5/18/77 V TIME - 1415 | | GRUMMAN G-164A N8548H DAMAGE-SUBSTANTIAL | PX- | | | | | COMMERCIAL, AGE 32, 4744 ITY TOTAL HOURS, 4210 IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | WELSH,LA TYPE OF ACCI ENGINE FAI | | INTENDED DESTINATION LOCAL CTION | | Ρ | TA | KEO | F OPERATION FF INITIAL CLIMB NG ROLL | | | | | |
| | MISCELLANE TERRAIN - COMPLETE POP | - ENGINE STRUC OUS ACTS,CONDIT ROUGH/UNEVEN VER LOSS - COMPL | TURE CYLINDER ASSEMBL IONS – MATERIAL FAILURE ETE ENGINE FAILURE/FLAN ORCED LANDING OFF AIRP | E001- | | | NE | | | | | | |

| FILE | DATE LOCATIO | DN AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | | PILOT DATA |
|--------|---|--|---|---|--------------|---|
| 3-1033 | 5/23/77 SULPHUR,LA TIME - 1400 DEPARTURE POINT SULPHUR,LA TYPE OF ACCIDENT GROUND-WATER LOOP-SW COLLIDED WITH DITCH | MURRAYAIR MA-1B N1014Y DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 0 1 PX- 0 0 0 PHASE TAKE | | CTL ACTIVITY | COMMERCIAL, AGE 26, 4300 TOTAL HOURS, 100 IN TYPE NOT INSTRUMENT RATED. |
| | PERSONNEL - MAINTENA | GEAR TAILWHEEL ASSEMBLIES ANCE,SERVICING,INSPECTION II CONDITIONS - WRONG PART SSE. | NADEQUATE MAIN | TENANCE AND | INSPECTION | |
| 3-1035 | 6/2/77 LAKE ARTHUR TIME - 0900 | RILA GRUMMAN G-164A N7231 DAMAGE-SUBSTANTIAL | | | CTL ACTIVITY | COMMERCIAL, AGE 26, 3000 TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - LYON DEPARTURE POINT LAKE ARTHUR,LA TYPE OF ACCIDENT PROPELLER/ROTOR FAIL NOSE OVER/DOWN | NS INTENDED DESTINATION LOCAL | PHASE IN F | OF OPERATION LIGHT CLIMB ING ROLL | TO CRUISE | |
| | POWERPLANT - PROPELL MISCELLANEOUS ACTS,C TERRAIN - ROUGH/UNEV | LER AND ACCESSORIES COUNTER LER AND ACCESSORIES HYDRAUL CONDITIONS - MATERIAL FAILUR VEN ES - FORCED LANDING OFF AIRPO | IC PITCH CONTRU E | OL MECHANISM | | |
| 3-1034 | 6/2/77 IOTA,LA TIME - 1430 | GRUMMAN G-164A N7480 DAMAGE-SUBSTANTIAL | | | CTL ACTIVITY | COMMERCIAL, AGE 36, 4000 TOTAL HOURS, 1500 IN TYPE, NOT INSTRUMENT |
| | DEPARTURE POINT IOTA,LA TYPE OF ACCIDENT GROUND-WATER LOOP-SW COLLIDED WITH DIRT | | LAND | OF OPERATION ING ROLL ING ROLL | | RATED. |
| | MISCELLANEOUS ACTS+0 | SEAR BRAKING SYSTEM (NORMAL CONDITIONS - CORRODED/CORROS NNCE+SERVICING,INSPECTION I | ION | NANCE (OWNER | PERSONNEL) | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S M | | FLIGHT PURPOSE | | PILOT DATA |
|--------|---|---|--|-----------|-----------------------------|--------------------------------|---|---------------------------------|--|
| 3-1108 | | PINE PRAIRIE,LA | | | | | COMMERCIAL ASSOC CROP | CTL ACTIVITY | COMMERCIAL, AGE 46, 4733 TOTAL HOURS, 2030 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF A | AIRIE, LA | INTENDED DESTINATION LOCAL | ı | | | F OPERATION Ng Roll | | |
| | FACTOR(S) AIRFRAM | S/AIRWAYS/FACILITI | ES - AIRPORT CONDITIONS WHEELS,TIRES,AXLES TONS - MATERIAL FAILURE | | Υ ΜΑ | INT | AINED RUNWAY | / SURFACE | |
| | KIND OF PILOT'S GOGGLES COCKPIT TERRAIN SWATH R | IOURS IN CROP CONTR CROP - RICE S SEAT BELT - UNKNC - USED CRASHPAD - INSTAL I-TYPE - LEVEL+FLAT UN-HOW FLOWN - UNK | WN/NOT REPORTED | | TY GL CR TA | PE DVE ASH NK/ | OF CHEMICAL S - NOT USED HELMET - AN HOPPER-LOCA | | OF PILOT |
| -1111 | TIME - 14 DEPARTURE SULPHUR | POINT •LA | BOEING A75N1 N60885 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | | | COMMERCIAL Aerial Appi | ICATION | COMMERCIAL, AGE 30, 103 TOTAL HOURS, 475 IN TYPI NOT INSTRUMENT RATED. |
| | | CCIDENT FAILURE OR MALFUNC D WITH TREES | TION | I | I,N | FL | F OPERATION IGHT PROCEUNG ROLL | OURE TURNAROUN | D |
| | MISCELL TERRAIN COMPLETE | ANT - ENGINE STRUC ANEDUS ACTS,CONDIT - HIGH OBSTRUCTIC POWER LOSS - COMPL | TURE PISTON,PISTON RIN IONS - FATIGUE FRACTURE INS ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO | EOUT-1 8 | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI PROCEDU | ATA IOURS IN CROP CONTR CROP - RICE SEAT BELT - FASTE CRASHPAD - INSTAL OPPER-LOCATION - FO ON-AREA BEING TREA VRE TURNAROUND - F1 NR 2 LINK ROD FAIL | NED-PROPERLY LED DRWARD OF PILOT TÉD-FEET - 20 RST 1/3 TURN | | TY GLI CR CR TE | PE DVE ASH ASH RRA | OF CHEMICAL S - NOT USER HELMET - AN BAR - NOT I IN-TYPE - LE |) /AILABLE USED INSTALLED | EMICAL-NON TOXIC |
| | ••. | | | PAGE 1 | 96 | | | | |

| FILE | DATE LOCA | | AIRCRAFT DATA | | F | S I | 4/N | PURPOSE | | PILOT DATA |
|-------|--|--------------------------------|---|------------|--------|-----------------|---------------------|-----------------------------------|----------------|---|
| | 6/11/77 BASTROP, TIME - 1700 | LA | GRUMMAN G-164A | CR- PX- | 0 | 0 | 1 | COMMERCIAL | | COMMERCIAL, AGE UNK/NR, 6618 TOTAL HOURS, 1700 I TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT BASTROP+LA Type of accident Ground-Water Loop Gear Collapsed | L | ENDED DESTINATION OCAL | | Ρ | L | AND I | F OPERATION NG ROLL NG ROLL | | |
| | MISCELLANEOUS ACT FACTOR(S) | IS.CONDITIONS IS.CONDITIONS | ING SYSTEM (NORMAL - MATERIAL FAILUR - OVERLOAD FAILUR AILED | E | EM) | | | | | |
| -1291 | 6/28/77 MARKSVIL TIME — 1830 | | BOEING A75 N53280 DAMAGE-SUBSTANTIAL | | 0 0 | 0 0 | 1 0 | COMMERCIAL ASSOC CROP | CTL ACTIVITY | COMMERCIAL, AGE 31, 4165 TOTAL HOURS, 3505 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - M DEPARTURE POINT MARKSVILLE,LA TYPE OF ACCIDENT GROUND-WATER LOOP COLLIDED WITH DI | INT L D-SWERVÉ | N ENDED DESTINATION OCAL | | Ρ | L | AND I | F OPERATION NG ROLL NG ROLL | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND FACTOR(S) WEATHER BRIEFING - WEATHER BRIEFING - WEATHER FORECAST - | RABLE WIND CO NO RECORD OF | BRIEFING RECEIVED | | NTRO | IL | | | | |
| | SKY CONDITION CLEAR | | | | | U | ILIM | AT ACCIDEN | | |
| | VISIBILITY AT ACCID 5 OR OVER(UNLIMIT Obstructions to VIS None | TED) | ENT SITE | | R | NC EL/ R1 | DNE ATIV IGHT | E BEARING O | 068-112 DEGREE | ES . |
| | TEMPERATURE-F 85 WIND VELOCITY-KNOTS 10 | | | | | 13 | 30 E OF | RECTION-DEG | | |
| | TYPE OF FLIGHT PLAN NONE REMARKS- WIND GUSTI | | | | | | | | | |

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BRIEFS OF ACCIDENTS

| | | | | | CC I | | | | | |
|-------|---|--|--|-------------|--------|----------------|----------------|-------------------------|--------------|--|
| FILE | | LOCATION | AIRCRAFT DATA | IN | F | S M | 'N | FLIGHT PURPOSE | | PILOT DATA |
| | 7/11/77 TIME - 1 NAME OF DEPARTUR BATON TYPE OF COLLID | BATON ROUGE,LA 030 AIRPORT - RICHFIELD E POINT ROUGE,LA | GRUMMAN G-164B N6670Q DAMAGE-SUBSTANTIAL PLANTON INTENDED DESTINATION LOCAL | CR- | 0 0 | 0 0 HASI | 1 0 : OF | COMMERCIAL | CTL ACTIVITY | COMMERCIAL, AGE 45, 7400 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| -1576 | PERSON AIRFRA MISCEL REMARKS- | ME - LANDING GEAR LANEOUS ACTS.CONDIT PARKING BRAKE LOCKI LK PROVIDENCE.LA | • | SYSTENCE-TO | O | ANCI | 1 | COMMERCIAL | | PRIVATE, AGE 35, 538 Total Hours, 207 in Type |
| | | | DAMAGE-DESTROYED | | | | | | | NOT INSTRUMENT RATED. |
| | DEPARTUR LK PRO Type of | VIDENCE, LA | INTENDED DESTINATION LOCAL | | Ρ | | | OPERATION G GO-AROUI | | |
| | DEPARTUR LK PRO TYPE OF COLLID PROBABLE PILOT FACTOR(S PILOT | E POINT VIDENCE,LA ACCIDENT ED WITH CROP CAUSE(S) IN COMMAND - MISJUD() IN COMMAND - IMPROPI | LOCAL | | - | LAI | | | | |

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BRIEFS OF ACCIDENTS FILE DATE AIRCRAFT DATA INJURIES FI IGHT PILOT DATA LOCATION E S M/N PURPOSE 3-1849 8/1/77 MAR INGOUIN, LA GRUMMAN G-164 CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.INSTR., N462RF PX- 0 0 0 AERIAL APPLICATION AGE 46, 5923 TOTAL HOURS, TIME - 0830 DAMAGE-DESTROYED 26 IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION MARINGOUIN.LA LOCAL TYPE OF ACCIDENT PHASE DE OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT SWATH RUN LANDING ROLL NOSE OVER/DOWN PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 4700 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - BEANS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM ELEVATION-AREA BEING TREATED-FEET - 50 3-1850 8/8/77 WATERPRONE-LA GRUMMAN G-164A CR- 1 0 0 COMMERCIAL COMMERCIAL, AGE 25, 1321 TIME - 1800 N5417 PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 500 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION WATERPROOF, LA LOCAL PHASE OF OPERATION TYPE OF ACCIDENT IN FLIGHT PROCEDURE TURNAROUND STALL MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - COTTON TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED PILOT'S SEAT BELT - FASTENED-PROPERLY COCKPIT CRASHPAD - INSTALLED CRASH HELMET - AVAILABLE USED TANK/HOPPER-LOCATION - FORWARD OF PILOT CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 50 PROCEDURE TURNAROUND - THIRD 1/3 TURN SWATH RUN-HOW FLOWN - CROSSWIND FIRE AFTER IMPACT

| FILE | DATE | LOCATION | AIRCRAFT DATA | | F S | 5 M/ | N | | PILOT DATA |
|--------|---|--|---|------------|-------|--|--|---|--|
| | | JONESVILLE+LA | PIPER PA-25 | CR- PX- | 0 | 0 0 1 COMMERCIAL COU 0 0 0 AERIAL APPLICATION TO TYL | COMMERCIAL, AGE 51, 1750 TOTAL HOURS, 5000 IN TYPE, NOT INSTRUMENT RATED. | | |
| | JONESVIL TYPE OF AC ENGINE F | | INTENDED DESTINATION LOCAL CTION | | | IN | FĽ | F OPERATION IGHT PULLUP FROM SWATH NG LEVEL OFF/TOUCHDOWN | RUN |
| | PILOT IN MISCELLA TERRAIN COMPLETE P | COMMAND - INADE COMMAND - MISMA NEOUS ACTS,CONDI - ROUGH/UNEVEN OWER LOSS - COMP | QUATE PREFLIGHT PREPARAT NAGEMENT OF FUEL TIONS – FUEL EXHAUSTION LETE ENGINE FAILURE/FLAM FORCED LANDING OFF AIRPO | IEOUT- | -1 EM | IGIN | - | NNING | |
| | KIND OF PILOT'S CRASH HE TANK/HOP | URS IN CROP CONT CROP - COTTON SEAT BELT - UNKN LMET - AVAILABLE | OWN/NOT REPORTED USED ORWARD OF PILOT | | | TYP GLO CRA TER | E VE SH RA | DF OPERATION - SPRAYING DF CHEMICAL USED - LIQU S - NOT USED BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSSW | ID CHEMICAL-TOXIC |
| 3-1875 | 8/20/77 TIME - 093 | - | CESSNA A188B N9602G DAMAGE-SUBSTANTIAL | | | | | | COMMERCIAL, AGE 39, 7256 Y TOTAL HOURS, 7211 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE OAK RIDG TYPE OF AC STALL | POINT E,LA | INTENDED DESTINATION LOCAL | | PI | | | F OPERATION IGHT EN ROUTE TO TREAT | |
| | MISCELLA MISCELLA FACTOR(S) | COMMAND - FAILE | D TO OBTAIN/MAINTAIN FLY TIONS - UNWARRANTED LOW MANEUVER TO AVOID COLLIS | FLYIN | | D | | | |

| FILE | DATE | LOCATION | | | F | SM | 1/N | | PILOT DATA | |
|--------|--|--|--|---|------|----------------------------|---------------------------------|---|--|-------------------|
| | | VILLE PLATTE,LA | GRUMMAN G-164A N5264 DAMAGE-DESTROYED | CR- | 0 | 1 | 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 59 TOTAL HOURS, UNK/N TYPE, NOT INSTRUME RATED. |), 2800) Ir In |
| | VILLE P | PLATTE, LA | INTENDED DESTINATION LOCAL | | | | | | | |
| | TYPE OF A COLLIDE | ACCIDENT ED WITH WIRES/POLE | S | PHASE OF OPERATION In flight cleanup Swath | | | | | | |
| | PROBABLE PILOT I | | TO SEE AND AVOID OBJE | CTS OF | R OB | S T R | RUC T | IONS | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO | HOURS IN CROP CONTR = CROP - OTHER S SEAT BELT - UNKNO S - NOT USED = CRASHPAD - INSTAL DPER-LOCATION - FO ON-AREA BEING TREA | WN/NOT REPORTED LED RWARD OF PILOT | | | TY GL CR CR TE | (PE OVE ASH ASH RRA | OF OPERATION - SPRAYI OF CHEMICAL USED - LI S - NOT USED HELMET - AVAILABLE U BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND | QUID CHEMICAL-TOXIC | |
| 3-1040 | 9/23/77 | MER ROUGE+LA | CESSNA 1888 | CP- | 0 | 1 | | | COMMERCIAL, AGE 27 | . 640 |
| 5-1909 | TIME - 10 | 010 | N91432 DAMAGE-DESTROYED | | | | | AERIAL APPLICATION | TOTAL HOURS, 335 I INSTRUMENT RATED. | |
| | DEPARTURE MER ROU | | INTENDED DESTINATION LOCAL | | | | | | | |
| | TYPE OF A STALL | - | | | Ρ | | - | F OPERATION IGHT PROCEDURE TURNA | ROUND | |
| | FACTOR(S) | IN COMMAND - FAILED | TO OBTAIN/MAINTAIN FL' NS | YING S | PEE | D | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI | DATA HOURS IN CROP CONTR SCROP - COTTON SSEAT BELT - FASTE S - NOT USED CRASHPAD - INSTAL IPPER-LOCATION - FO ION-AREA BEING TREA WE TURNAROUND - TH | NED-PROPERLY LED RWARD OF PILOT TED-FEET - 70 | | | TY GL CR CR TE | PE OVE ASH RASH RRA | OF OPERATION - SPRAYI OF CHEMICAL USED - LI S - NOT USED HELMET - AVAILABLE U BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROS | QUID CHEMICAL-TOXIC | |

| ILE | DATE | LOCATION | AIRCRAFT DATA | IN | JURIES | FLIGHT | | | PILOT DATA |
|------|---|---|--|---------|------------------------------|---|-------------------------|---------------------|--|
| | | ASHINGTON,LA | GRUMMAN G-164A N85124 | CR- | 0 0 1 | | | CTIVITY | |
| | | PORT - AG STRIP | DAMAGE-SUBSTANTIAL | | | | | | 300 IN TYPE, INSTRUMENT Rated. |
| | DEPARTURE PO WASHINGTON TYPE OF ACCI NOSE OVER | INT ILA DENT | INTENDED DESTINATION WEST ST LANDAY,LA | | | OF OPERATION ING ROLL | | | |
| | MISCELLANE FACTOR(S) | OMMAND - IMPROP OUS ACTS,CONDIT | ER IN-FLIGHT DECISIONS IONS - LOAD NOT JETTISC ES - AIRPORT CONDITIONS | ONED | | | | | |
| | | | ACCESSORIES - MISCELL | | | | STING | EQUIPMENT | |
| | KIND OF CR PILOT'S SE GOGGLES - COCKPIT CR TANK/HOPPE SWATH RUN- | S IN CROP CONTR OP - BEANS AT BELT - UNKNO USED ASHPAD - INSTAL ACLOCATION - UN HOW FLOWN - WIN | WN/NOT REPORTED LED KNOWN/NOT REPORTED D CALM | | TYPE GLOV CRAS CRAS | DF OPERATIO DF CHEMICAL ES – USED H HELMET – A H BAR – INST AIN-TYPE – L | USED VAILAB ALLED | - LIQUID LE USED | OPS CHEMICAL-TOXIC |
| | REMARKS- REI | URNED TO STRIP | WITH FULL LUAD. | | | | | | |
| 2198 | 8/26/77 C TIME - 0745 | | MURRAYAIR MA-1 N1020Y DAMAGE-DESTROYED | | | COMMERCIAL ASSOC CROP | | | AIRLINE TRANSPORT, AGE 25, 4930 TOTAL HOURS, 350 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE PO COUSHATTA TYPE OF ACCI | LA . | INTENDED DESTINATION LOCAL | | | OF OPERATION ING ROLL | | | |
| | PROBABLE CAU TERRAIN - FACTOR(S) | ISE(S) ROUGH/UNEVEN | | | | | | | |
| | WEATHER FORE | FING - UNKNOWN/ CAST - UNKNOWN/ RCUMSTANCES - F | | | I LAND | | - | | |
| | SKY CONDITIO | IN | | | 100 | G AT ACCIDEN | | | |
| | 1/4 MILE 0 | | | | NONE | | | | |
| | OBSTRUCTIONS FOG | S TO VISION AT A | CCIDENT SITE | | TYPE O | F WEATHER CO | NDITIO | NS | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | JUR F | | | FLIGHT PURPOSE | | PILOT DATA |
|--------|--|--|---|------|----------|------------|-----|--------------------------|--------------|--|
| 3-2733 | 8/28/77 TIME - 070 | | GRUMMAN G-164A N9512 DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL ASSOC CROP | CTL ACTIVITY | COMMERCIAL, AGE 26, 3800 TOTAL HOURS, 2308 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE | POINT | INTENDED DESTINATION | | | | | | | |
| | IOWA,LA | | GRANT, LA | | | | _ | | | |
| | TYPE OF AC | | | PI | HASE | | | | | |
| | NOSE OVE | WITH FENCE,FENC R/DOWN | EPUSIS | | | | | G ROLL G ROLL | | |
| | FACTOR(S) WEATHER TERRAIN WEATHER BR WEATHER FO EMERGENCY | - FOG - HIGH OBSTRUCTIC IEFING - BRIEFED RECAST - FORECAST CIRCUMSTANCES - F | UED VFR FLIGHT INTO ADV DNS BY WEATHER BUREAU PERSO F SUBSTANTIALLY CORRECT ORCED LANDING OFF AIRPO NOVERSE/UNFAVORABLE WEAT | NEL, | BY I | PHON ND | E | | | |
| | SKY CONDIT | ION | | | C | | . – | AT ACCIDEN | TSITE | |
| | VISIBILITY 7ERO | = | UNLIMITED PRECIPITATION AT ACCIDENT SITE NONF | | | | | | | |
| | | NS TO VISION AT A | ACCIDENT SITE | | TI | | - | URE-F | | |
| | GROUND P | | | | τ. | VDE | 05 | WEATHER COM | IDITIONS | |
| | WIND VELOC | ITY-KNOTS | | | | | | WEATHER CO | NUT TIONS | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN. F | JUR : | IES S M/ | N | PURPOSE | PILOT DATA |
|-------|---|--|---|----------|----------|-------------------------------------|---------------------------|--|--|
| | 8/30/77 TIME - 13 NAME OF / DEPARTURE GILLIAN TYPE OF / | AIRPORT - HOSSTON E POINT IN M.LA ACCIDENT | GRUMMAN G-164A N959X DAMAGE-SUBSTANTIAL ITENDED DESTINATION LOCAL | | 0 0 | 0 0 HASE | 1 0 | COMMERCIAL AERIAL APPLICATION OPERATION | COMMERCIAL, AGE 27, 1000 TOTAL HOURS, 500 IN TYPE NOT INSTRUMENT RATED. |
| | COLLIDE PROBABLE POWERPI MISCELI PACTOR(S MISCELI PARTIAL F | FAILURE OR MALFUNCTIO ED WITH WIRES/POLES LANT - ENGINE STRUCTUR LANEOUS ACTS,CONDITION IN COMMAND - MISJUDGEO LANEOUS ACTS,CONDITION POWER LOSS - PARTIAL L Y CIRCUMSTANCES - FORO | RE CYLINDER ASSEMBLY NS – MATERIAL FAILURE D CLEARANCE NS – JETTISONED LOAD LOSS OF POWER – 1 ENG | INE | LA | LAN | | IGHT SWATH RUN NG FINAL APPROACH | |
| | KIND O PILOT GOGGLE COCKPI TANK/HO ELEVAT | DATA HOURS IN CROP CONTROL F CROP - COTTON S SEAT BELT - UNKNOWN, S - NOT USED T CRASHPAD - INSTALLER OPPER-LOCATION - FORW, ION-AREA BEING TREATEC #1 CYL HEAD SEPARATEC | YNOT REPORTED) ARD OF PILOT D-FEET - 150 | AF TR | LO | GLC GLC CR CR TEF SW | E SH SH RA TH | DF OPERATION - SPRAYING DF OHEMICAL USED - LIQI S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED (N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSSI TISONED. | UID CHEMICAL-TOXIC |
| -2191 | 9/2/77 TIME - 1 | TRANSYLVANIA+LA 100 | GRUMMAN G-164A N9375 DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 31, 4500 TOTAL HOURS, 2800 IN TYPE, NOT INSTRUMENT RATED. |
| | TRANSYI TYPE OF | LVANIA, LA | NTENDED DESTINATION LOCAL CONTROLLED | | | | | F OPERATION IGHT STARTING SWATH R | |
| | | CAUSE(S) IN COMMAND - MIŞJUDGEL | D CLEARANCE | | | | | | |
| | TOTAL KIND O PILOT' GOGGLE COCKPI TERRAI | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 4000 KIND OF CROP - COTTON PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | DF OPERATION - SPRAYIN DF CHEMICAL USED - LIQ S - NOT USED HELMET - AVAILABLE US HOPPER-LOCATION - FORW TION-AREA BEING TREATE | UID CHEMICAL-TOXIC ED ARD OF PILOT |
| | | | | PAGE | 20 | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | F | JURIES S N | 5 1/N | FLIGHT PURPOSE | PILOT DATA | | | |
|-----------------|--|--|---|---------------------------------|---------------|----------|--|--|--|--|--|
| | 9/24/77 •NA TIME - 1630 | | GRUMMAN G-164A | CR- | 0 0 | 1 | COMMERCIAL ASSOC CROP CTL ACTIVI | COMMERCIAL, AGE 25, 4793 TY TOTAL HOURS, 2506 IN TYPE, NOT INSTRUMENT | | | |
| | DEPARTURE POI | S,LA | INTENDED DESTINATION LOCAL | | | _ | | RATED. | | | |
| | TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT EN ROUTE TO TREAT CROP STALL MUSH LANDING FINAL APPROACH | | | | | | | | | | |
| | MISCELLANEOU PILOT IN COU FACTOR(S) MISCELLANEOU COMPLETE POWEN | - ENGINE STRUCT JS ACTS,CONDITI MMAND - FAILED US ACTS,CONDITI R LOSS - COMPLE | URE BLOWER,IMPELLER JNS - MATERIAL FAILUR TO OBTAIN/MAINTAIN FL DNS - LOAD NOT JETTIS TE ENGINE FAILURE/FLAI RCED LANDING OFF AIRP | E YING SF ONED MEOUT-1 | PEED | NE | | | | | |
| 3 - 3209 | 10/4/77 DE TIME - 1400 | RIDDER,LA | CESSNA A188B N8125G DAMAGE-SUBSTANTIAL | РX- | | | COMMERCIAL ASSOC CROP CTL ACTIVIT | COMMERCIAL, AGE 35, 250 IY TOTAL HOURS, 300 IN TYP NOT INSTRUMENT RATED. | | | |
| | DEPARTURE POIN DE RIDDER,L TYPE OF ACCIDE | Δ | INTENDED DESTINATION LOCAL | · | DUAG | | FOPERATION | | | | |
| | | JRE OR MALFUNCT | ION | | IN | FL | IGHT RETURN TO STRIP NG FINAL APPROACH | | | | |
| | PILOT IN COM | MMAND - INADEQU MMAND - MISMANA | ATE PREFLIGHT PREPARA GEMENT OF FUEL ONS - FUEL EXHAUSTION | | ID/OR | PLA | NNING | | | | |
| | PERSONNEL - TERRAIN - HI COMPLETE POWER | GH OBSTRUCTION | | MEOUT-1 | ENGI | | CED AIRCRAFT (GROUND CF | (EW) | | | |
| 3-1622 | 6/20/77 AM TIME - 0650 | HERST∳MA | PIPER PA-25 N6063Z DAMAGE-DESTROYED | | | | COMMERCIAL ASSOC CROP CTL ACTIVIT | COMMERCIAL, FL.INSTR., IY AGE 28, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. | | | |
| | DEPARTURE POIN TURNER FALLS TYPE OF ACCIDE COLLIDED WI | S∳MA ENT | INTENDED DESTINATION TURNER FALLS,MA | | | | F OP e ration Ight en route to relo <i>i</i> | | | | |
| • • | PROBABLE CAUSI PILOT IN COM | E(S) MMAND - FAILED JS ACTS,CONDITI | TO SEE AND AVOID OBJEC DNS - UNWARRANTED LOW | | OBSTR | | | | | | |

| | | | BRIEF | S OF A | | - | - | | |
|-------|--|--|---|--------------|----------|--|------------------------------------|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN. F | JUR : | S M | 'N | FLIGHT | PILOT DATA |
| | 5/17/77 TIME - O DEPARTUR GRANT, TYPE OF | GRANT,MI 630 E POINT MI ACCIDENT | PIPER PA36 N57588 DAMAGE-SURSTANTIAL INTENDED DESTINATION LOCAL | C R - P X | 0 0 | 0 0 9 HASI | 1 0 | COMMERCIAL AERIAL APPLICATION OPERATION | INSTRUMENT RATED. |
| | NOSE G PROBABLE POWERP MISCEL TERPAT COMPLETE | LANEOUS ACTS,CONDITI W - WET,SOFT GROUND POWER LOSS - COMPLE | URE MASTER AND CONNEC | 1EOUT-: | ιE | LAI DS | ND I | GHT PROCEDURE TURNAR IG ROLL | |
| | KIND B PILOT' GOGGLE COCKPI TANK/H ELEVAT PROCED | HUURS IN CROP CONTRO F CROP — UNKNOWN/NOT S'SEAT BELT — FASTEN S — NOT USED T CRASHPAD — INSTALL OPPER-LOCATION — FOR ION-AREA BEING TREAT URE TURNAROUND — FIR | ED-PROPERLY ED WARD OF PILOT ED-FEET - 820 | | -E | TYF GL(CR) CR) TEF SW) | PE (VE SH SH RA RA | DF OPERATION - SPRAYIN DF CHEMICAL USED - LIQ S - USED HELMET - AVAILABLE US BAR - INSTALLED N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND CYL HEAD ASSEMBLY, P/N | UID CHEMICAL-NONTOXIC ED CALM |
| -1277 | TIME - 1 | | CESSNA 1888 N9073R DAMAGE-DESTROYED INTENDED DESTINATION | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 22, 1775 TOTAL HOURS, 650 IN TYPE, INSTRUMENT RATED. |
| | CONKLI TYPE OF | | GRAND RAPIDS+MI | | Ρ | | | - OPERATION GHT PULLUP FROM SWAT | HRUN |
| | | CAUSE(S) IN COMMAND - FAILED | TO SEE AND AVOID OBJE | CTS OR | ОВ | STR | ло т | IONS | |
| | KIND O PILOT' GOGGLE COCKPI TANK/H ELEVAT | DATA HOURS IN CROP CONTRO F CROP - OTHER S SEAT BELT - FASTEN S - NOT USED T CRASHPAD - INSTALL OPPER-LOCATION - FOR ION-AREA BEING. TREAT 8 APPLE TREES & 2 P | ED-PROPERLY ED WARD OF PILOT ED-FEET - 800 | | | CR CR CR | PE VE SH SH RA | DF OPERATION - SPRAYIN DF CHEMICAL USED - LIQ S - NOT USED HELMET - AVAILABLE US BAR - NOT INSTALLED (N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - UPWIN | UID CHEMICAL-TOXIC |

| FILE | | | FS | M/N | PURPOSE | PILOT DATA |
|--------|---|--|----------------|--|--|---|
| | 7/13/77 NILES,MI TIME - 0710 | PIPER PA-25 N7278Z DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 33, 1595 TOTAL HOURS, 900 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE POINT SODUS MI | | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GRO | UND/WATER CONTROLLED | | | IF OPERATION IGHT CLEANUP SWATH | |
| | | EEVE CAUGHT & CLOSED THROTTLE CES - FORCED LANDING OFF AIRP | | 5 | | |
| | GOGGLES - USED COCKPIT CRASHPAD - TANK/HOPPER-LOCATI | ATOES - FASTENED-PROPERLY | | TYPE GLOVE CRASH CRASH TERRA | OF OPERATION - SPRA OF CHEMICAL USED - 1 SS - USED H HELMET - AVAILABLE BAR - INSTALLED IN-TYPE - LEVEL.FLA H RUN-HOW FLOWN - WIM | LIQUID CHEMICAL-TOXIC USED T |
| 3-2807 | 7/18/77 COLOMA MI TIME - 0845 | CESSNA 1888 N44620 DAMAGE-DESTROYED | CR- 0 PX- 0 | 0 1 0 0 | COMMERCIAL •AERIAL APPLICATION | COMMERCIAL, AGE 35, 1796 TOTAL HOURS, 220 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE POINT COLOMA MI | INTENDED DESTINATION LOCAL | | | | |
| | TYPE OF ACCIDENT STALL MUSH | | | | F OPERATION .IGHT PROCEDURE TUR! | NAROUND |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - | FAILED TO OBTAIN/MAINTAIN FL | YING SPEED | | | |
| | TOTAL HOURS IN CRO KIND OF CROP - OTH PILOT'S SEAT BELT GOGGLES - USED COCKPIT CRASHPAD - TANK/HOPPER-LOCATI ELEVATION-AREA BEI | ER - FASTENED-PROPERLY | | TYPE GLOVE CRASH CRASH TERRA | OF OPERATION - SPRA' OF CHEMICAL USED - I ES - NOT USED H HELMET - AVAILABLE BAR - INSTALLED IN-TYPE - LEVEL,FLA' H RUN-HOW FLOWN - WI | LIQUID CHEMICAL-TOXIC USED T |

| | | | BRIEFS | S OF A | | | | | | |
|--------|---|--|--|------------|----------|------------------------------|---|--|-------------------------------|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR F | IES S M/N | PURP | OSE | | PILOT DA TA |
| | 7/21/77 TIME - 20 | DAMAGE-SUBSTANT | BELL 47D N64580 DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 1 0 | COMMERC | IAL | | COMMERCIAL, FL.INSTR., AGE 39, 1800 TOTAL HOURS, 300 IN TYPE, NOT INSTRU- MENT RATED. |
| | BYRON C TYPE OF A | ENTER,MI | INTENDED DESTINATION LOCAL | | | | OF OPERAT OFF VERT | | | |
| | PROBABLE PILOT I | | TO MAINTAIN ADEQUATE I | ROTOR | R.P | •M. | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO | DATA HOURS IN CROP CONTR(CROP - CORN S SEAT BELT - FASTEN - NOT USED CRASHPAD - INSTALL PPER-LOCATION - SI ON-AREA BEING TREAT | IED-PROPERLY ED IES | | | TYPE GLOV CRAS CRAS | OF CHEMI ES - NOT | CAL USE USED - AVAIL NSTALLE | D – DRY CH ABLE-NOT U D | G (LIQUID) EMICAL-NONTOXIC SED |
| 3-0734 | TIME - 16 | 30 | CESSNA A1888 N92619 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | PX- | 0 0 | 0 1 0 0 | COMMERC ASSOC C | IAL ROP CTL | ACTIVITY | PRIVATE, AGE 47, 1250 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED. |
| | ELBOW L TYPE OF A | | LOCAL | | | | OF OPERAT OFF INIT | | мв | |
| | | N COMMAND - INADEQU | NATE PREFLIGHT PREPARA NEUVER TO AVOID COLLIS | | ND/ | OR PL | ANNING | | | |
| | PILOT'S GOGGLES COCKPIT TANK/HO | MATA HOURS IN CROP CONTRG CROP - GRAIN FIELD SEAT BELT - UNKNOD S - USED CRASHPAD - INSTAL PPER-LOCATION - FOP | | | | TYPE GLOV CRAS CRAS | OF CHEMI ES - NOT H HELMET H BAR - I | CAL USE USED - AVAIL NSTALLE A BEING | ABLE USED D | G (DUST) EMICAL-NONTOXIC EET - 1200 |
| | | | | PAGE | 20 | 8 | | | | |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1340 5/2/77 NR.BIG LAKE, MN HILLER ACFT UH-12E CR- 0 1 0 COMMERCIAL COMMERCIAL, AGE 38, 3179 PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 25 IN TYPE, TIME - 0700 N155HA NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION BIG LAKE.MN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT PULLUP FROM SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS SPECIAL DATA KIND OF OPERATION - DEFOLIATION (LIQUID) TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - POTATOES TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED CRASH HELMET - AVAILABLE USED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES TERRAIN-TYPE - LEVEL, FLAT SWATH RUN-HOW FLOWN - WIND CALM ELEVATION-AREA BEING TREATED-FEET - 950 3-1638 6/10/77 CANBY.MN CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 33, 728 PIPER PA-25 TOTAL HOURS, 49 IN TYPE, TIME - 1515 N8784L PX- 0 0 0 ASSOC CROP CTL ACTIVITY DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. . DEPARTURE POINT INTENDED DESTINATION CANBY,MN LOCAL PHASE OF OPERATION TYPE OF ACCIDENT IN FLIGHT EN ROUTE TO RELOADING AREA ENGINE FAILURE OR MALFUNCTION LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH CROP PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM TANKS MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA KIND OF OPERATION - SPRAYING CROPS TOTAL HOURS IN CROP CONTROL - 50 TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC KIND OF CROP - PASTURE PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - ROLLING REMARKS- FUEL CELL BLADDER TORN.LNDD IN CORN FLD.

| FILE | DATE | | AIRCRAFT DATA | | F S M/N | PURPOSE | | | Τ ΔΑΤΑ |
|-------|---------------------------------------|---|--|--------|----------|--|---------------|-----------------------------|--------------|
| -2465 | 6/14/77 | | PIPER PA-25 N74532 DAMAGE-DESTROYED | CR- | 0 0 1 | COMMERCIAL | | COMMERCIAL, | TOTAL HOURS, |
| | SHEVLIN, TYPE OF ACC ENGINE FA | | N TO STRIP PPROACH | • | | | | | |
| | FACTOR(S) WEATHER - PARTIAL POW | NT - MISCELLANEOU - LOW CEILING √ER LOSS - PARTIA | S POWERPLANT FAILURE L LOSS OF POWER - 1 EN ORCED LANDING OFF AIRP | GINE | | ED REASONS | | | |
| | SKY CONDITI OVERCAST VISIBILITY | | | | 400 | G AT ACCIDEN | | | |
| | | | AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS IFR | | NDITIONS | | | | |
| | KIND OF (PILOT'S S | URS IN CROP CONTR CROP - UNKNOWN/NO SEAT BELT - FASTE | OL – UNKNOWN/NOT REPOR T REPORTED NED-PROPERLY | | TYPE | OF OPERATIO OF CHEMICAL AIN-TYPE - L | USED - UNKNOW | T REPORTED N/NOT REPORTE | D |
| | FIRE AFTER REMARKS- AG | C HIT TREES LANDI | NG OPEN FIELD.AC DESTR | QYED I | Y FIRE A | FTER IMPACT. | | | |
| | | | | PAGE | 210 | | | | |
| | | | | | \ \ | | | | |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE ____ _____ 3-2464 6/24/77 NR.ALEXANDRIA.MN PIPER PA-25 CR- 0 1 0 COMMERCIAL COMMERCIAL, AGE 54, 8521 TIME - 1550 N4740Y PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 700 IN TYPE, DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION GLENWOOD • MN AL EXANDRIA.MN TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 8251 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - CORN TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HEIMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT FIRE AFTER IMPACT REMARKS- PILOT STATES ENG HAS MOMENTARILY QUIT 5 OR 6 TIMES IN THE PAST. 3-3158 7/29/77 STEWAR TVILLE, MN ROCKWELL S-2R CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 36, 5543 TIME - 0640 N75GS PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 70 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION ROCHESTER MN I DC AL PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION IN FLIGHT EN ROUTE TO TREAT CROP COLLIDED WITH CROP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE PISTON, PISTON RINGS MISCELLANEOUS ACTS.CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC KIND OF CROP - CORN GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- NO FOUR PISTON BROKE AT PISTON RING.

| | | | BRIEFS | | | | | |
|--------|--|--|---|--------|------------------|-------------------------------------|--|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JURIE F S | S M/N | FLIGHT PURPOSE | PILOT DATA |
| 3-4021 | | SPRINGFIELD,MN 0930 | PIPER PA-25 N7634Z DAMAGE-SUBSTANTIAL | CR- | 0 0 | 1 | COMMERCIAL | COMMERCIAL, AGE 26, 240 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | SPRING TYPE OF | RE POINT GFIELD.MN ACCIDENT DED WITH CROP | INTENDED DESTINATION LOCAL | | | | DF OPERATION IGHT SWATH RUN | KA JEU • |
| | | E CAUSE(S) IN COMMAND - MISJUD | GED CLEARANCE | | | | | |
| | KIND PILOT GOGGLE COCKPI TANK/H | | LED RWARD OF PILOT | ED | ר G C נ | YPE LOVE RASH RASH ERRA | OF OPERATION - SPRAY] OF CHEMICAL USED - L] SS - NOT USED H HELMET - AVAILABLE U H BAR - INSTALLED JIN-TYPE - ROLLING H RUN-HOW FLOWN - WIND | IQUID CHÉMICAL-NONTOXIC USED |
| 3-2472 | TIME - (| | N6606 DAMAGE-SUBSTANTIAL | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 55, 10000 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED. |
| | PERHAN TYPE OF ENGINE | | INTENDED DESTINATION LOCAL | | 1 | N FL | DF OPERATION IGHT SWATH RUN NG LEVEL OFF/TOUCHDO | DWN |
| | PILOT MISCEL MISCEL TERRAI COMPLET | LANEOUS ACTS,CONDIT IN - HIGH OBSTRUCTIO E POWER LOSS - COMPL | IONS - INATTENTIVE TO F IONS - FUEL EXHAUSTION | 1EOUT- | 1 ENG | | | |
| | KIND C PILOT GOGGLE COCKPI TANK/H | DATA HOURS IN CROP CONTR JF CROP — POTATOES VS SEAT BELT — FASTE ES — USED IT CRASHPAD — INSTAL HOPPER-LOCATION — FO FION-AREA BEING TREA | NED-PROPERLY LED RWARD OF PILOT | | ר ס נ | YPE LOVE RASH RASH ERR | OF OPERATION - SPRAY OF CHEMICAL USED - LI ES - NOT USED H HELMET - AVAILABLE L BAR - INSTALLED IIN-TYPE - LEVEL,FLAT H RUN-HOW FLOWN - WIND | IQUID CHEMICAL-TOXIC USED |
| | | | | PAGE | 212 | | | |

| | | | BRIEFS | | | | | | | |
|--|--|---|---|------------|----------|-----------------------------|-------------------------------|---|--|--|
| FILE | | LOCATION | AIRCRAFT DATA | IN | JUR F | IES S M | /N | FLIGHT PURPOSE | | PILOT DATA |
| -2585 | 4/15/77 TIME - 10 | HOLLY SPRING.MS | CESSNA 188 N53307 DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL ASSOC CROP | CTL ACTIVITY | COMMERCIAL, AGE 46, 2797 TOTAL HOURS, 1200 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - ROAD BYPASS DEPARTURE POINT INTENDED DESTINATION HOLLY SPRING,MS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING ROLL | | | | | | | | | |
| | FACTOR(S) | IEL - MISCELLANEOUS- | PERSONNEL DRIVER OF N PERVISORY PERSONNEL | | | E S | UPE | RVISION/TRA | INING OF RAMP | CREWS |
| | KIND OF PILOT'S COCKPIT TANK/HO SWATH R | OURS IN CROP CONTRO CROP - UNKNOWN/NOT SEAT BELT - UNKNOW CRASHPAD - INSTALL PPER-LOCATION - FOR UN-HOW FLOWN - UNKN | REPORTED N/NOT REPORTED ED WARD OF PILOT | | | K I TY CR CR TE | ND PE ASH ASH RRA | DF OPERATION DF CHEMICAL HELMET - AN BAR - INSTA IN-TYPE - RC | N - FERTILIZIN USED - DRY CHI /AILABLE USED ALLED DLLING | G (DUST) EMICAL-NONTOXIC |
| -1316 | TIME - 17 | | GRUMMAN G-164B N48646 DAMAGE-DESTROYED | CR- PX- | | | | | | COMMERCIAL, AGE 26, 985 TOTAL HOURS, 60 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - DUSTER STRIP DEPARTURE POINT INTENDED DESTINATION GREEDWOOD,MS PUGH CITY,MS TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH NOSE OVER/DOWN LANDING LEVEL OFF/TOUCHDOWN | | | | | | | | | | |
| | POWERPL MISCELL FACTOR(S) TERRAIN | IEL - MAINTENANCE,SE ANT - ENGINE CONTRO ANEOUS ACTS,CONDITI I - ROUGH/UNEVEN | | ER AS | SEM | BLI | ES | | ENANCE PERSONN | EL) |
| | | | RCED LANDING ON AIRPOF HROTTLE ARM ASSEMBLY | I ZSEA | ΥĻΑ | NE | DAS | C/77ELIP1. | | |

| | | | BRIEF | S OF AC | :c 1 | DEN TS | | | |
|-------|------------------------------------|--|---|----------|------|----------------|---|----------------------|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJ F | | IES SM/N | FLIGHT PURPOSE | | PILOT DATA |
| -2581 | 5/27/77 TIME - | NR.LAMBERT.MS 1700 | CESSNA A188B N70389 DAMAGE-DESTROYED | | | | COMMERCIAL ASSOC CROP (| CTL ACTIVITY | COMMERCIAL, AGE 29, 4800 TOTAL HOURS, 100 IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTU LAMBER Type of | ACCIDENT | | | PI | | FOPERATION | | |
| | | DED WITH OBJECT OVER/DOWN | | | | | FF RUN FF RUN | | |
| | | E CAUSE(S) IN COMMAND - FAILED | TO ABORT TAKEOFF | | | | | | • |
| | KIND (| | DL - UNKNOWN/NOT REPOR | TED | | TYPE | | - FERTILIZING | G (DUST) Emical-nontoxic |
| | GOGGLU COCKP TANK/H SWATH | S - NOT USED IT CRASHPAD - INSTALL HOPPER-LOCATION - FOR RUN-HOW FLOWN - UNKN - COLLIDED WITH TREE | ED WARD OF PILOT IOWN/NOT REPORTED | | | CRASH CRASH | HELMET - AVA BAR - INSTAL IN-TYPE - ROL | _LED | |
| | KEHAKKS | | | , Ø | | | | | |
| 2580 | 6/1/77 TIME - | NR•VICKSBURG•MS 1530 | CESSNA A188B N91229 DAMAGE-DESTROYED | | | | COMMERCIAL ASSOC CROP (| CTL ACTIVITY | COMMERCIAL, AGE 41, 620 TOTAL HOURS, ALL IN TYPE INSTRUMENT RATED. |
| | DEPARTU | AIRPORT - VICKSBURG RE POINT BURG+MS | | | | | | | • |
| | ENGIN | ACCIDENT E FAILURE OR MALFUNCT DED WITH TREES | ION | | Pł | IN FL | F,OPERATION IGHT CLIMB NG FINAL APP | | |
| | POWER TERRA PARTIAL | IN - HIGH OBSTRUCTION POWER LOSS - PARTIAL | 5 POWERPLANT FAILURE 15 . LOSS OF POWER - 1 EN 18CED LANDING OFF AIRPO | GINE | | - | D REASONS | | |
| | KIND (PILOT | DATA HOURS IN CROP CONTRO JF CROP - OTHER 'S SEAT BELT - UNKNOV ES - NOT USED | | | | TYPE GLOVE | OF OPERATION OF CHEMICAL U S - NOT USED HELMET - AVA | JSED - DRY CH | EMICAL-TOXIC |
| | | IT CRASHPAD - INSTALL HOPPER-LOCATION - FOR | | | | | BAR - INSTAL IN-TYPE - *ER | LED ROR-INVALID (| CODE* |
| | | | | | | | | | |

| FILE | DATE LOCATIO | N AIRCRAFT DATA | | RIES | FLIGHT | PILOT DATA |
|-------|--|---|----------------|--------------------------------------|--|---|
| -2578 | 6/17/77 HOLLY BLUFF TIME - 0930 DEPARTURE POINT HOLLY BLUFF,MS TYPE C ACCIDENT | MS CALLAIR A9A N3576G DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 PX- 0 | | | COMMERCIAL, AGE 36, 350 TOTAL HOURS, 6 IN TYPE, INSTRUMENT RATED. |
| | STALL | | | | DF DPERATION LIGHT STARTING SWATH R | RUN |
| | FACTOR(S) | AILED TO OBTAIN/MAINTAIN FL ONDITIONS - JETTISONED LOAD | | ED | | |
| | SPECIAL DATA TOTAL HOURS IN CROP KIND OF CROP - COTTO PILOT'S SEAT BELT - U GOGGLES - NOT USED | N | | TYPE GLOV | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIG YES - NOT USED H HELMET - AVAILABLE US | DUID CHEMICAL-TOXIC |
| | COCKPIT CRASHPAD - N TANK/HOPPER-LOCATION | | | CRAS | H BAR - INSTALLED AIN-TYPE - LEVEL,FLAT | |
| -2579 | 6/20/77 LELAND,MS TIME - 0910 | CESSNA 188 N79581 Damage-Substantial | CR- 0 PX- 0 | 0 1 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 33, 2800 TOTAL HOURS 126 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT LELAND,MS | INTENDED DESTINATION LOCAL | | | | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MA NOSE OVER/DOWN | LFUNCTION | | IN F | OF OPERATION LIGHT PULLUP FROM SWAT ING ROLL | TH RUN - |
| | PILOT IN COMMAND - M MISCELLANEOUS ACTS.C TERRAIN - ROUGH WATE FACTOR(S) MISCELLANEOUS ACTS.C | ONDITIONS - FUEL EXHAUSTION R | | | | |
| | | S - FORCED LANDING OFF AIRP | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP KIND OF CROP - COTTO PILOT'S SEAT BELT - GOGGLES - NOT USED COCKPIT CRASHPAD - I TANK/HOPPER-LOCATION ELEVATION-AREA BEING PROCEDURE TURNAROUND | N FASTENED-PROPERLY NSTALLED - FORWARD OF PILOT TREATED-FEET - 150 | | TYPE GLOV CRAS CRAS TERR | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIG 'ES - USED H HELMET - AVAILABLE US H BAR - INSTALLED AIN-TYPE - LEVEL,FLAT H RUN-HOW FLOWN - CROSS | DUID CHEMICAL-TOXIC SED |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | | IJURIES FSM | 1/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|---|----------|----------------------------|---|--|---|
| | | NR.FLORA,MS | CESSNA 1888 N9143R DAMAGE-DESTROYED | CR- | 01 | 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 32, 500 TOTAL HOURS, 1075 IN TYPE, NOT INSTRUMENT RATED. |
| | | E POINT | INTENDED DESTINATION | | | | | |
| | TYPE OF A | ACCIDENT ED WITH WIRES/POLE | | | | | F OPERATION IGHT SWATH RUN | |
| | | CAUSE(S) IN COMMAND - FAILED | TO SEE AND AVOID OBJEC | TS OR | OBSTR | UCT | IONS | |
| | KIND OF PILOT'S GOGGLES COCKPI TANK/HO ELEVAT | DATA HOURS IN CROP CONT F CROP - BEANS S SEAT BELT - FAST S - NOT USED T CRASHPAD - INSTAI DPPER-LOCATION - FO ION-AREA BEING TREA HIT PWR LINE. | ENED-PROPERLY LED DRWARD OF PILOT | | TY GL CR CR TE | PE OVE ASH ASH RRA | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQU S - NOT USED HELMET - AVAILABLE-NOT BAR - INSTALLED IN-TYPE - ROLLING RUN-HOW FLOWN - CROSSW | ID CHEMICAL-TOXIC USED |
| | | | | | | | | |
| 3-1784 | 7/14/77 TIME - 13 | ₩INTERVILLE,MS 330 | CESSNA A188 N21808 DAMAGE-SUBSTANTIAL | | 0 0 0 0 | 1 0 | COMMERCIAL ASSOC CROP CTL ACTIVIT | COMMERCIAL, FL.INSTR., Y AGE 45, 12000 TOTAL HOURS, 278 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE | AIRPORT - WINTERS S E POINT VILLE,MS | TRIP INTENDED DESTINATION LOCAL | | | | | |
| | TYPE OF A | | LUCAL | | PHAS | E O | F OPERATION | |
| | ENGINE COLLIDI | TION | | | | FF INITIAL CLIMB NG ROLL | | |
| | | CAUSE(S) | | | | | | |
| | PERSONN POWERPI MISCELI | NEL - MAINTENANCE,S LANT - ENGINE CONTE LANEOUS ACTS,CONDIT | SERVICING,INSPECTION IN ROLS THROTTLE-POWER LEV TIONS - DISCONNECTED | | | | | |
| | PARTIAL I | LANEOUS ACTS,CONDIT POWER LOSS - PARTI | TIONS - RAN OFF END OF AL LOSS OF POWER - 1 EN ORCED LANDING ON AIRPO | GINE | | BAS | E/HELIPT. | |
| | SPECIAL D | | • | | | | | |
| | KIND OF | ROL – UNKNOWN/NOT REPOR ENED-PROPERLY | TED | TY GL | PE (| OF OPERATION - FERRY OF CHEMICAL USED - LIQU S - NOT USED | | |
| | COCKPI | S - NOT USED T CRASHPAD - INSTAI DPPER-LOCATION - FO | LED)RWARD OF PILOT | | CF | ASH | HELMET – AVAILABLE USE 1 BAR – INSTALLED IN-TYPE – SWAMPY/WATER | U |
| | ELEVAT | ION-AREA BEING TRE | | • | | | | |
| | | | | | | | | |

| | | | | S OF A | | | | | | | |
|-------|---|--|---|-------------------|----------|----------------|--|--|---|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR F | IES S M | ; 1/N | FLIGHT PURPOSE | PILOT DATA | | |
| | 7/23/77 NR. TIME - 0730 | TUNICA, MS | | С R Р X | 1 0 | 0 0 | 0 0 | COMMEDICIAL | COMMERCIAL, FL.INSTR., AGE 58, 12000 TOTAL HOURS, 550 IN TYPE, INSTRUMENT RATED. | | |
| | DEPARTURE POINT INTENDED DESTINATION TUNICA.MS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT PROCEDURE TURNAROUND | | | | | | | | | | |
| | | COMMAND - FAILED |) TO SEE AND AVOID OTHE S-PERSONNEL PILOT OF O | | | | T | | | | |
| | KIND OF CR GLOVES - N CRASH HELM CRASH BAR | RS IN CROP CONTR ROP - COTTON NOT USED MET - AVAILABLE - INSTALLED | | | | TY Go CC | PE GGL | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIG ES - NOT USED IT CRASHPAD - INSTALL HOPPER-LOCATION - FORM | DUID CHEMICAL-TOXIC | | |
| | RADAR CTL/ |)F AVIATION INVO SURVEILLANCE - | DLVED - SMALL US GEN.AV RADAR SERVICE NOT AVAI WN/NOT REPORTED | | | | | | NONE | | |
| -2431 | 7/23/77 NR. TIME - 0730 | | N6632 | CR- PX- OT- | 0 | 0 | 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 28, 3600 TOTAL HOURS 425 IN TYPE, INSTRUMENT RATED. | | |
| | DEPARTURE PO TUNICA,MS TYPE OF ACCI COLLISION | DENT | INTENDED DESTINATION LOCAL BOTH IN FLIGHT | | Ρ | | SE OF OPERATION N FLIGHT PROCEDURE TURNAROUND | | | | |
| | PROBABLE CAU PILOT IN C | JSE(S) COMMAND - FAILED | O TO SEE AND AVOID OTHE S-PERSONNEL PILOT OF O | | | т | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1500 KIND OF CROP - COTTON GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED ELEVATION-AREA BEING TREATED-FEET - 150 | | | | | TY GO CC | PE GGL | OF OPERATION - SPRAYIO OF CHEMICAL USED - LIC ES - NOT USED IT CRASHPAD - INSTALL HOPPER-LOCATION - FOR | QUID CHEMICAL-TOXIC | | |
| | RADAR CTL, | DF AVIATION INVO VSURVEILLANCE - DNE/AREA - UNKNO | DLVED - SMALL US GEN.AV RADAR SERVICE NOT AVAI JWN/NOT REPORTED | | | | | | NONE | | |

| | | | BRIEF | | | | - | | | | |
|------|--|---|--|------------|--|----------------------------|------------------------------------|---|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | IJUR F | IES S M | / N | FLIGHT PURPOSE | PILOT DATA | | |
| | | IR.LOUISVILLE.MS | | | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 32, 500 TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED. | | |
| | LOUISVILL | PARTURE POINT INTENDED DESTINATION OUISVILLE+MS LOCAL PHASE OF OPERATION PE OF ACCIDENT PULLUP FROM SW | | | | | | TH RUN | | | |
| | PROBABLE C PILOT IN | | TO OBTAIN/MAINTAIN FL | YING S | SPEE | D | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP ELEVATIO | NURS IN CROP CONTRO CROP - COTTON SEAT BELT - FASTEM - NOT USED CRASHPAD - NOT IN: PER-LOCATION - BEM IN-AREA BEING TREA | NED-PROPERLY STALLED LY | | | TY GL CR CR TE | PE C DVES ASH ASH RRAI | DF OPERATION - SPRAYI DF CHEMICAL USD - LI S - NOT USED HELMET - AVAILABLE-N BAR - NOT INSTALLED IN-TYPE - ROLLING RUN-HOW FLOWN - WIND | QUID CHEMICAL-TOXIC OT USED | | |
| 1935 | 8/2/77 N TIME - 191 | | CESSNA A188B N53296 DAMAGE-DESTROYED | CR- PX- | 0 0 | 1 0 | 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 34, 5074 Total Hours, 200 in type, instrument rated. | | |
| · | TCHULA,MS TYPE OF AC | | INTENDED DESTINATION LOCAL | | F | | | F OPERATION IGHT CLEANUP SWATH | | | |
| - | FACTOR(S) | | TO SEE AND AVOID OBJE | CTS OF | R 08 | S TR | UCT | IONS | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP ELEVATIO PROCEDUR | URS IN CROP CONTRO CROP - COTTON SEAT BELT - FASTEM - NOT USED CRASHPAD - INSTALL PER-LOCATION - FOI N-AREA BEING TREA E TURNAROUND - EN | ED RWARD OF PILOT | TED | ED KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVELFLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | |
| | FIRE AFTER | IMPACT | | | | _ | | | | | |
| | | | | PAGE | 21 | 8 | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJUR F | IES S M/N | FLIGHT PURPOSE | PILOT DATA | | | |
|-------|--|--|---|-------------------------|--|---|---|--|--|--|
| | 83 8/2/77 TCHULA,MS GRUMMAN G164B CR- 0 0 1 COMMERCIAL COMMERCIAL, AG TIME - 1615 N63D PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 1 DAMAGE-SUBSTANTIAL NOT INSTRUMENT NAME OF AIRPORT - SOUTHLAND FLYING | | | | | | | | | |
| | | OINT | INTENDED DESTINATION LOCAL | | | - | | | | |
| | TYPE OF ACC ENGINE F COLLISION | AILURE OR MALFUNC | TION ER CONTROLLED | | IN FL | F OPERATION IGHT SWATH RUN IGHT RETURN TO STRIP | | | | |
| | POWERPLAN MISCELLAN MISCELLAN PARTIAL POW | - MAINTENANCE,SI NT - ENGINE STRUCT NEOUS ACTS,CONDIT NEOUS ACTS,CONDIT NEOUS ACTS,CONDIT | ERVICING, INSPECTION IN TURE CYLINDER ASSEMBLY TONS - LOW COMPRESSION TONS - DISREGARD OF GOU LOSS OF POWER - 1 ENO RCED LANDING OFF AIRPO | Y DD OPERATI GINE | ING PR | | | | | |
| | KIND OF (PILOT'S S GOGGLES - COCKPIT (TANK/HOPF ELEVATIO | JRS IN CROP CONTRI CROP - COTTON SEAT BELT - FASTE - NOT USED CRASHPAD - INSTAL PER-LOCATION - FOI N-AREA BEING TREA | NED-PROPERLY LED WARD OF PILOT TED-FEET - 120 | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - CROSSWIND CESSIVELY HIGH OIL CONSUMPTION | | | | | |
| -2418 | | A-MYRTE,MS | CESSNA A188B N21705 Damage-SubstantIal | CR- 0 PX- 0 OT- 0 | 0 1 0 0 0 1 | COMMERCIAL Assoc Grop CTL Activ | COMMERCIAL, FL.INSTR., ITY AGE 62, 25000 TOTAL HOURS, 3000 IN TYPE, NOT | | | |
| | DEPARTURE N MYRTE, MS | | INTENDED DESTINATION | | | | INSTRUMENT RATED. | | | |
| | TYPE OF ACC COLLIDED | CIDENT WITH AUTOMOBILE | | PI | IASE (TAKEC | FOPERATION | | | | |
| | PILOT IN | COMMAND - FAILED COMMAND - MISJUD | | KEOFF.PIC | KUP TF | UCK NEAR END OF RUNWA | . ~ ~ Y• | | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | | F | S M | 'N | FLIGHT PURPOSE | PILOT DATA |
| 3-2583 | TIME - | NR.HOUSTON.MS 1130 RE POINT | GRUMMAN G-164B N48628 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- PX- | 0 | 0 | 1 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 45, 9600 TOTAL HOURS, 260 IN TYPE, NOT INSTRUMENT RATED. |
| | ENGIN | ACCIDENT E FAILURE OR MALFUN AME FAILURE IN FLI | | | P | IN | FL | F OPERATION IGHT PULLUP FROM SWAT IGHT PULLUP FROM SWAT | |
| | POWER MISCE POWER MISCE FACTOR(| PLANT - PROPELLER / LLANEOUS - FOREIGN S) | TIONS - MATERIAL FAILURE AND ACCESSORIES BLADES Object Damage | | | | | | |
| | PARTIAL | POWER LOSS - PART | TIONS - SEPARATION IN FL AL LOSS OF POWER - 1 ENG FORCED LANDING OFF AIRPO | SINE | LA | ND | | | |
| | KIND PILOT GOGGL COCKP TANK/ ELEVA | DATA HOURS IN CROP CONT OF CROP - BEANS 'S SEAT BELT - FAST ES - NOT USED IT CRASHPAD - INST/ HOPPER-LOCATION - F TION-AREA BEING TRE - PROP/CRANKSHAFT S | ENED-PROPERLY ALLED ORWARD OF PILOT ATED-FEET - 335 | | | GL GL CR CR | PE (DVE: ASH ASH | DF OPERATION - SPRAYIN DF CHEMICAL USED - LIQ S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - LEVEL+FLAT | UID CHEMICAL-NONTOXIC |
| 3-2420 | 8/16/77 TIME - | CANTON,MS 0805 | CESSNA A188B N9139G DAMAGE-DESTROYED | CR- PX- | 0 0 | 1 0 | 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 21, 1569 Total Hours, 450 in Type, Not instrument rated. |
| | CANTO TYPE OF | RE POINT N↓MS ACCIDENT DED WITH TREES | INTENDED DESTINATION LOCAL | | F | | | F OPERATION IGHT PULLUP FROM SWAT | |
| | | E CAUSE(S) IN COMMAND - MISJU | JDGED DISTANCE | | | | | | |
| | KIND PILOT GOGGL COCKP TANK/ | DATA HOURS IN CROP CONT OF CROP - COTTON 'S SEAT BELT - NOT ES - NOT USED IT CRASHPAD - INST/ HOPPER-LOCATION - F TION-AREA BEING TR | FASTENED NLLED ORWARD OF PILOT | | | TY GLI CR CR TE | PE VE ASH ASH RRA | DF OPERATION - SPRAYIN DF CHEMICAL USED - LIO S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - LEVEL.FLAT RUN-HOW FLOWN - UNKNO | DUID CHEMICAL-TOXIC SED |
| | | | | PAGE | 22 | 20. | | | |

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|--------|---|--|---|---------------------------------|----------------------------------|------------------------------------|--|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIE: S P | S 4/N | FLIGHT PURPOSE | PILOT DATA |
| | 8/18/77 | FLORA, MS 5 | GRUMMAN G164A N48426 DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | 0 | 1 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 38, 5558 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED. |
| | FLORA.MS TYPE OF AC ENGINE F | | INTENDED DESTINATION LOCAL TION | | 11 | I FL | F OPERATION IGHT SWATH RUN NG LEVEL OFF/TOUCHDOWN | |
| | PERSONNE MISCELLA MISCELLA FACTOR(S) MISCELLA COMPLETE P | NEOUS ACTS,CONDIT L - MAINTENANCE,S NEOUS ACTS,CONDIT NEOUS ACTS,CONDIT NEOUS ACTS,CONDIT OWER LOSS - COMPL | IONS - WATER IN FUEL ERVICING,INSPECTION IP IONS - UNAPPROVED MODI IONS - IMPROPER/INADEOU IONS - JETTISONED LOAD ÉTE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO | FICATION JATE VEN 4EDUT-1 | TING | ; | CTION OF AIRCRAFT (OWNER | R-PILOT) |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP ELEVATIO | URS IN CROP CONTR CROP - COTTON SEAT BELT - FASTE - NOT USED CRASHPAD - INSTAL PER-LOCATION - FO N-AREA BEING TREA | NED-PROPERLY LED RWARD OF PILOT TED-FEET - 310 | /E WING | TY GL CF CF TE SV | (PE OVE RASH RASH ERRA | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQUI ES - NOT USED H HELMET - AVAILABLE USED BAR - INSTALLED IIN-TYPE - ROLLING RWARD TOWARDS LEADING ED | D CHEMICAL-TOXIC |
| 3-2424 | 8/19/77 N TIME - 191 | R•GRACE,MS 5 | CESSNA 188B N70124 DAMAGE-SUBSTANTIAL | PX- 0 | 0 0 | 1 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 28, 4228 Total Hours, 2651 in Type, not instrument Rated. |
| | DEPARTURE GRACE.MS TYPE OF AC STALL M | CIDENT | INTENDED DESTINATION LOCAL | | | | IF OPERATION .IGHT FLAREOUT FOR SWATH | |
| | | COMMAND - FAILED | TO OBTAIN/MAINTAIN FL' GED DISTANCE,SPEED,AND | | | | | |
| | KIND OF GLOVES - CRASH HE CRASH BA TERRAIN- SWATH RU | | SSWIND | ED | T) GC CC TA | (PE) GGL DCKP | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQUI ES - NOT USED DIT CRASHPAD - INSTALLED HOPPER-LOCATION - FORWAR TION-AREA BEING TREATED- | D CHEMICAL-TOXIC |

| | | | BRIEF | S OF A | | | | | |
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| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR F | RIES S M | / N | FLIGHT PURPOSE | PILOT DATA |
| | 8/21/77 TIME - 1 DEPARTUR HERNAND | NR.HERNANDO,MS 330 E POINT | | | 0 C | 0 0 | 1 0 | | COMMERCIAL, FL.INSTR., AGE 37, 8177 TOTAL HOURS, 330 IN TYPE, NOT INSTRU- MENT RATED. |
| | ENGINE COLLID PROBABLE POWERP MISCEL COMPLETE | FAILURE OR MALFUNC ED WITH TREES CAUSE(S) LANT - ENGINE STRUC LANEOUS ACTS,CONDIT POWER LOSS - COMPL | TION TURE VALVE ASSEMBLIES IONS – MATERIAL FAILUR ETE ENGINE FAILURE/FLAI ORCED LANDING OFF AIRP | MEOUT- | 1 E | | FLI | GHT NORMAL CRUISE | |
| | SPECIAL TOTAL KIND O PILOT GOGGLE COCKPI TANK/H | DATA | OL – UNKNOWN/NOT REPOR NED-PROPERLY STALLED RWARD OF PILOT | | | K I TY GL CR CR | PE DVES ASH ASH | DF OPERATION - SPRAYIN JF CHEMICAL USED - LIQ 5 - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - ROLLING | UID CHEMICAL-TOXIC |
| 3 - 2422 | 8/23/77 TIME - 1 | NR.LAMBERT.MS 800 | BELL MK5-B N4227A DAMAGE-SUBSTANTIAL | PX- | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 28, 2175 TOTAL HOURS, 1265 IN TYPE, NOT INSTRUMENT RATED. |
| | LAMBERT TYPE OF | | INTENDED DESTINATION LOCAL | | Ρ | | | - OPERATION IGHT STARTING SWATH R | |
| | | CAUSE(S) IN COMMAND - MISJUD | GED ALTITUDE AND CLEAR | ANCE | | | | | |
| | K IND O GLOVES CRASH CRASH TERRAI | DATA HOURS IN CROP CONTR F CROP - BEANS - NOT USED HELMET - AVAILABLE BAR - INSTALLED N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - UPW | USED | | | TY GO CO TA | PE GGL CKP NK/I | DF OPERATION - SPRAYIN DF CHEMICAL USED - LIO ES - NOT USED IT CRASHPAD - INSTALLE HOPPER-LOCATION - SIDE TION-AREA BEING TREATE | UID CHEMICAL-TOXIC D S |
| | | | | PAGE | 22 | 22 | | | |

| | | DRIEF | S OF ACC | | | | | | | | |
|--------|---|---|----------------|--|--|---|--|--|--|--|--|
| FILE | DATE LOCATION | · · · · · · · · · · · · · · · · · · · | INJU F | | FLIGHT PURPOSE | PILOT DATA | | | | | |
| | B/24/77 NR.LOUISVILLE.M TIME - 1815 | | CR- 0 PX- 0 | 0 1 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVI | COMMERCIAL, AGE 34, 6465 TY TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED. | | | | | |
| | NAME OF AIRPORT - HOME A DEPARTURE POINT LOUISVILLE.MS TYPE OF ACCIDENT | IRSTRIP INTENDED DESTINATION LOCAL | | | F OPERATION | | | | | | |
| | ENGINE FAILURE OR MALF COLLIDED WITH TREES | UNCTION | | TAKEO | FF INITIAL CLIMB NG FINAL APPROACH | | | | | | |
| | POWERPLANT - FUEL SYST MISCELLANEOUS ACTS,CON TERRAIN - HIGH OBSTRUC FACTOR(S) MISCELLANEOUS ACTS,CON COMPLETE POWER LOSS - CO | DITIONS - IMPROPERLY SECU | RED 1EOUT-1 | ENGINE | ENANCE AND INSPECTION | | | | | | |
| | KIND OF CROP - BEANS PILOT'S SEAT BELT - FA GOGGLES - NOT USED COCKPIT CRASHPAD - INS TANK/HOPPER-LOCATION - | TALLED | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED ELEVATION-AREA BEING TREATED-FEET - 520 | | | | | | | |
| 3-2428 | 8/25/77 NR.WINONA,MS TIME - 1555 | | | 0 0 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 30, 1000 TOTAL HOURS, 400 IN TYPE, | | | | | |
| | DEPARTURE POINT WINONA,MS | DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | | | INSTRUMENT RATED. | | | | | |
| | TYPE OF ACCIDENT STALL | | | | F OPERATION IGHT PULLUP FROM SWAT | H RUN | | | | | |
| | FACTOR(S) | LED TO OBTAIN/MAINTAIN FL | | ED | | | | | | | |
| | MISCELLANEOUS ACTS, CON | DITIONS - LOAD NOT JETTIS | DNED | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CO KIND OF CROP - COTTON PILOT'S SEAT BELT - FA GOGGLES - NOT USED COCKPIT CRASHPAD - INS TANK/HOPPER-LOCATION - | STENED-PROPERLY TALLED | | TYPE GLOVE CRASH CRASH | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIO S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - LEVEL,FLAT | UID CHEMICAL-TOXIC | | | | | |
| | ELEVATION-AREA BEING T PROCEDURE TURNAROUND - | REATED-FEET - 365 | | | RUN-HOW FLOWN - UPWIN | D | | | | | |

| | | | BRIEF | | | | | |
|--------|--|--|--|---------------------|----------------------|--|---|--|
| FILE | | | AIRCRAFT DATA | INJU F | RIES S M/N | FLIGHT PURPOSE | · | PILOT DATA |
| 8-2421 | 8/25/77 | ROLLING FORK,MS 0 | CESSNA A188B N91262 DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | 0 1 | COMMERCIAL ASSOC CROP | CTL ACTIVITY | COMMERCIAL, AGE 43, 12700 TOTAL HOURS, 4000 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE ROLLING Type of AC Engine f | FORK,MS | INTENDED DESTINATION LOCAL TION | | TAKE | OF OPERATION DFF INITIAL ING LEVEL O | | |
| | POWERPLA MISCELLA TERRAIN COMPLETE P | L - MAINTENANCE,SE NT - IGNITION SYS NEOUS ACTS,CONDIT - HIGH VEGETATION OWER LOSS - COMPLE | RVICING,INSPECTION I TEM SPARK PLUG IONS - IMPROPER CLEARA TE ENGINE FAILURE/FLAM RCED LANDING OFF AIRPO | NCE-TOLE MEDUT-1 | RANCE | | INSPECTION | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP | URS IN CROP CONTRO CROP - COTTON SEAT BELT - UNKNOV - NOT USED CRASHPAD - INSTALI PER-LOCATION - FO | N/NOT REPORTED |) . | TYPE GLOV CRAS | OF CHEMICAL ES - NOT USE | D VAILABLE USED | ROPS CHEMICAL-TOXIC |
| | | | | | | | | |
| -2423 | TIME - 094 DEPARTURE | POINT | DAMAGE-DESTROYED INTENDED DESTINATION | CR- 0 PX- 0 | 0 1 | COMMERCIAL ASSOC CROP | CTL ACTIVITY | COMMERCIAL, AGE 52, 4642 TOTAL HOURS, 450 IN TYPE, NOT INSTRUMENT RATED. |
| | MORTON,MS TYPE OF AC COLLIDED | | LOCAL | | | OF OPERATION LIGHT RETUR | | |
| | PILOT IN | COMMAND - FAILED COMMAND - DIVERTE | TO SEE AND AVOID OBJE D ATTENTION FROM OPER IONS - UNWARRANTED LOW | ATION OF | | | | |
| | GLOVES - Crash he Crash ba Elevatio | TA URS IN CROP CONTRO NOT USED LMET - AVAILABLE U R - INSTALLED N-AREA BEING TREA BSERVING CHICKEN H | JSED TED-FEET - 450 | | GOG C COCK | LES - NOT US PIT CRASHPAD | T – FASTENED-P ED – INSTALLED TION – FORWARD | |
| | | | | | | | | |
| | | | | | | | | |

BRIEFS OF ACCIDENTS AIRCRAFT DATA FILE DATE LOCATION INJURIES FLIGHT PILOT DATA F S M/N PURPOSE CESSNA 188B CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 24, 900 3-2425 9/12/77 NR.SUNFLOWER.MS TIME - 1230 N7310H PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 500 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - AG STRIP DEPARTUSE, POINT INTENDED DESTINATION SUNFLOWER, MS UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED SPECIAL DATA KIND OF OPERATION - SPRAYING CROPS TOTAL HOURS IN CROP CONTROL - 500 KIND OF CROP - COTTON TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - NOT FASTENED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT 3-2417 10/7/77 FLORA.MS GRUMMAN G-164A CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.INSTR., TIME - 1030 N66020 PX- 0 0 0 AERIAL APPLICATION AGE 38. 6037 TOTAL HOURS. DAMAGE-SUBSTANTIAL 2000 IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT SWATH RUN LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - JETTISONED LOAD MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA KIND OF OPERATION - DEFOLIATION (LIQUID) TOTAL HOURS IN CROP CONTROL - 5569 KIND OF CROP - COTTON TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - FASTENED-PROBERLY GLOVES - NOT USED CRASH HELMET - AVAILABLE USED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - ROLLING SWATH RUN-HOW FLOWN - CROSSWIND ELEVATION-AREA BEING TREATED-FEET - 310

| FILE | | | AIRCRAFT DATA | | | | | | PILOT DĂTA |
|-------|--|---|--|--------|-----|--|---------------------------------|--|--|
| | 10/27/77 TIME - 16 | POPLARVILLE,MS 20 | THRUSH S2R N89210 DAMAGE-DESTROYED | | | | | COMMERCIAL AERIAL APPLICATION | |
| | DEPARTURE POPLARV TYPE OF A STALL | ACCIDENT | INTENDED DESTINATION LOCAL | | Ρ | | | F OPERATION IGHT PROCEDURE TURNAROU | |
| | PROBABLE Pilot i | | TO OBTAIN/MAINTAIN FL' | YING S | PEE | D | | | |
| -0554 | TIME - 14 | -30 | DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 33, 4800 TOTAL HOURS, 152 IN TYPE, INSTRUMENT RATED. |
| | DEXTER, TYPE OF A | MO | INTENDED DESTINATION LOCAL | | | | | F OPERATION IGHT SWATH RUN | |
| | | N COMMAND - MISJUD | GED CLEARANCE | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI | IOURS IN CROP CONTR CROP - GRAIN FIEL S SEAT BELT - UNKNO - NOT USED CRASHPAD - NOT IN IOPPER-LOCATION - SI ON-AREA. BEING TREA | DS WN/NOT REPORTED STALLED DES | | | TYF GLC CR/ CR/ TEF SW/ | E VE SH SH RA TH | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQUI S - NOT USED HELMET - AVAILABLE USED BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND CA S OUPING OPERATION | D CHEMICAL-NONTOXIC |

BRIEFS OF ACCIDENTS

| FILE | | | AIRCRAFT DATA | | FŞ | M/N | PURPOSE | PILOT DATA | |
|--------|--|---|---|------------------------------------|---|--|---|---|--|
| | 5/28/77 | NR.POPLAR BLUFF,MO 37 | PIPER PA-25 | 25 CR-1 0 0 COMM PX- 0 0 0 AERI | COMMERCIAL | COMMERCIAL, AGE 28, 1733 TOTAL HOURS, 1362 IN TYPE, NOT INSTRUMENT RATED. | | | |
| | DEPARTURE POPLAR BI TYPE OF AC COLLIDED | UFF,MO | NTENDED DESTINATION | | PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN | | | | |
| | FACTOR(S) TERRAIN WEATHER | | ISION | TS OR | OBST | RUCI | TONS | | |
| | 4 MILES OBSTRUCTION HAZE | TION V AT ACCIDENT SITE OR LESS INS TO VISION AT ACC LIGHT PLAN | IDENT SITE | | PRE N TYP | NLIM CIPI ONE | AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE WEATHER CONDITIONS | = | |
| | KIND OF TANK/HOP | DURS IN CROP CONTROL CROP - GRAIN FIELDS PPER-LOCATION - FORW IN-AREA BEING TREATE | ARD OF PILOT | | ד ד | YPE ERRA | OF DPERATION - SPRAYING OF CHEMICAL USED - LIQU IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSSW | ID CHEMICAL-TOXIC | |
| 3-1737 | TIME - 144 | POINT I | GRUMMAN G-164A N7499 DAMAGE-SUBSTANTIAL NTENDED DESTINATION LOCAL | PX- | 0 0 | 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 25, 118 TOTAL HOURS, 500 IN TYP NOT INSTRUMENT RATED. | |
| | TYPE OF AC | | | | | | F OPERATION IGHT SWATH RUN | | |
| | PROBABLE (PILOT IN | | O SEE AND AVOID OBJEC | TS OR | OBST | RUCI | IONS | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOF ELEVATIO | | ALLED ARD OF PILOT D-FEET - 315 | ED | ד G C C T | YPE LOVE RASH RASH ERRA | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQU S - NOT USED HELMET - AVAILABLE USE BAR - INSTALLED IN-TYPE - LEVEL,FLAT I RUN-HOW FLOWN - CROSSW | JID CHEMICAL-NONTOXIC | |

| | | | BRIEFS | 5 OF A | ссі | | | | | | |
|------|---|--|--|---|---------|-----------------------------------|----------------------------|---|--|--|--|
| FILE | DATE | | AIRCRAFT DATA | I | | IES S M/ | | FLIGHT PURPOSE | | PILOT DATA | |
| | 7/15/77 TIME - 1 | AIRPORT - SENATH | CESSNA A1888 N53213 DAMAGE-SUBSTANTIAL | CR- | | | | COMMERCIAL ASSOC CROP | | COMMERCIAL, AGE 46, 4080 TOTAL HOURS, 4060 IN TYPE, NOT INSTRUMENT RATED. | |
| | SENATH TYPE OF ENGINE | | LOCAL | PHASE OF OPERATION Takeoff initial climb Landing final approach | | | | | | | |
| | PERSON PERSON MISCEL MISCEL FACTOR(S MISCEL PARTIAL | CAUSE(S) NEL - MAINTENANCE,SER NEL - MAINTENANCE,SER LANEOUS ACTS,CONDITIO LANEOUS ACTS,CONDITIO LANEOUS ACTS,CONDITIO) LANEOUS ACTS,CONDITIO POWER LOSS - PARTIAL Y CIRCUMSTANCES - FOR | VICING,INSPECTION IN NS - FUEL GRADE-IMPRO NS - WATER IN FUEL NS - LOW COMPRESSION NS - JETTISONED LOAD LOSS OF POWER - 1 ENG | IPROPE IPER | RLY | 'SER | | | | | |
| | SPECIAL TOTAL KIND O PILOT GOGGLE COCKPI TANK/HO | | - 4080 D-PROPERLY D ARD OF PILOT | | | K I N TYP GLO CRA CRA | E C VES SH SH | F CHEMICAL - NOT USE HELMET - A BAR - INST | D VAILABLE USED ALLED | OPS CHEMICAL-NON TOXIC | |
| 2817 | 7/20/77 TIME - 1 DEPARTUR | 100 E POINT I | PIPER PA-25 N6476Z DAMAGE-SUBSTANTIAL NTENDED DESTINATION | | | | | COMMERCIAL AERIAL APP | | COMMERCIAL, AGE 30, 1075 TOTAL HOURS, 205 IN TYPE NOT INSTRUMENT RATED. | |
| | MOBERL TYPE OF COLLID | | LOCAL | | P | | - | OPERATION GHT CLEAN | UP SWATH | | |
| | PILOT PILOT FACTOR(S | CAUSE(S) IN COMMAND - MISJUDGE IN COMMAND - IMPROPER) N - HIGH OBSTRUCTIONS | IN-FLIGHT DECISIONS | OR PL | ANN | ING | | | | | |
| | KIND O PILOT' GOGGLE COCKPI TANK/H | DATA HOURS IN CROP CONTROL F CROP - BEANS S SEAT BELT - UNKNOWN S - NOT USED T CRASHPAD - INSTALLE OPPER-LOCATION - FORW RUN-HOW FLOWN - UPWIN | /NOT REPORTED D ARD OF PILOT | | | TYP GLO CRA CRA TER | E VES SH SH RA | F CHEMICAL - NOT USE HELMET - A BAR - INST N-TYPE - L | D VAILABLE USED ALLED EVEL+FLAT | COPS CHEMICAL-NONTOXIC | |

| FILE | | LOCATION | | FSM | /N | PURPOSE | PILOT DATA |
|------------|--|---|---|-----------------------------------|---|---|---------------------------------|
| 3-2835 | | TRENTON, MO | PIPER J-3 N88570 DAMAGE-SUBSTANTIAL | CR- 0 0 | 1 | COMMERCIAL | i |
| | | | INTENDED DESTINATION | | | | |
| | TYPE OF ACC | IDENT ILURE OR MALFUNC | | IN | FLI | F OPERATION IGHT SWATH RUN NG ROLL | |
| | FACTOR(S) TERRAIN - COMPLETE PO | T - MISCELLANEOU HIGH VEGETATION WER LOSS - COMPL | IS POWERPLANT FAILURE F ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO | EOUT-1 ENGI | | D REASONS | |
| | KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP ELEVATION FIRE AFTER | RS IN CROP CONTR ROP — BEANS EAT BELT — FASTE NOT USED RASHPAD — NOT IN ER-LOCATION — BE —AREA BEING TREA IMPACT | STALLED | TY GLI CR CR TE SW | PE C DVES ASH ASH RRAI ATH | DF CHEMICAL USED - LIO 5 - USED HELMET - AVAILABLE-NO BAR - NOT INSTALLED IN-TYPE - ROLLING RUN-HOW FLOWN - WIND (| UID_CHEMICAL-NONTOXIC T_USED |

| | | | BRIEF | S OF A | cc10 | DEN | TS | | | |
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| FILE | DATE | LOCATION | AIRCRAFT DATA | | F S | SM, | /N | FLIGHT PURPOSE | | PILOT DATA |
| | | 7 KAHOKA,MO | CESSNA A188B | CR- | 0 | 0 | 1 | COMMERCIAL AERIAL APPLICATION | TOT | MERCIAL, AGE 22, 1300 AL HOURS, 780 IN TYPE, INSTRUMENT RATED. |
| | DEPARTUR KAHOK TYPE OF STALL | AIRPORT - KAHOKA RE POINT A.MO ACCIDENT MUSH DED WITH CROP | INTENDED DESTINATION LOCAL | | | TAF | кеоі | - OPERATION FF INITIAL CLIMB FF INITIAL CLIMB | | E |
| | PILOT FACTOR(S AIRPOR WEATH | | IES - AIRPORT CONDITION ND CONDITIONS | S SOF | T RI | JNW | ΔY | | | |
| | 5 OR C OBSTRUC NONE WIND DIF 180 | | ACCIDENT SITE | | PF TE W] | UNI REC NOT EMPI 70 IND 8 | LIMI IPI ERA VEI OF | AT ACCIDENT SITE ITED TATION AT ACCIDENT S TURE-F LOCITY-KNOTS FLIGHT PLAN | ITE | |
| | SPECIAL TOTAL KIND (GLOVES CRASH CRASH | | D | FED | • | K II P II GOU COU | ND I LOT GGLI CKP | DF OPERATION - SEEDI 'S SEAT BELT - UNKNC ES - NOT USED IT CRASHPAD - INSTAL HOPPER-LOCATION - UN IION-AREA BEING TREA | WN/NOT REPO LED KNOWN/NOT D | REPORTED |
| -1132 | 5/3/77 TIME - | NR•CHESTER•MT 1800 | PIPER PA-18 N4614Y DAMAGE-DESTROYED | | | | | COMMERCIAL ASSOC CROP CTL ACTI | VITY AGE 440 | MERCIAL, FL.INSTR., 26, 703 TOTAL HOURS, IN TYPE, NOT INSTRU- |
| | CHESTE | RE POINT R.MT ACCIDENT MUSH | INTENDED DESTINATION | | Pł | | | F OPERATION IGHT PULLUP FROM SW | | T RATED. |
| | PILOT FIRE AF | TER IMPACT | D TO OBTAIN/MAINTAIN FL Calibrate spray equip. | | | | PUL | LUP • | | |
| | | | | | | | | | | |
| | | | | PAGE | 230 | ο | | | | |

| | | | BRIEFS | 0F A0 | CC I | DEN | тs | | |
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| FILE | DATE | LOCATION | AIRCRAFT DATA | | | RIES S M/N | | FLIGHT PURPOSE | PILOT DATA |
| 3-1133 | TIME - 08 NAME OF A DEPARTURE BROCKWA TYPE OF A STALL PROBABLE | IRPORT - HAGLAND POINT Y.MT CCIDENT CAUSE(S) | PIPER PA-25 N7312Z DAMAGE-SUBSTANTIAL RANCH INTENDED DESTINATION LOCAL | CR- PX- | 0 PI | 0 HAS LA | Ō | COMMERCIAL ASSOC CROP CTL ACTIVITY F OPERATION NG FINAL APPROACH | COMMERCIAL, AGE 21, 271 Y TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED. |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI | OURS IN CROP CON CROP - GRAIN FI SEAT BELT - FAS - NOT USED CRASHPAD - INST PPER-LOCATION - I ON-AREA BEING TR | ELDS TENED-PROPERLY | н. | | TY GL CR CR | PE DVE ASH ASH | DF OPERATION - SPRAYING DF CHEMICAL USED - LIQUI S - USED HELMET - AVAILABLE USEC BAR - INSTALLED IN-TYPE - LEVEL,FLAT | ID CHEMICAL-NONTOXIC |

| | | | | BRIEFS | S OF A | | | | |
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| • | FILE | DATE | LOCATION | AIRCRAFT DATA | | JURIE F S | M/N | FLIGHT PURPOSE | PILOT DATA |
| | 3-1384 | 5/24/77 TIME - 07 | BILLINGS,MT 00 | CESSNA 188 | С R Р X | 0 0 |) 1 | | COMMERCIAL, FL.INSTR., AGE 29, 2350 TOTAL HOURS, 75 IN TYPE, NOT INSTRU- MENT RATED. |
| | | DEPARTURE POINT INTENDED DESTINATIO BILLINGS.MT LOCAL TYPE OF ACCIDENT STALL MUSH | | | | | | DF OPERATION LIGHT PROCEDURE TURNARO | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYI FACTOR(S) WEATHER - DOWNDRAFT.UPDRAFTS MISCELLANEOUS ACTS.CONDITIONS - JETTISONED LOAD WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | IN S | | |
| | | SKY CONDI CLEAR VISIBILIT 5 OR OV OBSTRUCTI NONE WIND DIRE 90 TYPE OF W VFR | ACCIDENT SITE | | CEI PRE N TEM WIN 1 TYP N | | | | |
| | | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI PROCEDU | OURS IN CROP CONT CROP - GRAIN FIE SEAT BELT - FAST - NOT.USED CRASHPAD - INSTA PPER-LOCATION - F ON-AREA BEING TRE RE TURNAROUND - S | LDS ENED-PROPERLY LLED ORWARD OF PILOT ATED-FEET - 3500 | | 1 6 0 0 1 5 | RASI CRASI | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQU ES - USED H HELMET - AVAILABLE USEM H BAR - INSTALLED AIN-TYPE - LEVEL,FLAT H RUN-HOW FLOWN - UPWIND | ID CHEMICAL-TOXIC D |

| FILE | DATE | LOCATION | AIRCRAFT DATA | I N | JURI | ES. | | PILOT DATA | | |
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| | | | | | | | | | | |
| 3-1343 | 5/17/77 TIME - 09 | NR.ELGIN,NE 925 | BELL 47G N617X DAMAGE-SUBSTANTIAL | CR- PX- | 0 0 | 0 1 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 42, 4421 TOTAL HOURS 731 IN TYPE, NOT INSTRU- MENT RATED. | | |
| | | | INTENDED DESTINATION | | | | | HENT KATED. | | |
| | ELGIN,NI TYPE OF | | LOCAL | PHASE OF OPERATION | | | | | | |
| | ENGINE | FAILURE OR MALFUNCT | ION R CONTROLLED | | | IN F | LIGHT SWATH RUN DING POWER-OFF AUTOROTAT | IVE LANDING | | |
| | POWERPI MISCELI MISCELI PERSONI COMPLETE | ANEOUS ACTS,CONDITI NEL - MAINTENANCE,SE POWER LOSS - COMPLE | ONS - IMPROPERLY SECUR ONS - FUEL EXHAUSTION | ADEQU EOUT- | 1 EN | GINE | TENANCE AND INSPECTION | | | |
| | KIND O | HOURS IN CROP CONTRO = CROP — CORN | NL - 800 | | | ΤΥΡΕ |) OF OPERATION - SPRAYING : OF CHEMICAL USED - LIQU /ES - NOT USED | | | |
| | GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES TERRAIN-TYPE - ROLLING ELEVATION-AREA BEING TREATED-FEET - 2000 SWATH RUN-HOW FLOWN - WIND CALM REMARKS- LEFT FUEL TANK FUEL LINE RETAINING NUT FOUND LOOSE CONTRACT | | | | | | | | | |
| 3-2496 | 6/28/77 | NR.SIDNEY,NE | GRUMMAN G-164A | CR- | 0 | 0 1 | COMMERCIAL | COMMERCIAL, AGE 47, 1250 | | |
| | | 705 - POINT | N48594 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | PX- | 0 | 0 0 | AERIAL APPLICATION | TOTAL HOURS, 189 IN TYPE NOT INSTRUMENT RATED. | | |
| | CIDNEY | NE | LOCAL | | | | | | | |
| | SIDNET | | | | | | OF ODED ATTON | | | |
| | TYPE OF A | NE NCCIDENT ED WITH WIRES/POLES | | | | | OF OPERATION LIGHT SWATH RUN | | | |
| | TYPE OF A COLLIDE PROBABLE | ACCIDENT ED WITH WIRES/POLES CAUSE(S) | | ION A | | IN F | LIGHT SWATH RUN | | | |
| | TYPE OF A COLLID PROBABLE PILOT 1 FACTOR(S | ACCIDENT ED WITH WIRES/POLES CAUSE(S) IN COMMAND - INADEQU) | | | ND/C | IN F | LIGHT SWATH RUN ANNING | | | |
| | TYPE OF A COLLID PROBABLE PILOT 1 FACTOR(S PILOT 1 SPECIAL (TOTAL F KIND OF | ACCIDENT ED WITH WIRES/POLES (N COMMAND - INADEQU) (N COMMAND - FAILED DATA HOURS IN CROP CONTRC = CROP - GRAIN FIELD | ATE PREFLIGHT PREPARAT TO SEE AND AVOID OBJEC DL - UNKNOWN/NOT REPORT | TS OR | ND/C | IN F R PL TRUC KINC TYPE | LIGHT SWATH RUN ANNING TIONS O OF OPERATION - SPRAYING O F CHEMICAL USED - LIQU | | | |
| | TYPE OF A COLLIDI PROBABLE PILOT I FACTOR(S PILOT I SPECIAL I KIND OF GLOVES | ACCIDENT ED WITH WIRES/POLES (A COMMAND - INADEQU (N COMMAND - FAILED (N COMMAND - FAILED (ATA HOURS IN CROP CONTRC | ATE PREFLIGHT PREPARAT TO SEE AND AVOID OBJEC DL - UNKNOWN/NOT REPORT S | TS OR | ND/C | IN F R PL TRUC KINC TYPE GOGG | LIGHT SWATH RUN ANNING TIONS O OF OPERATION - SPRAYING | ID CHEMICAL-NONTOXIC | | |

BRIEFS OF ACCIDENTS

| | | | BRIEF | | | | | | | | |
|-----------------|--|---|--|------------|-----------|----------------|-----------------------|---|--------------------|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | I | NJUP F | | | | | PILOT DATA | |
| 3-2119 | 6/29/77 TIME - 2000 | RED CLOUD,NE | DAMAGE-SUBSTANTIAL | CR- PX- | | 0 0 | 1 0 | COMMERCIAL ASSOC CROP CTL A | CTIVITY | COMMERCIAL, AGE 29, 2900 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. | |
| | DEPARTURE P RED CLOUD TYPE OF ACC COLLISION |),NE | INTENDED DESTINATION RED CLOUD,NE R UNCONTROLLED | | ſ | | | F OPERATION FF VERTICAL | | | |
| | | COMMAND - INADEQU | ATE PREFLIGHT PREPARA M TRAILER,SKID CAUGHT | | | | | | | | |
| 3-2837 | 7/17/77 TIME - 1055 | SCOTTSBLUFF,NE | CESSNA 305A N1FR . DAMAGE-SUBSTANTIAL | РХ- | | | | | CTĮVITY | COMMERCIAL, AGE 45, 658 Total Hours, 14 IN Type, Instrument rated. | |
| | NAME OF AIRPORT - SCOTTSBLUFF DEPARTURE POINT INTENDED DESTINATION SCOTTSBLUFF,NE LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL | | | | | | | | | | |
| | FACTOR(S) | COMMAND - FAILED | TO MAINTAIN DIRECTION ONS - OVERLOAD FAILUR | | N TR | DL - | | | | | |
| 3 - 2499 | 7/22/77 NR TIME - 1330 | •RISING CITY•NE | CESSNA A188A N44080 DAMAGE-SUBSTANTIAL | PX- | | | | COMMERCIAL Assoc crop ctl A | CTIVITY | COMMERCIAL, AGE 45, 2764 TOTAL HOURS, 154 IN TYPE, NOT INSTRUMENT RATED. | |
| | DEPARTURE P RISING CIT TYPE OF ACC ENGINE FA | 'Y•NE IDENT NILURE OR MALFUNCT | RANCH INTENDED DESTINATION LOCAL | | F | Τ | KEC | F OPERATION FF INITIAL GLIMB | | | |
| | COLLIDED WITH CROP TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS THROTTLE-POWER LEVER ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - LOOSE, PART/FITTING TERRAIN - HIGH VEGETATION FACTOR(S) PILOT IN COMMAND - FAILED TO ABORT TAKEOFF PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | |
| | KIND OF C PILOT'S S CRASH HEL | URS IN CROP CONTRO CROP - GRAIN FIELD EAT BELT - FASTEN MET - AVAILABLE U C - INSTALLED | ED-PROPERLY | TED | | GI GI CC | (PE .0 VE .0 KP | OF OPERATION - SP OF CHEMICAL USED S - NOT USED IT CRASHPAD - INS HOPPER-LOCATION - | - LIQUID TALLED | CHEMICAL-TOXIC | |

BRIEFS OF ACCIDENTS LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FILE DATE F S M/N PURPOSE 3-3168 7/27/77 TRUMBULL.NE CESSNA 188 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 35, 2481 TIME - 1000 N6048G PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 109 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - AG STRIP DEPARTURE POINT INTENDED DESTINATION TRUMBULL.NE LOCAL TYPE OF ACCIDENT PHASE OF OPERATION TAKEDEE INITIAL CLIMB ENGINE FAILURE OR MALFUNCTION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 207 KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC KIND OF CROP - GRAIN FIELDS PILOT'S SEAT BELT - NOT FASTENED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT 3-2838 7/29/77 CALLAWAY, NE PIPER PA-25 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 21, 660 TIME - 0930 N9813P PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 250 IN TYPE, NOT INSTRUMENT RATED. DAMAGE-DESTROYED DEPARTURE POINT INTENDED DESTINATION BROKEN BOW, NE LOCAL TYPE OF ACCIDENT PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND STALL MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 600 KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC KIND OF CROP - CORN GLOVES - NOT USED PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED CRASH HELMET - AVAILABLE USED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - ROLLING TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 2500 HILLY SWATH RUN-HOW FLOWN - CROSSWIND PROCEDURE TURNAROUND - SECOND 1/3 TURN REMARKS- FIELD IN VALLEY.

| | | | BRIEF | S OF ACCI | | | | | | | | |
|--------------------------|--|--|--|----------------|--|------------------------------------|--|--|--|--|--|--|
| FILE | DATE | | AIRCRAFT DATA | INJUF F | RIES S M/N | PURPOSE | PILOT DATA | | | | | |
| 3-2836 | 7/31/77 TIME - DEPARTU ORCHA TYPE OF ENGIN | CLEARWATER,NE 2030 IRE POINT IRD,NE ACCIDENT IE FAILURE OR MALFUNC LANDING | CESSNA 188B N9081R DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 PX- 0 | CR- 0 0 1 COMMERCIAL PX- 0 0 AERIAL APPLICATION PHASE OF OPERATION IN FLIGHT PULLUP FROM SWATH RUN LANDING LEVEL OFF/TOUCHOOWN | | | | | | | |
| | POWER MISCE TERRA COMPLET | PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CRANKSHAFT MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | |
| | KIND PILOT GOGGL COCKP TANK/ ELEVA PROCE | HOURS IN CROP CONTR OF CROP - CORN 'S SEAT BELT - FASTE (ES - NOT USED IT CRASHPAD - INSTAL HOPPER-LOCATION - FO TION-AREA BEING TREA DURE TURNAROUND - FI | NED-PROPERLY LED RWARD OF PILOT TED-FEET - 1700 RST 1/3 TURN | JOURNAL | KIND OF DPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - CROSSWIND JRNAL & #2 MAIN BRG JOURNAL. | | | | | | | |
| 3 - 24 <u>9</u> 5 | TIME - | ST.PAUL.NE 0845 AIRPORT - WALT'S AE | | PX- 0 | | COMMERCIAL ASSOC CROP CTL ACTIV | COMMERCIAL, AGE 53, 6200 ITY TOTAL HOURS, 2942 IN TYPE, NOT INSTRUMENT RATED. | | | | | |
| | ST.PA TYPE OF | RE POINT UL,NE ACCIDENT MUSH | INTENDED DESTINATION LOCAL | F | | F OPERATION FF INITIAL CLIMB | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS+CONDITIONS - JETTISONED LOAD | | | | | | | | | | | |
| | KIND PILOT GOGGL | | WN/NOT REPORTED | TED | KIND OF OPERATION - SEEDING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | | | |

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BRIEFS OF ACCIDENTS AIRCRAFT DATA FILF DATE LOCATION INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1857 7/18/77 TABERNACLE,NJ CESSNA 188 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 30, 1050 TIME - 1100 N91054 PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 330 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION INDIAN MILLS.N.L FUCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT PULLUP FROM SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, ALTITUDE OR CLEARANCE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1000 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - CORN TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL.FLAT ELEVATION-AREA BEING TREATED-FEET - 150 SWATH RUN-HOW FLOWN - CROSSWIND REMARKS- HIT ONE AND ONE HALF INCH TELEPHONE CABLE. 3-0526 3/30/77 ROGERS,NM PIPER PA-25 CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.INSTR., TIME - 1120 N9890P PX- 0 0 0 AERIAL APPLICATION AGE 44. 5255 TOTAL HOURS. DAMAGE-SUBSTANTIAL 2000 IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION CAUSEY .NM ROGERS.NM TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT PROCEDURE TURNAROUND PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - GRAIN FIELDS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - BELLY TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 4000 SWATH RUN-HOW FLOWN - CROSSWIND PROCEDURE TURNAROUND - THIRD 1/3 TURN REMARKS- LOOKED TO SEE IF HEADPHONE AND MIKE WERE PLUGGED IN. FLEW INTO GROUND.

| | | | | OF ACC | | | | | |
|--------|---|---|--|--------------------|--|-------------------------------------|---|-----------------------------------|---|
| | DATE | LOCATION | AIRCRAFT DATA | INJU F | JRIES S M | /N | FLIGHT PURPOSE | | PILOT DATA |
| 3-1161 | 4/23/77 TIME - DEPARTUI SPRAY TYPE OF GROUNI | NR.CLOVIS.NM 1700 | PIPER PA-25B N3MC DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- 0 PX- 0 | 0 0 0 0 PHAS LA | | COMMERCIAL ASSOC CROP CTL AC OPERATION IG ROLL IG ROLL | TIVITY | COMMERCIAL, AGE 30, 522 TOTAL HOURS, 122 IN TYPE, NOT INSTRUMENT RATED. |
| | PILOT TERRA TERRA FACTOR(MISCE INSTRI | IN - WET,SOFT GROUND IN - ROUGH/UNEVEN S) LLANEOUS ACTS,CONDIT JMENTS/EQUIPMENT AND CY CIRCUMSTANCES - P | TO MAINTAIN DIRECTIONA IONS - PILOT FATIGUE ACCESSORIES - MISCELLA RECAUTIONARY LANDING OF USPECTED MECHANICAL DIS | NEOUS E F AIRPC | OUIP IR T | MEN | SPRAY, DUSTING E | EQUIPMEN | T |
| | KIND PILOT GOGGL COCKP TANK/ ELEVA | HOURS IN CROP CONTR DF CPOP - DTHER 'S SEAT BELT - UNKNO ES - NOT USED IT CRASHPAD - NOT IN HOPPER-LOCATION - UN IION-AREA BEING TREA | WN/NOT REPORTED STALLED KNOWN/NOT REPORTED | | TY GL CR CR TE | PE DVE ASH ASH RRA | DF OPERATION - SPR F CHEMICAL USED - NOT USED HELMET - NOT AVAI BAR - NOT INSTALL BAR - NOT INSTALL RUN-HOW FLOWN - C | CHEMICAL-TOXIC | |
| -1721 | DEPARTU GRADY | RE POINT | CESSNA 188 N8010G DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | | | COMMERCIAL AERIAL APPLICATIC | IN | COMMERCIAL, AGE 57, 8875 TOTAL HOURS, 1100 IN TYPE, INSTRUMENT RATED. |
| | COLLII PROBABLI PILOT SPECIAL TOTAL KIND (PILOT GOGGLI COCKP TANK/I | DED WITH WIRES/POLE E CAUSE(S) IN COMMAND - MISJUD | GED CLEARANCF OL – 3422 WN/NOT REPORTED STALLED RWARD OF PILOT | | ` IN KI TY GL CR CR TE | FL ND PE OVE ASH RRA | IGHT SWATH RUN DF OPERATION - SPF | · LIQUID .E USED .ED .AT | CHEMICAL-NONTOXIC |

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR F | IES S M/ | N. | FLIGHT PURPOSE | PILOT DATA | | | | |
|-------|--|---|---|------------|--|-------------------------------------|-------------------|---|--|--|--|--|--|
| | 7/29/77 TIME - 13 DEPARTURE | NR.CLOVIS, NM 30 POINT | CESSNA 188 N49470 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- PX- | | | _ | | COMMERCIAL, AGE 35, 2383 TOTAL HOURS, 187 IN TYPE, INSTRUMENT RATED. | | | | |
| | FARWELL TYPE OF A ENGINE NOSE OV | CCIDENT FAILURE OR MALFUN | FARWELL, TX CTION | | Ρ | IN | LI | OPERATION GHT PROCEDURE TURNAF G ROLL | ROUND | | | | |
| | POWERPL TERRAIN PARTIAL P | PROBABLE CAUSE(S) POWERPLANT - IGNITION SYSTEM SPARK PLUG TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI PROCEDU | OURS IN CROP CONT CROP - CORN SEAT BELT - UNKN - USED CRASHPAD - INSTA PPER-LOCATION - FI ON-AREA BEING TRE | DWN/NOT REPORTED LLED DRWARD OF PILOT ATED-FEET - 4200 VTRY TO PROCEDURE TURN | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | | | |
| -3530 | TIME - 11 DEPARTURE | POINT | AERD COMDR 600S2R N4956X DAMAGE-SUBSTANTIAL INTENDED DESTINATION | PX- | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 28, 5000 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | CLOVIS+N TYPE OF A ENGINE COLLISI | LOCAL CTION TER CONTROLLED | PHASE OF OPERATION IN FLIGHT STARTING SWATH RUN LANDING LEVEL OFF/TOUCHDOWN | | | | | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - LOW COMPRESSION PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE INSPECTION OF AIRCRAFT (OWNER-PILOT) | | | | | | | | | | | | |
| | TERRAIN - ROUGH/UNEVEN FACTOR(S) POWERPLANT - IGNITION SYSTEM SPARK PLUG MISCELLANEOUS ACTS,CONDITIONS - CARBON DEPOSITS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO | ATA OURS IN CROP CONT CROP — POTATOES SEAT BELT — UNKN — NOT USED CRASHPAD — INSTA PPER-LOCATION — FU ON-AREA BEING TRE | DWN/NOT REPORTED Lled DRWARD OF PILOT | | | TYPI GLO CRAS CRAS TERF | ES H H H | F DPERATION - SPRAYIN F CHEMICAL USED - LIG - USED HELMET - AVAILABLE US BAR - INSTALLED N-TYPE - ROLLING RUN-HOW FLOWN - CROSS | UID CHEMICAL-TOXIC | | | | |

| | | | | OF ACC | | | | | | | | |
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| FILE | DATE . | LOCATION | AIRCRAFT DATA | INJU F | R I E S | S M/N | FLIGHT PURPOSE | PILOT DATA | | | | |
| 3-0593 | 4/14/77 N TIME - 110 | R•AUSTIN•N¥ 0 | GRUMMAN G-164A N5236 DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | 0 0 | 1 0 | COMMERCIAL ASSOC CROP CTL ACTIVI | COMMERCIAL, AGE 29, 1674 TY TOTAL HOURS, 600 IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | AUST IN, NY | | INTENDED DESTINATION LOCAL | | | | | | | | | |
| | TYPE OF AC STALL M | | | I | | | F OPERATION IGHT EN ROUTE TO TREA | T CROP | | | | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | | | |
| | SPECIAL DA TOTAL HO KIND OF PILOT'S GOGGLES | | T G | YPE Love | OF OPERATION - FERTILI OF CHEMICAL USED - DRY S - NOT USED HELMET - AVAILABLE US | CHEMICAL-NONTOXIC | | | | | | |
| | COCKPIT TANK/HOP ELEVATIO | LED RWARD OF PILOT ITED-FEET - 5400 COND 1/3 TURN | | Ċ | RASH ERRA | BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSS | | | | | | |
| | | | · | | | _ | | | | | | |
| 3-2519 | TIME - 170 | - | GRUMMAN G-164 N652Y DAMAGE-SUBSTANTIAL | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 21, 1497 TOTAL HOURS, 85 IN TYPE, NOT INSTRUMENT RATED. | | | | |
| | | | INTENDED DESTINATION | | | | | | | | | |
| | TYPE OF AC | | | | F OPERATION | | | | | | | |
| | ENGINE F | | | | | IGHT CLEANUP SWATH NG FINAL APPRDACH | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | | | | |
| | COMPLETE P | OWER LOSS - COMPL | ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO | | | | | | | | | |
| | SPECIAL DA TOTAL HO KIND OF PILOT'S GOGGLES COCKPIT | ED KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED | | | | | | | | | | |
| | TANK/HOP ELEVATIO PROCEDUR REMARKS- H | | T | ERRA | IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND | | | | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | ١١ | IJUR F | | | | PILOT DATA | | |
|-------|--|-------------------------|------------|-------------------------------------|-------------------------------------|--|--|--|--|--|
| | | PIPER PA-36 N9931P | CR- PX- | 0 0 | 0 0 PHASE | 0F | | COMMERCIAL, AGE 30, 3100 TOTAL HOURS, 325 IN TYPE, NOT INSTRUMENT RATED. | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILE | D TO OBTAIN/MAINTAIN FL | YING S | SPEE | D | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CON KIND OF CROP - OTHER PILOT'S SEAT BELT - FAS GOGGLES - USED COCKPIT CRASHPAD - INST/ TERRAIN-TYPE - LEVEL.FLA FIRE AFTER IMPACT REMARKS- SPRAYING ONIONS. | ENED-PROPERLY | | | TYPI GLO CRAS CRAS | E 01 VES SH F SH 1 | F OPERATION - SPRAYING F CHEMICAL USED - LIQU - NOT USED HELMET - AVAILABLE USEI BAR - INSTALLED RUN-HOW FLOWN - CROSSW | UID CHEMICAL-TOXIC ED | | |
| -2352 | 6/27/77 WEEDSPORT,NY TIME - 1915 | | PX- | | | | COMMERCIAL AERIAL APPLICATION | | | |
| | DEPARTURE POINT SAVANNAH,NY Type of accident Engine failure or malfur Collided with crop | | P | INI | LI(| OPERATION GHT CLEANUP SWATH S ROLL | KATEU • | | | |
| | PROBABLE CAUSE(S) POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE TERRAIN - ROUGH/UNEVEN TERRAIN - HIGH VEGETATION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING DFF AIRPORT ON LAND | | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONT KIND OF CROP - OTHER PILOT'S SEAT BELT - UNKN GOGGLES - NOT USED COCKPIT CRASHPAD - NOT TANK/HOPPER-LOCATION - F ELEVATION-AREA BEING TRI REMARKS- SPRAYING BLUEBERF | | | TYPI GLO CRAS CRAS TERF | E OI VES SH F SH I RAIN | = OPERATION - SPRAYING = CHEMICAL USED - LIQU - NOT USED HELMET - AVAILABLE-NOT BAR - INSTALLED N-TYPE - ROLLING RUN-HOW FLOWN - WIND C/ | ID CHEMICAL-TOXIC USED | | | |

BRIEFS OF ACCIDENTS

| | | | BRIEF | 5 OF 4 | | | | | | | |
|-------|--|--|---|-------------|---------------------|---|-----------------------|--|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR F | IE S | S M/N | | PILOT DATA | | |
| -2523 | 6/30/77 A TIME - 1359 | SHFORD,NY | HUGHES 269C N7417F DAMAGE-DESTROYED | CR- PX- | 0 0 | 0 | 1 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 25, 4832 TOTAL HOURS, 911 IN TYPE, INSTRUMENT RATED. | | |
| | ENGINE FAI | INT E•NY Dent Lure or malfunc ITH wires/Pole | | | | I | N FL | F OPERATION IGHT STARTING SWATH RI NG POWER-OFF AUTOROTA | | | |
| | PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES PERSONNEL - MAINTENANCE SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | |
| | SPECIAL DATA TOTAL HOUR KIND OF CR PILOT'S SE GOGGLES - I COCKPIT CR TANK/HOPPE SWATH RUN-I REMARKS- SER | | KIND OF OPERATION - SPRAYING FORESTS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - DENSE WITH TREES R ENGINE WERE NOT COMPLIED WITH. | | | | | | | | |
| -2513 | 7/15/77 W TIME - 1340 | DLCOTT,NY | GRUMMAN G-164A N5353 DAMAGE-SUBSTANTIAL | РХ- | 0 0 | 0 0 | 1 0 | COMMERCIAL ASSOC CROP CTL ACTIVI | COMMERCIAL, AGE 22, 1676 TY TOTAL HOURS, 227 IN TYPE, NOT INSTRUMENT RATED. | | |
| | NAME OF AIRPO DEPARTURE PO WOLCOTT,NY TYPE OF ACCI NOSE OVER/ | | | | | F OPERATION NG ROLL | | | | | |
| | PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR WHEELS,TIRES,AXLES MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | | | | | | | | | | |
| | SPECIAL DATA TOTAL HOUR KIND OF CR PILOT'S SE GOGGLES - COCKPIT CR TANK/HOPPEI REMARKS- RT | | | T G C | YPE Love Ras⊦ | OF OPERATION - SPRAYING OF CHEMICAL USED - LIGG S - NOT USED HELMET - AVAILABLE USG BAR - INSTALLED | UID CHEMICAL-NONTOXIC | | | | |

| FILE | | LOCATION | AIRCRAFT DATA | | F | S | M/N | | FLIGHT PURPOSE | PILOT DATA |
|-------|--|--|---|--------|-----|------------------|---------------------------------------|-------------------------------|--|---|
| | 8/3/77 | CANANDAIGUA, NY 2 | CALLAIR A-9 N7738V DAMAGE-DESTROYED | CR- | 0 | 1 | 1 0 | С | OMMERCIAL ERIAL APPLICATION | COMMERCIAL, AGE UNK/NR, 760 TOTAL HOURS, 37 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE CANANDAI Type of AC Stall | GUA,NY | INTENDED DESTINATION LOCAL | | Ρ | | | | OPERATION HT PULLUP FROM SWAT | |
| | FACTOR(S) | | TO OBTAIN/MAINTAIN FLY | /ING S | PEE | Đ | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP ELEVATIO | | LED RWARD OF PILOT TED-FEET - 980 | ED | | 1 0 0 1 | TYPE GLOV CRAS CRAS CRASI | OF ES H H H B AIN | OPERATION - FERTILI CHEMICAL USED - LIO - NOT USED ELMET - AVAILABLE US AR - INSTALLED -TYPE - ROLLING UN-HOW FLOWN - WIND | UID CHEMICAL-TOXIC ED |
| -2930 | 8/7/77 TIME - 073 | VINELAND,NY O | GRUMMAN G-164A N910X DAMAGE-SUBSTANTIAL | | | | | | | COMMERCIAL, FL.INSTR., TY AGE 44, 8195 TOTAL HOURS 3800 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE VINELAND Type of AC Engine F | | INTENDED DESTINATION LOCAL | | Ρ | L | AND | ING | OPERATION Final Approach Roll | |
| | MISCELLA TERRAIN COMPLETE P | COMMAND - MISMAN NEOUS ACTS,CONDIT - ROUGH/UNEVEN OWER LOSS - COMPLE | AGEMENT OF FUEL IONS - FUEL EXHAUSTION ETE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPO | | | | | | | |
| | KIND OF PILOT'S GOGGLES | TA URS IN CROP CONTRI CROP - OTHER SEAT BELT - UNKNON - NOT USED CRASHPAD - INSTALI | N/NOT REPORTED | | | 1 6 0 | CYPE GLOV CRAS | OF ES H H | OPERATION - SPRAYIN CHEMICAL USED - DRY - NOT USED ELMET - AVAILABLE-NO AR - INSTALLED | CHEMICAL-NONTOXIC |

| | | | BRIEF | S OF / | ACCIDE | NTS | | |
|--------|---|---|---|--------|------------------|--------------------------------|--|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | NJURIE F S | | FLIGHT PURPOSE | PILOT DATA |
| 3-1914 | 6/24/77 TIME - | | CESSNA A188B N4756R DAMAGE-SUBSTANTIAL | | | | COMMERCIAL ASSOC CROP CTL ACTIV | COMMERCIAL, AGE 25, 595 ITY TOTAL HOURS, 215 IN TYPE, INSTRUMENT RATED. |
| | | AIRPORT - FIELD RE POINT TT+NC | INTENDED DESTINATION | | | | | |
| | TYPE OF | ACCIDENT DED WITH CROP | | | | | OF OPERATION DFF INITIAL CLIMB | |
| | PILOT FACTOR(| | GED ALTITUDE AND CLEAR | ANCE | | | | |
| | SKY CON | DITION | | | CEI | LING | G AT ACCIDENT SITE | |
| | CLEAR VISIBIL | ITY AT ACCIDENT SITE | | | | | MITED TATION AT ACCIDENT SI | ТЕ |
| | 5 OR | OVER(UNLIMITED) TIONS TO VISION AT A | | | Ň | IONE | ATURE-F | |
| | NONE | | COLDENT SITE | | 9 | 8 | - | |
| | WIND DI 235 | RECTION-DEGREES | | | WIN 3 | | ELOCITY-KNOTS | |
| | TYPE OF VFR | WEATHER CONDITIONS | | | | E OF | FLIGHT PLAN | |
| | KIND PILOT GOGGL COCKP TANK/ SWATH | DATA HOURS IN CROP CONTR OF CROP - BEANS 'S SEAT BELT - UNKNO ES - NOT USED IT CRASHPAD - INS.TAL HOPPER-LOCATION - FO RUN-HOW FLOWN - UNK - AIRCRAFT STRUCK CO | WN/NOT REPORTED LED RWARD OF PILOT NOWN/NOT REPORTED | | T G C C | YPE LOVE RASH | OF OPERATION - SPRAYI OF CHEMICAL USED - LI ES - USED H HELMET - AVAILABLE U H BAR - INSTALLED ATION-AREA BEING TREAT | QUID CHEMICAL-TOXIC SED |
| | | | | | | | | |
| -1476 | 7/2/77 TIME - | 1430 | PIPER PA-25 N6764Z DAMAGE-DESTROYED | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 22, 1487 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. |
| | | AIRPORT - MT OLIVE RE POINT | INTENDED DESTINATION | | | | | |
| | TYPE OF | IVE,NC ACCIDENT MUSH | LOCAL | | | | DF OPERATION _IGHT PULLUP FROM SWA | TH RUN |
| | | E CAUSE(S) IN COMMAND - FAILED |) TO OBTAIN/MAINTAIN FL | YING | SPEED | | | • |
| | PILOT GOGGL COCKP TANK/ ELEVA | DATA HOURS IN CROP CONTR *S SEAT BELT - FASTE ES - NOT USED IT CRASHPAD - INSTAL HOPPER-LOCATION - EC TION-AREA BEING TREA TER IMPACT | LED RWARD OF PILOT | TED | C C 1 | GLOVE RASE RASE FERRA | OF OPERATION - PRACTI ES - NOT USED 1 HELMET - AVAILABLE U 1 BAR - INSTALLED AIN-TYPE - LEVEL,FLAT 1 RUN-HOW FLOWN - CROS | SED |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | URIE S | | | PILOT DATA |
|--------|---|--|--|------|-----------------------|--|---|------------------------------------|
| 3-2703 | 7/27/77 C TIME - 1000 | OLUMBIA,NC | CESSNA 188 N9095G DAMAGE-DESTROYED | | | | COMMERCIAL AERIAL APPLICATION | |
| | DEPARTURE PO CRESWELL • N | INT | INTENDED DESTINATION COLUMBIA,NC | | | | | |
| | TYPE OF ACCI | • | COLOMBIA | | РΗΔ | ŚF (| OF OPERATION | |
| | | | ER UNCONTROLLED | | | | IGHT STARTING SWATH | RUN |
| | | OUS - FOREIGN O | | | | | | |
| | MISCELLANE | OUS ACTS.CONDIT | BJECT DAMAGE IONS - PREVIOUS DAMAGE ES - AIRPORT CONDITIONS | POOR | LY M | AIN | TAINED RUNWAY SURFACE | |
| | MISCELLANE AIRPORTS/A SPECIAL DATA | OUS ACTS,CONDIT IRWAYS/FACILITI | IONS - PREVIOUS DAMAGE ES - AIRPORT CONDITIONS | POOR | | | | |
| | MISCELLANE AIRPORTS/A SPECIAL DATA TOTAL HOUR | OUS ACTS.CONDIT IRWAYS/FACILITI S IN CROP CONTRU | IONS - PREVIOUS DAMAGE ES - AIRPORT CONDITIONS | POOR | ĸ | IND | OF OPERATION - SPRAYI | |
| | MISCELLANE AIRPORTS/A SPECIAL DATA TOTAL HOUR KIND OF CR | OUS ACTS.CONDIT IRWAYS/FACILITI S IN CROP CONTR OP - BEANS | IONS - PREVIOUS DAMAGE ES - AIRPORT CONDITIONS DL - 70 | POOR | к т | IND | OF OPERATION - SPRAYI DF CHEMICAL USED - LI | NG CROPS QUID CHEMICAL-NONTOXIC |
| | MISCELLANE AIRPORTS/A SPECIAL DATA TOTAL HOUR KIND OF CR | OUS ACTS,CONDIT IRWAYS/FACILITI S IN CROP CONTR OP - BEANS AT BELT - FASTE | IONS - PREVIOUS DAMAGE ES - AIRPORT CONDITIONS DL - 70 | POOR | K T G | IND YPE LOVI | OF OPERATION - SPRAYI | QUID CHEMICAL-NONTOXIC |
| | MISCELLANE AIRPORTS/A SPECIAL DATA TOTAL HOUR KIND OF CR PILOT'S SE GOGGLES - | OUS ACTS,CONDIT IRWAYS/FACILITI S IN CROP CONTR OP - BEANS AT BELT - FASTE | IONS - PREVIOUS DAMAGE ES - AIRPORT CONDITIONS DL - 70 NED-PROPERLY | POOR | K T G C | IND YPE LOVI RASH | OF OPERATION - SPRAYI NF CHEMICAL USED - LI ES - NOT USED | QUID CHEMICAL-NONTOXIC |
| | MISCELLANE AIRPORTS/A SPECIAL DATA TOTAL HOUR KIND OF CR PILOT'S SE GOGGLES - COCKPIT CR TANK/HOPPE | OUS ACTS,CONDIT IRWAYS/FACILITI S IN CROP CONTR OP - BEANS AT BELT - FASTE NOT USED ASHPAD - INSTAL R-LOCATION - FO | IONS - PREVIOUS DAMAGE ES - AIRPORT CONDITIONS DL - 70 NED-PROPERLY LED RWARD OF PILOT | | к Т С С Т | IND YPE LOVI RASH RASH ERRA | OF OPERATION - SPRAYI OF CHEMICAL USED - LI ES - NOT USED H HELMET - AVAILABLE U H BAR - INSTALLED AIN-TYPE - LEVEL+FLAT | QUID CHEMICAL-NONTOXIC |
| | MISCELLANE AIRPORTS/A SPECIAL DATA TOTAL HOUR KIND OF CR PILOT'S SE GOGGLES - COCKPIT CR TANK/HOPPE ELEVATION- | OUS ACTS,CONDIT IRWAYS/FACILITI S IN CROP CONTR OP - BEANS AT BELT - FASTE NOT USED ASHPAD - INSTAL | IONS - PREVIOUS DAMAGE ES - AIRPORT CONDITIONS DL - 70 NED-PROPERLY LED RWARD OF PILOT TED-FEET - 12 | | к Т С С Т | IND YPE LOVI RASH RASH ERRA | OF OPERATION - SPRAYI OF CHEMICAL USED - LI ES - NOT USED H HELMET - AVAILABLE U H BAR - INSTALLED | QUID CHEMICAL-NONTOXIC |

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| | | | BRIEFS | S OF AC | CIDE | EN TS | | | | | |
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| FILE | DATĘ | LOCATION | AIRCRAFT DATA | F | S | M/N | PURPOSE | PILOT DATA | | | |
| 3-1747 | 8/2/77 TIME - DEPARTUR ELIZAN TYPE OF | ELIZABETH CITY,NC 1730 | DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- PX- | о (0 (РН <i>1</i> | 0 1 0 0 | COMMERCIAL AERIAL APPLICATION DF OPERATION LIGHT STARTING SWATH RU | COMMERCIAL, AGE 27, 559 TOTAL HOURS, 263 IN TYPE, NOT INSTRUMENT RATED. | | | |
| | PILOT PILOT FACTOR(S WEATH | IN COMMAND - FAILED S) ER - WIND SHEAR | ATE PREFLIGHT PREPARAT TO SEE AND AVOID OBJEC RCED LANDING OFF AIRPO | CTS OR | OBSI | TRUCI | | | | | |
| | 5 OR 0 OBSTRUC NONE | ÉRED ITY AT ACCIDENT SITE DVER(UNLIMITED) TIONS TO VISION AT AC | CIDENT SITE | | L PRE N TYF | JNL IN C I P I NONE | AT ACCIDENT SITE MITED TATION AT ACCIDENT SITE WEATHER CONDITIONS | | | | |
| | KIND PILOT CRASH TERRA SWATH | HOURS IN CROP CONTRO DF CROP - OTHER *S SEAT BELT - FASTEN BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND | ED-PROPERLY | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - BELLY ELEVATION-AREA BEING TREATED-FEET - 10 | | | | | | | |
| 3-2704 | TIME - DEPARTU | RE POINT | CESSNA 188C N44490 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 24, 670 TOTAL HOURS, 35 IN TYPE, INSTRUMENT RATED. | | | |
| | TYPE OF ENGIN | BURG;NC ACCIDENT E FAILURE OR MALFUNCT OVER/DOWN | CLAYTON, NC | |] | IN FL | DF OPERATION .IGHT SURVEY FIELD/AREA ING ROLL | | | | |
| | NOSE OVER/DOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - FUEL SYSTEM VENTS, DRAINS, TANK CAPS MISCELLANEOUS ACTS, CONDITIONS - OBSTRUCTED MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- L TANK CAP VENT HOLE PLUGGED, L RAM VENT DISCONNECTED. | | | | | | | | | | |
| | | KS- L TANK CAP VENT HOLE PLUGGED, L RAM VENT DISCONNECTED. | | | | | | | | | |

| | | | BRIEF | | | | | | | | |
|--------|--|---|--|-------------|----------|----------------------------|--------------------------------|---|--|--|--|
| FILE | DATE | | AIRCRAFT DATA | IN | JUR F | IES S M | /N | FLIGHT PURPOSE | PILOT DATA | | |
| | | ELIZABETH CITY,NC | | С R- РХ- | 0 | 0 | 1 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., | | |
| | MEADTO TYPE OF ENGINE | WN • NC | NTENDED DESTINATION LOCAL ON | | Ρ | IN | FL | F OPERATION IGHT SWATH RUN NG LEVEL OFF/TOUCHOOWN | | | |
| | PILOT PILOT MISCEL TERRAI COMPLETE | CAUSE(S) IN COMMAND - INADEQUA IN COMMAND - MISMANAG LANEOUS ACTS,CONDITIO N - ROUGH/UNEVEN POWER LOSS - COMPLET Y CIRCUMSTANCES - FOR | EMENT OF FUEL NS - FUEL EXHAUSTION E ENGINE FAILURE/FLAM | 1EOUT- | ·1 E | NGI | | NNING | | | |
| | KIND O PILOT' GOGGLE COCKPI TANK/H | DATA HOURS IN CROP CONTROL F CROP - BEANS S SEAT BELT - FASTENE S - NOT USED T CRASHPAD - INSTALLE DPPER-LOCATION - FORW ION-AREA BEING TREATE | D-PROPERLY D ARD OF PILOT | | | TY GL CR CR TE | PE OVE ASH ASH RRA | OF OPERATION - SPRAYING OF CHEMICAL USED - LIGU S - NOT USED HELMET - AVAILABLE USE BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSSW | ID CHEMICAL-TOXIC D | | |
| 3-2370 | 8/21/77 TIME - 1 | EDENTON,NC 330 | PIPER PA-18 N8285C DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL ASSOC CROP CTL ACTIVIT | COMMERCIAL, AGE 30, 1602 Y TOTAL HOURS, 520 IN TYPE, NOT INSTRUMENT RATED. | | |
| | NAME OF DEPARTUR EDENTO | | NTENDED DESTINATION | | | | | | - | | |
| | GROUND | ACCIDENT -WATER LOOP-SWERVE ED WITH CROP | · | | P | ΤA | кео | F OPERATION FF RUN FF RUN | | | |
| | COLLIDED WITH CROP TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIGH VEGETATION | | | | | | | | | | |
| | KIND O PILOT GOGGLE COCKPI TANK/H | DATA HOURS IN CROP CONTROL F CROP – BEANS S SEAT BELT – FASTENE S – NOT USED T CRASHPAD – NOT INST DPPER-LOCATION – BELL 35FT WIDE RWY. | D-PROPERLY ALLED | | | TÝ GL CR | PE OVE ASH | OF OPERATION - SPRAYING OF CHEMICAL USED - LIOU S - NOT USED HELMET - AVAILARLE USE BAR - NOT INSTALLED | ID CHEMICAL-TOXIC | | |

| | | | BRIEF | S OF A | | | | | | | | |
|--------|--|--|---|----------------------|-------------------------|---|----------------------------|---|---|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR F | IES S M | / N | FLIGHT PURPOSE | PILOT DATA | | | |
| | 8/22/77 N TIME - 174 DEPARTURE EDENTON,N TYPE OF AC ENGINE F | R.EDENTON.NC 5 POINT IC CIDENT GAILURE OR MALFUNC | N996DG DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- | 0 | 0 0 HAS IN | 1 0 E 0 FL | COMMERCIAL | | | | |
| | POWERPLA MISCELLA FACTOR(S) TERRAIN COMPLETE P | PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM LINES AND FITTINGS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP ELEVATIO | | LED RWARD OF PILOT TED-FEET - 25 | TED | | TY Gl Cr Cr | DVE ASH ASH | OF OPERATION - SPRAYI DF CHEMICAL USED - LI S - NOT USED HELMET - AVAILABLE U BAR - INSTALLED IN-TYPE - LEVEL,FLAT | DUID CHEMICAL-TOXIC | | | |
| 3-2701 | TIME - 190 | R.CHARLOTTE,NC 0 RPORT - CATO STRI | N7728V DAMAGE-SUBSTANTIAL | ΡX- | | | 0 | COMMERCIAL ASSOC CROP CTL ACTIV | COMMERCIAL, AGE 34, 3500 TOTAL HOURS, 78 IN TYPE, NOT INSTRUMENT RATED. | | | |
| | DEPARTURE CHARLOTTE TYPE OF AC COLLIDED | POINT •NC CIDENT WITH CROP | INTENDED DESTINATION LOCAL | | PI | | ΕO | F OPERATION NG LEVEL OFF/TOUCHDO | NN | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | | | | | | |
| | SPECIAL DA TOTAL HO KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP REMARKS- R | | | TY GL CR CR | PE DVE ASH ASH | OF OPERATION - SPRAYI OF CHEMICAL USED - LIG S - NOT USED HELMET - AVAILABLE U BAR - NOT INSTALLED RUN-HOW FLOWN - UNKNI | DUID CHEMICAL-TOXIC SED | | | | | |
| | | | | PAGE | 24 | 8 | | | | | | |

| FILE | DATE | LOCATION | | | F | S M/ | 'N | PURPOSE | | PILOT DATA | | | | |
|--------|--|--|---|---|-------|------|-----|-------------|--------------------|-----------------------|--|--|--|--|
| 3-3044 | | RDANOKE RAPIDS,NC | CESSNA 188B N44960 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | COMMERCIAL | | COMMERCIAL, FL.INSTR. | | | | |
| | | NAME OF AIRPORT - HALIFAX COUNTY | | | | | | | | | | | | |
| | DEPARTURE POINT INTENDED DESTINATION | | | | | | | | | | | | | |
| | ROANOKE RAPIDS,NC LOCAL PHASE OF OPERATION | | | | | | | | | | | | | |
| | GROUND-WATER LOOP-SWERVE LANDING ROLL | | | | | | | | | | | | | |
| | GEAR COLLAPSED LANDING ROLL | | | | | | | | | | | | | |
| | | GEAR CULLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | | | | | | | | | |
| | | FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS POORLY MAINTAINED RUNWAY SURFACE | | | | | | | | | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT | | | | | | | | | | | | |
| | | SUSI | PECTED MECHANICAL DIS | CREPA | ANC Y | | | | | | | | | |
| | SPECIAL DA | | | | | | | | | | | | | |
| | | URS IN CROP CONTROL | - 1302 | | | | | | I - SPRAYING C | | | | | |
| | | CROP - OTHER SEAT BELT - NOT FAS | | TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED | | | | | | CHEMICAL-NUNIUXIC | | | | |
| | | - NOT USED | TENED | | | | | | , /AILABLE USED | | | | | |
| | COCKPIT | CRASHPAD - INSTALLE | | | | | | BAR - INSTA | | | | | | |
| | DEMARKS- | T DEDODTED CHEL CO | M FILLER CAP SPLASHED | | | снте | i n | AETR TKOE. | | | | | | |

| FILE | | | AIRCRAFT DATA | F | = S M | /N | PURPOSE | | PILOT DATA |
|--------|---|---|---|---|---------------------------------------|---------------|---|--|--|
| 3-3550 | 11/28/77 NR.WASI TIME - 1200 | HINGTON,NC | DAMAGE-SUBSTANTIAL | CR- PX- | | | | | COMMERCIAL, AGE 31, 3686 TOTAL HOURS, 800 IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT DEPARTURE POINT WASHINGTON,NC TYPE OF ACCIDEN | | TE INTENDED DESTINATION LOCAL | | рнас | E 0E | OPERATION | | |
| | ENGINE FAILURE HARD LANDING | | ION | | TA | K EO FI | F VERTICAL G POWER-OFF | AUTOROTATIVE | LANDING |
| | MISCELLANEOUS MISCELLANEOUS MISCELLANEOUS | UEL SYSTEM ACTS,CONDITI ACTS,CONDITI ACTS,CONDITI | LINES AND FITTINGS DNS - WRONG PART DNS - MATERIAL FAILURE ONS - FUEL STARVATION TE ENGINE FAILURE/FLAM | | ENGI | NF | | | |
| | | | RCED LANDING ON AIRPOR | | | | /HELIPT. | | |
| | SPECIAL DATA TOTAL HOURS IN KIND OF CROP PILOT'S SEAT N GOGGLES - NOT | - FOREST-TREE BELT - FAILED | | | TY GL | PE DI OVES | F OPERATION - F CHEMICAL US - USED HELMET - AVA | SED - DRY CHE | MICAL-NONTOXIC |
| | COCKPIT CRASH | PAD - NOT INS DCATION - UNK | TALLED NOWN/NOT REPORTED ED-FEET - 25 | | ČR | ASH I | BAR - NOT INS N-TYPE - LEVE | TALLED | |
| | SWATH RUN-HOW REMARKS- ELBOW I | | SWIND CTING MAIN FUEL HOSE 1 | O CARE | | | | ID - ENTRY TO | PROCEDURE TURN HAVE BEEN STEEL. |
| | | | CTING MAIN FUEL HOSE 1 | | SURE TO | RFA | ILED, ALUMINU | ID'- ENTRY TO PART SHOULD | |
| 3-1738 | | ITTING CONNE | | CR- | 3URE TO 0 0 | R FA | ILED, ALUMINU | ND'- ENTRY TO 1 PART SHOULD | COMMERCIAL, AGE 52, 4262 Total Hours, Unk/NR IN Type, Not Instrument |
| 3-1738 | REMARKS- ELBOW I 7/15/77 GRAN | =ITTING CONNE D FORKS∙ND | CTING MAIN FUEL HOSE 1 BOEING A75N1 N59249 | CR- | 3URE TO 0 0 | R FA | ILED,ALUMINUP COMMERCIAL | ND'- ENTRY TO 1 PART SHOULD | COMMERCIAL, AGE 52, 4262 Total Hours, UNK/NR IN |
| 3-1738 | REMARKS- ELBOW I 7/15/77 GRANI TIME - 1930 DEPARTURE POINT | T T T T T T T T T T T T T T T T T T T | CTING MAIN FUEL HOSE 1 BOEING A75N1 N59249 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- | O O O O O O O O O O O O O O O O O O O | R FA | ILED,ALUMINUP COMMERCIAL | ID'- ENTRY TO 1 PART SHOULD CATION RE TURNAROUND | HAVE BEEN STEEL. COMMERCIAL, AGE 52, 4262 Total Hours, Unk/NR IN Type, Not Instrument Rated. |
| 3-1738 | REMARKS- ELBOW I 7/15/77 GRANI TIME - 1930 DEPARTURE POINT MANUEL,ND TYPE OF ACCIDEN ENGINE FAILURI COLLIDED WITH PROBABLE CAUSE(1 POWERPLANT - MISCELLANEOUS PERSONNEL - M. COMPLETE POWER 1 | TTTING CONNE FORKS+ND E OR MALFUNCT CROP S) IGNITION SYST ACTS+CONDITI AINTENANCE+SE LOSS - COMPLE | CTING MAIN FUEL HOSE 1 BOEING A75N1 N59249 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- PX- | O O O O O O O O O O O O O O O O O O O | R FA | ILED, ALUMINU COMMERCIAL AERIAL APPLIC OPERATION GHT PROCEDU G LEVEL OFF, | ID'- ENTRY TO I PART SHOULD CATION RE TURNAROUND TOUCHDOWN | COMMERCIAL, AGE 52, 4262 Total Hours, Unk/NR IN Type, not instrument Rated. |
| 3-1738 | REMARKS- ELBOW I 7/15/77 GRANI TIME - 1930 DEPARTURE POINT MANUEL,ND TYPE OF ACCIDEN ENGINE FAILURI COLLIDED WITH PROBABLE CAUSE(1 POWERPLANT - MISCELLANEOUS PERSONNEL - MI COMPLETE POWER (1 EMERGENCY CIRCUI SPECIAL DATA TOTAL HOURS II KIND OF CROP PILOT'S SEAT (1 GOGGLES - USE) | TTTING CONNE FORKS,ND FORKS,ND FORKS,ND FORMALFUNCT CROP S) IGNITION SYST ACTS,CONDITI AINTENANCE,SE LOSS - COMPLE MSTANCES - FO N CROP CONTRO - GRAIN FIELD BELT - FASTEN PAD - NOT INS | CTING MAIN FUEL HOSE T BOEING A75N1 N59249 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL ION EM MAGNETOS ONS - MATERIAL FAILURE RVICING, INSPECTION IN TE ENGINE FAILURE/FLAN RCED LANDING OFF AIRPO L - 1930 S ED-PROPERLY | CR- PX- PROPEI EDUT- IRT ON | O O O O O O O O O O O O O O O O O O O | R FA | ILED, ALUMINU COMMERCIAL AERIAL APPLIC OPERATION GHT PROCEDU G LEVEL OFF, NCE (MAINTEN F OPERATION - | ID - ENTRY TO N PART SHOULD CATION TOUCHOOWN ANCE PERSONNE SED - LIQUID ILABLE USED STALLED | COMMERCIAL, AGE 52, 4262 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |

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| | | | BRIEFS | | | | | | |
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| FILE | | | AIRCRAFT DATA | IN | JUR F | S I E | S M/N | FLIGHT PURPOSE | PILOT DATA |
| | 9/6/77 NR. TIME - 1530 DEPARTURE PO URBANA,OH TYPE OF ACCI | URBANA, OH | HUGHES 269C N7459F DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- PX- | 0 0 P | 0 0 9 H A |) 1) 0 | COMMERCIAL | COMMERCIAL, AGE 29, 2378 TOTAL HOURS, 390 IN TYPE, INSTRUMENT RATED. |
| | PROBABLE CAU | SE(S) | TO SEE AND AVOID ORJEC | | | - | | | |
| | KIND OF CR PILOT'S SE GOGGLES - COCKPIT CR TANK/HOPPE | S IN CROP CONTRI OP — BEANS AT BELT — FASTEI NOT USED ASHPAD — NOT IN: R-LOCATION — SII | | | | G C C T | YPE LOVE RASH RASH ERRA | OF OPERATION - DEFOLI OF CHEMICAL USED - LIG S - NOT USED HELMET - AVAILABLE US BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND | DUID CHEMICAL-TOXIC SED |
| 3-2626 | TIME - 1210 DEPARTURE PO BLOOMVILLE, TYPE OF ACCI GROUND-WAT | он | CESSNA 188B | | 0 P | 0 | SE O | COMMERCIAL ASSOC CROP CTL ACTIV F OPERATION FF RUN FF RUN | COMMERCIAL, AGE 46, 4385 ITY TOTAL HOURS, 87 IN TYPE, INSTRUMENT RATED. |
| | FACTOR(S) | OMMAND - FAILED | TO MAINTAIN DIRECTIONA ED UNSUITABLE TERRAIN | L CON | TRO | L | | | |
| | KIND OF CR GLOVES — N CRASH HELM CRASH BAR ELEVATION- | S IN CROP CONTRO OP - BEANS | JSED IED-FEET - 950 | | | P G C | ILO OGGL OCKF | OF OPERATION - SEEDING 'S SEAT BELT - NOT FA ES - NOT USED IT CRASHPAD - INSTALLI HOPPER-LOCATION - FORM | STENED |

| FILE | DATE | LOCATION | AIRCRAFT DATA | F | S | IES SM/N | PURPOSE | | PILOT DATA |
|-------|---|---|---|-------------------------|--------|---|---|----------------------------|---|
| -3036 | TIME - 1 | N.FAIRFIELD,OH | PIPER PA-25 N4835Y DAMAGE-SUBSTANTIAL RIP | C R P X | 0 0 | 0 1 0 0 | COMMERCIAL ASSOC CROP | CTL ACTIVITY | COMMERCIAL, AGE 40, 1959 TOTAL HOURS, 930 IN TYPE NOT INSTRUMENT RATED. |
| | N.FAIR TYPE OF ENGINE | E POINT FIELD:OH ACCIDENT FAILURE OR MALFUNCT ED WITH CROP | INTENDED DESTINATION LOCAL ION | | | TAKEO | F OPERATION FF INITIAL FF INITIAL | CLIMB | |
| | PILOT PERSON MISCEL FACTOR(S TERRAI PARTIAL | NEL - OPERATIONAL SU LANEOUS ACTS.CONDIT) N - HIGH VEGETATION POWER LOSS - PARTIAL | TO FOLLOW APPROVED PR IPERVISORY PERSONNEL IONS - FUEL GRADE-IMPR LOSS OF POWER - 1 EN IRCED LANDING OFF AIRP | DEFICIE OPER GINE | NCY | Y,COMP | | NED EQPMT,SERV) | CES, REGULATION |
| | Energene | | | | C AI | | | | |
| •2634 | TIME - 1 | | BELL 47G-2A N9526 DAMAGE-SUB <u>S</u> TANTIAL INTENDED DESTINATION | PX- | | | COMMERCIAL AERIAL APP | | COMMERCIAL, AGE 31, 3800 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED. |
| | CIRCLE TYPE OF ENGINE | VILLE,OH | BIG PLAINES, OH | | | IN FL | F OPERATION IGHT PROCE NG POWER-O | DURE TURNAROUND |) |
| | POWERP MISCEL PARTIAL | POWER LOSS - PARTIAL | M OTHER ONS - MATERIAL FAILUR LOSS OF POWER - 1 EN NCCED LANDING OFF AIRP | GINE | LAN | 4D | | | |
| | KIND O PILOT GOGGLE COCKPI TANK/H ELEVAT PROCED | DATA HOURS IN CROP CONTRO F CROP - BEANS S SEAT BELT - FASTEN S - USED - NOT INS OPPER-LOCATION - SID ION-AREA BEING TREAT URE TURNAROUND - SEC COOLING FAN DAMAGED | VED-PROPERLY STALLED VES ED-FEET - 700 JOND 1/3 TURN | | | TYPE GLOVE CRASH CRASH TERRA SWATH | DF CHEMICAL S – USED HELMET – A BAR – NOT IN-TYPE – L | VAILABLE USED INSTALLED | CHEMICAL-TOXIC |

| FILE | | LOCATION | AIRCRAFT DATA | F | S | M/N | PURPOSE | PILOT DATA |
|--------|---|--|--|-------------------|----|---|--|--|
| | 3/20/77 ALT TIME - 1015 | US+OK | CESSNA A188B N6500G DAMAGE-SUBSTANTIAL | CR- (|) | 0 1 | COMMERCIAL | COMMERCIAL, AGE 53, 8000 TY TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED. |
| | DEPARTURE POIN ALTUS,OK TYPE OF ACCIDE ENGINE FAILU STALL MUSH | | INTENDED DESTINATION LOCAL | | | IN F | DF OPERATION IGHT EN ROUTE TO TREA ING LEVEL OFF/TOUCHOOW | T CROP |
| | MISCELLANEOU MISCELLANEOU PILOT IN COM COMPLETE POWER | ENGINE STRUCT S ACTS,CONDIT S ACTS,CONDIT MAND - FAILED LOSS - COMPLE | TURE CYLINDER ASSEMBLY IONS - DISCONNECTED IONS - MATERIAL FAILURE TO OBTAIN/MAINTAIN FLY ETE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPO | ING SPE EOUT-1 | E٨ | GINE | | |
| 3-0458 | 3/23/77 CAR TIME - 1545 Departure poin | | GRUMMAN G164B N66000 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | | | COMMERCIAL, AGE 23, 841 TOTAL HOURS, 41 IN TYPE, NOT INSTRUMENT RATED. |
| | CARNEGIE,OK TYPE OF ACCIDE ENGINE FAILU NOSE OVER/DO | RE OR MALFUNCT | LOCAL | | | IN FL | DF OPERATION IIGHT SWATH RUN ING LEVEL OFF/TOUCHDOW | N |
| | PILOT IN COM MISCELLANEOU TERRAIN - RO COMPLETE POWER | MAND - INADEQU MAND - MISMANA S ACTS,CONDITI UGH/UNEVEN LOSS - COMPLE | JATE PREFLIGHT PREPARAT AGEMENT OF FUEL IONS – FUEL EXHAUSTION TE ENGINE FAILURE/FLAM | E0UT -1 | EN | GINE | ANN I NG | |
| | SPECIAL DATA TOTAL HOURS KIND OF CROP PILOT'S SEAT GOGGLES - US COCKPIT CRAS TANK/HOPPER- | IN CROP CONTRO - GRAIN FIELD BELT - UNKNOV ED HPAD - INSTALL LOCATION - FOF | N/NOT REPORTED | | | KIND TYPE GLOVE CRASE CRASE TERR | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIQ SS - USED HELMET - AVAILABLE US HBAR - INSTALLED AIN-TYPE - LEVEL,FLAT H RUN-HOW FLOWN - CROSS | UID CHEMICAL-TOXIC ED |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | FLIGHT PURPOSE | | PILOT DATA | | | | | | |
|--------|--------------------|--|----------------------------|----------------|------------|--------------------------|----------------|--|--|--|--|--|--|--|
| 3-0615 | TIME - 1 | | N8822L DAMAGE-DESTROYED | CR- 0 PX- 0 | 1 0 0 0 | COMMERCIAL AERIAL APP | LICATION | COMMERCIAL, AGE 42, 1500 TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED. | | | | | | |
| | GOTEBO | | TENDED DESTINATION | | | | | | | | | | | |
| | TYPE OF | | LOCAL | рц | | F OPERATION | | | | | | | | |
| | TURBUL | | | | | | | | | | | | | |
| | | ION WITH GROUND/WATER | UNCONTROLLED | | | IGHT SWATH | TROLLED DESCEN | т | | | | | | |
| | PROBABLE | CAUSE(S) | | | | | | | | | | | | |
| | PILOT | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | | | | | | | |
| | |) R - TURBULENCE IN FLI(R - DOWNDRAFT,UPDRAFTS | | | | | | | | | | | | |
| | SKY CONDI CLEAR | ITION | | | | AT ACCIDEN | IT SITE | | | | | | | |
| | 17, 78 U. 1 | TY AT ACCIDENT SITE | | | UNLIM | | CCIDENT SITE | | | | | | | |
| | | VER (UNLIMITED) | | | NONE | | | | | | | | | |
| | OBSTRUCT | IONS TO VISION AT ACC | DENT SITE | TE | MP ER A | TURE-F | | | | | | | | |
| | NONE | | | | 72 | | | | | | | | | |
| | 11 1 1 1 1 | ECTION-DEGREES | | | | LOCI TY-KNO | ſS | | | | | | | |
| | 290 | CATUER CONSTITUNE | | | 30 | FLIGHT PLA | | | | | | | | |
| | VFR | VEATHER CONDITIONS | | | NONE | FLIGHT PLA | AIN | | | | | | | |
| | SPECIAL D | | | | | | | | | | | | | |
| | | HOURS IN CROP CONTROL | - 8000 | | | | N - SPRAYING C | | | | | | | |
| | | F CROP - GRAIN FIELDS S SEAT BELT - UNKNOWN | | | | | | CHEMICAL-TOXIC | | | | | | |
| | | S - NOT USED | NUT REPURIED | | | S - NOT USE | VAILABLE USED | | | | | | | |
| | | T CRASHPAD - INSTALLE |) | | | BAR - INS | | | | | | | | |
| | | OPPER-LOCATION - FORW | | | | IN-TYPE - L | | | | | | | | |
| | | ION-AREA BEING TREATED | | | SWATH | RUN-HOW FL | OWN - CROSSWIN | D | | | | | | |
| | | ER IMPACT | | | | | | | | | | | | |
| | REMARKS- | WIND GUSTING TO 43KT | 5 • | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| FILE | | LOCATION | AIRCRAFT DATA | - | F | IES S M/N | 1 | FLIGHT PURPOSE | | PILOT DATA |
|--------|---|--|---|------|---|--------------------------------------|--|--|-----------------------------|--|
| | | RICK.OK | BOEING E75 N5179N DAMAGE-DESTROYED | CR- | 0 | 1 0 |) (| COMMERCIAL | | COMMERCIAL, AGE 27, 3495 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRP DEPARTURE PO ERICK,OK TYPE OF ACCI | - | INTENDED DESTINATION | | Б | | 05 | OPERATION | | |
| | | WITH GROUND/WAT | ER CONTROLLED | | | | | GHT DESCEI | | |
| | PROBABLE CAU PILOT IN C | | GED ALTITUDE AND CLEAR. | ANCE | | | | | | |
| | KIND OF CR PILOT'S SE GOGGLES - COCKPIT CR | S IN CROP CONTRO DP - GRAIN FIELO AT BELT - FASTEN | NED-PROPERLY STALLED | FED | | TYPE GLOV CRAS | E O P VE S H H | - USED | VAILABLE USED | ROPS CHEMICAL-TOXIC |
| 9-1037 | 5/28/77 P TIME - 1830 | | PIPER PA-25 N4646Y DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL AERIAL APPI | | COMMERCIAL, AGE 34, 1200 TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE PO PRYOR,OK TYPE OF ACCI COLLIDED W | DENT | INTENDED DESTINATION LOCAL | | Ρ | | | OPERATION OPERATION | | |
| | PROBABLE CAU | | GED CLEARANCE | | | 1 | | 500 m | | |
| | KIND OF CR PILOT'S SE GOGGLES - COCKPIT CR TANK/HOPPE | S IN CROP CONTRO OP - CLOVER AT BELT - FASTE! | NED-PROPERLY LED RWARD OF PILOT | | | TYPE GLOV CRAS CRAS TERF | ES H H E A I N E A I N | = CHEMICAL – NOT USE HELMET – A BAR – INST N-TYPE – RI | D VAILABLE USED ALLED | CHEMICAL-NONTOXIC |

| FILE | | | | IM | JUR | ۲I ۱ | ES | | PILOT DATA |
|-------|---|--|---|------------|-----|---------|--------------------------------|---|---|
| | | NR.PERRY,OK | | CR- PX- | _ | | | COMMERCIAL AERIAL APPLICATION | |
| | PERRY, | ACCIDENT | INTENDED DESTINATION LOCAL | | | рн | ASE I | OF OPERATION IGHT PROCEDURE TURNAR | |
| | | CAUSE(S) IN COMMAND - FAILE | D TO OBTAIN/MAINTAIN FLY | ING S | PEE | Đ | | | · · · · |
| | KIND O PILOT GOGGLE COCKPI TERRAI | HOURS IN CROP CONT F CROP - GRAIN FIE | LDS GWN/NOT REPORTED NLLED | | | (| TYPE GLOVI CRASI TANK | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIQ ES - NOT USED H HELMET - AVAILABLE US HOPPER-LOCATION - FORW H RUN-HOW FLOWN - UNKNO | UID CHEMICAL-NONTOXIC ED ARD OF PILOT |
| | | | | | | | | | |
| -1038 | TIME - O | E POINT | CESSNA A1888 N9367R DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | | | | COMMERCIAL Assoc Crop CTL Activi | COMMERCIAL, AGE 39, 4800 TY TOTAL HOURS, 550 IN TYPE, INSTRUMENT RATED. |
| | TYPE OF | ACCIDENT ED WITH FENCE,FEN | | | | | | DF OPERATION DFF INITIAL CLIMB | |
| | PILOT FACTOR(S | | D TO OBTAIN/MAINTAIN FLY | YING S | PEE | D | | | |
| | 24. 25 | | | | | | | | |
| | | | | PAGE | 25 | 56 | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

FILE DATE AIRCRAFT DATA FLIGHT PILOT DATA LOCATION INJURIES PURPOSE F S M/N 3-1198 6/3/77 NR_CHEROKEE.OK CESSNA A188B CR- 0 1 0 COMMERCIAL COMMERCIAL, AGE 44, 3000 TIME - 0822 N8210G PX- 0 0 0 AFRIAL APPLICATION TOTAL HOURS, 1500 IN DAMAGE-DESTROYED TYPE. NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION CHEROKEE.OK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS EACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - SUNGLARE SPECIAL DATA KIND OF OPERATION - OTHER TOTAL HOURS IN CROP CONTROL - 3000 KIND OF CROP - PASTURE TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - DENSE WITH TREES SWATH RUN-HOW FLOWN - CROSSWIND ELEVATION-AREA BEING TREATED-FEET - 1330 REMARKS- SPRAYING WEEDS 3-1355 6/15/77 COPAN.OK BELL 47G CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 48, 564 TOTAL HOURS, 482 IN TYPE, TIME - 1855 N16657 PX- 0 0 0 AERIAL APPLICATION NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION COPAN.OK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT PROCEDURE TURNAROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS SPECIAL DATA KIND OF OPERATION - SPRAYING CROPS TOTAL HOURS IN CROP CONTROL - 403 TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC KIND OF CROP - BEANS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED COCKPIT CRASHPAD - NOT INSTALLED TERRAIN-TYPE - LEVEL.FLAT TANK/HOPPER-LOCATION - SIDES ELEVATION-AREA BEING TREATED-FEET - 750 SWATH RUN-HOW FLOWN - UPWIND PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | PILOT DATA |
|-------|---|--|---|------------|----|--------------------|--------|---|---|
| | 6/17/77 TIME - 083 | TYRONE,OK 30 | ROCKWELL S2R | CR- PX- | 0 | 0 | 1 | COMMERCIAL | COMMERCIAL, FL.INSTR., Y AGE 54, 2000 TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED. |
| | TYRONE, TYPE OF A GROUND- | | LOCAL | | | L/ | NDI | DF OPERATION NG ROLL NG ROLL | |
| | PROBABLE (PILOT II | | R OPERATION OF BRAKES | AND/O | RF | -LIG | нт | CONTROLS | |
| | | | | | | | | | |
| -2200 | 7/15/77 TIME - 07: | CARNEGIE,OK 15 | | | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 32, 2330 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE CARNEGIE Type of A | E,OK CCIDENT FAILURE OR MALFUNCT | INTENDED DESTINATION LOCAL | | | IN | I FL | DF OPERATION IGHT PULLUP FROM SWATH ING ROLL | RUN |
| | TERRAIN FACTOR(S) MISCELL PARTIAL PO | ANT - MISCELLANEOUS - ROUGH/UNEVEN ANEOUS ACTS,CONDITI DWER LOSS - UNKNOWN | POWERPLANT FAILURE ONS - OVERLOAD FAILUR /NOT REPORTED RCED LANDING OFF AIRP | E | | | 1 I NE | D REASONS | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO | ATA JURS IN CROP CONTRO CROP - OTHER SEAT BELT - UNKNOW - NOT USED CRASHPAD - INSTALL PPER-LOCATION - FOR DN-AREA BEING TREAT | N/NOT REPORTED ED WARD OF PILOT | | | T GI CF T | | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQU ES - NOT USED HELMET - AVAILABLE USH BAR - NOT INSTALLED AIN-TYPE - LEVEL,FLAT H RUN-HOW FLOWN - CROSSI | JID CHEMICAL-NONTOXIC ED |

| | | | BRIEFS | 5 OF A(| CID | ENTS | | |
|--------|---|---|---|---------------------------------------|-----|--------------------------|--|---|
| FILE | | LOCATION | AIRCRAFT DATA | F | - S | ES M/N | | PILOT DATA |
| 3-1877 | 8/21/77 TIME - 163 | COUNCIL HILL,OK | | CR- PX- | 0 | 0 1 | COMMERCIAL | |
| | DEPARTURE CHECOTAH TYPE OF AC ENGINE F HARD LAN | ,OK CIDENT AILURE OR MALFUNCI | INTENDED DESTINATION HASKELL,OK ION | | | IN FL | F OPERATION IGHT RETURN TO STRIP NG POWER-OFF AUTOROTA | |
| | MISCELLA PILOT IN FACTOR(S) TERRAIN COMPLETE P EMERGENCY | FT - TRANSMISSION NEOUS ACTS,CONDITI I COMMAND - IMPROPE - HIGH VEGETATION OWER LOSS - COMPLE CIRCUMSTANCES - FO | ROTOR DRIVE SYSTEM CL LONS – LACK OF LUBRICA R IN-FLIGHT DECISIONS TE ENGINE FAILURE/FLAM RCED LANDING OFF AIRPO WARD BEARING OF IDLER | ION-SP OR PLA MEOUT-1 DRT ON | | FIC P NG GINE D | ART, NOT SYSTEM | DING. |
| -3215 | 10/5/77 TIME - 081 | | CESSNA A188B N6090G | | | | COMMERCIAL | |
| | NAME OF AI DEPARTURE ALBERT,O TYPE OF AC | K CIDENT | DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | РН | ASE C | F OPERATION | TY TOTAL HOURS, 572 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AI DEPARTURE ALBERT,O Type of AC Engine F | POINT K | INTENDED DESTINATION | | РН | ASE C Takeo | | |

| ARTURE ARTURE ARTURE SARTURE SARTURE SE OF AN COLLIDE OLLISI DABABLE (DLLISI DABABLE (DILISI DILISI DABABLE (DILISI DILISI COTAL HO CIAL DO FOTAL HO CIAL DO FOTAL HO CIAL DO FOTAL HO CIAL DO FOTAL HO CICKPIT ANK/HO LEVATI ARKS- | NR.FOREST GROVE.OR OO POINT ,OR CCIDENT D MITH WIRES/POLE DN WITH GROUND/WAT CAUSE(S) N COMMAND - FAILED - HIGH OBSTRUCTIO CIRCUMSTANCES - PI SATA DURS IN CROP CONTRI CROP - GRAIN FIEL SEAT BELT - UNKNOT - NOT USED CRASHPAD - INSTAL PPER-LOCATION - FO DN-AREA BEING TREA | N9925P DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL S ER CONTROLLED TO SEE AND AVOID OBJET NS RECAUTIONARY LANDING OF USPECTED OR KNOWN AIRC OL - 5565 DS WN/NOT REPORTED LED RWARD OF PILOT | CR- PX- CTS OR | o o o pi ob | O (HASE IN I LANI STRU(T GE KINI GE CRA | OF () AE CC) AE CTION CTION CTION CTION | FLIGHT PURPOSE OMMERCIAL ERIAL APPLICATION OPERATION HT SURVEY FIELD/AREA LEVEL OFF/TOUCHDOWN NS OPERATION - SPRAYING CI CHEMICAL USED - LIQUID - NOT USED ELMET - AVAILABLE USED | |
|---|--|---|---|--|--|---|---|---|
| ARTURE ARTURE ARTURE SARTURE SARTURE SE OF AN COLLIDE OLLISI DABABLE (DLLISI DABABLE (DILISI DILISI DABABLE (DILISI DILISI COTAL HO CIAL DO FOTAL HO CIAL DO FOTAL HO CIAL DO FOTAL HO CIAL DO FOTAL HO CICKPIT ANK/HO LEVATI ARKS- | POINT POINT CCIDENT D WITH WIRES/POLE D WITH GROUND/WAT CAUSE(S) N COMMAND - FAILED - HIGH OBSTRUCTIO CIRCUMSTANCES - PI S ATA DURS IN CROP CONTRI CROP - GRAIN FIEL SEAT BELT - UNKNOI - NOT USED CRASHPAD - INSTAL PPER-LOCATION - FO DN-AREA BEING TREA | N9925P DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL S ER CONTROLLED TO SEE AND AVOID OBJET NS RECAUTIONARY LANDING OF USPECTED OR KNOWN AIRC OL - 5565 DS WN/NOT REPORTED LED RWARD OF PILOT | PX- CTS OR FF AIR | O PI OB | O (HASE IN I LANI STRU(T GE KINI GE CRA |) AF OF (LIG+ JING CTION CTION CTION | OMMERCIAL ERIAL APPLICATION OPERATION HT SURVEY FIELD/AREA LEVEL OFF/TOUCHDOWN NS OPERATION - SPRAYING CI CHEMICAL USED - LIQUID - NOT USED | AGE 34, 5565 TOTAL HOURS, 1900 IN TYPE, INSTRUMENT RATED. |
| IEWBERG IE OF A COLLIDEL COLLISI IBABLE (IILOT II TOR(S) TERRAIN REGENCY CIAL D OTAL HI IND OF FILOT'S SOGGLES COCKPIT ANK HOI MARKS- | +OR CCIDENT D WITH WIRES/POLE DN WITH GROUND/WAT CAUSE(S) N COMMAND - FAILED - HIGH OBSTRUCTIO CIRCUMSTANCES - PI SATA DURS IN CROP CONTRI CROP - GRAIN FIEL SEAT BELT - UNKNOI - NOT USED CRASHPAD - INSTAL PPER-LOCATION - FO DN-AREA BEING TREA | LOCAL S ER CONTROLLED TO SEE AND AVOID OBJE NS RECAUTIONARY LANDING OF USPECTED OR KNOWN AIRC OL - 5565 DS WN/NOT REPORTED LED RWARD OF PILOT | FF AIR | OB POR | IN F LAND STRUC T GE KIND GLOV CRAS | D OF OF CFS - CF H | HT SURVEY FIELD/AREA LEVEL DFF/TOUCHDOWN NS OPERATION - SPRAYING CI CHEMICAL USED - LIQUID - NOT USED | ROPS |
| PILOT II TOR(S) FERRAIN REGENCY CIAL D COTAL HU SIND OF PILOT'S SOGGLES COCKPIT ANK/HO LEVATIO | N COMMAND - FAILED - HIGH OBSTRUCTIO CIRCUMSTANCES - PI S ATA DURS IN CROP CONTR CROP - GRAIN FIEL SEAT BELT - UNKNOU - NOT USED CRASHPAD - INSTAL PPER-LOCATION - FO DN-AREA BEING TREA | NS RECAUTIONARY LANDING OF USPECTED OR KNOWN AIRC OL - 5565 DS WN/NOT REPORTED LED RWARD OF PILOT | FF AIR | POR | T GE KINC TYPI GLOY CRAS |) OF 5 OF 7ES - 6H HB | OPERATION - SPRAYING CI CHEMICAL USED - LIQUID - NOT USED | |
| TOTAL HI SIND OF TILOT'S COGGLES COCKPIT TANK/HO LEVATIO MARKS- | DURS IN CROP CONTRI CROP - GRAIN FIEL SEAT BELT - UNKNOI - NOT USED CRASHPAD - INSTAL PPER-LOCATION - FO DN-AREA BEING TREA | DS WN/NOT REPORTED LED RWARD OF PILOT | | | TYPI GLO CRA | E OF /ES - SH HE | CHEMICAL USED - LIQUID - NOT USED | |
| | | | ND OF | FIE | TER | RAIN- | AR - INSTALLED -TYPE - LEVEL,FLAT ATED.FURTHER DMG ON LDG | • |
| 15/77 1E - 10 | HOOD RIVER,OR 00 | CESSNA 188 N9451G DAMAGE-SUBSTANTIAL | PX- | | | | OMMERCIAL ERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 26, 1030 TOTAL HOURS, 105 IN TYPE, NOT INSTRU- MENT RATED. |
| DOD RI PE OF A NGINE | CCIDENT FAILURE OR MALFUNC | INTENDED DESTINATION LOCAL TION | | Ρ | IN F | LIG | HT STARTING SWATH RUN | |
| PILOT I MISCELL CTOR(S) FERRAIN MPLETE | N COMMAND - MISMAN ANEOUS ACTS,CONDIT - HIGH OBSTRUCTIO POWER LOSS - COMPL | IONS - FUEL EXHAUSTION NS ETE ENGINE FAILURE/FLAN | MEOUT- | | | | • | · · · · · · · · · · · · · · · · · · · |
| TOTAL H VIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI | OURS IN CROP CONTR CROP - FRUIT ORCH SEAT BELT - UNKNO - NOT USED CRASHPAD - INSTAL PPER-LOCATION - FO ON-AREA BEING TREA | ARDS WN/NOT REPORTED LED RWARD OF PILOT TED-FEET - 650 | L.LNDD | IN | TYP GLO CRA CRA TER SWA | E OF /ES - SH HI SH B/ RAIN- TH RI | CHEMICAL USED - LIQUID - NOT USED ELMET - AVAILABLE USED AR - INSTALLED - TYPE - DENSE WITH TREE UN-HOW FLOWN - WIND CAL | CHEMICAL-NONTOXIC |
| | E OF A NGINE OLLIDE HABLE ILOT I ISCELL TOR(S) ERRAIN PLETE RGENCY CIAL D OTAL H IND OF ILOT'S OCCKPIT ANK/HO LEVATI | OLLIDED WITH TREES BABLE CAUSE(S) ILDT IN COMMAND - MISMAN ISCELLANEOUS ACTS,CONDIT TOR(S) ERRAIN - HIGH DBSTRUCTIO PLETE POWER LOSS - COMPL RGENCY CIRCUMSTANCES - F CIAL DATA OTAL HOURS IN CROP CONTR IND OF CROP - FRUIT ORCH ILDT'S SEAT BELT - UNKNO GOGGLES - NOT USED OCKPIT CRASHPAD - INSTAL ANK/HOPPER-LOCATION - FO LEVATION-AREA BEING TREA | E OF ACCIDENT NGINE FAILURE OR MALFUNCTION OLLIDED WITH TREES BABLE CAUSE(S) ILOT IN COMMAND - MISMANAGEMENT OF FUEL IISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TOR(S) ERRAIN - HIGH OBSTRUCTIONS PLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLA RGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRP CIAL DATA OTAL HOURS IN CROP CONTROL - 225 IND OF CROP - FRUIT ORCHARDS ILOT'S SEAT BELT - UNKNOWN/NOT REPORTED OCGGLES - NOT USED OCKPIT CRASHPAD - INSTALLED ANK/HOPPER-LOCATION - FORWARD OF PILOT LEVATION-AREA BEING TREATED-FEET - 650 | E OF ACCIDENT NGINE FAILURE OR MALFUNCTION OLLIDED WITH TREES BABLE CAUSE(S) ILOT IN COMMAND - MISMANAGEMENT OF FUEL ISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TOR(S) ERRAIN - HIGH OBSTRUCTIONS PLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT- RGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON CIAL DATA OTAL HOURS IN CROP CONTROL - 225 IND OF CROP - FRUIT ORCHARDS ILOT'S SEAT BELT - UNKNOWN/NOT REPORTED OGGLES - NOT USED OCKPIT CRASHPAD - INSTALLED ANK/HOPPER-LOCATION - FORWARD OF PILOT LEVATION-AREA BEING TREATED-FEET - 650 IARKS- DEPARTED WITH LOW FUEL,INTENDED TO REFUEL.LNDD | E OF ACCIDENT P NGINE FAILURE OR MALFUNCTION OLLIDED WITH TREES BABLE CAUSE(S) ILOT IN COMMAND - MISMANAGEMENT OF FUEL IISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TOR(S) ERRAIN - HIGH OBSTRUCTIONS PLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 E RGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LA CIAL DATA OTAL HOURS IN CROP CONTROL - 225 IND OF CROP - FRUIT ORCHARDS ILOT'S SEAT BELT - UNKNOWN/NOT REPORTED OGGLES - NOT USED OCKPIT CRASHPAD - INSTALLED ANK/HOPPER-LOCATION - FORWARD OF PILOT LEVATION-AREA BEING TREATED-FEET - 650 IARKS- DEPARTED WITH LOW FUEL,INTENDED TO REFUEL.LNDD IN | E OF ACCIDENT PHASE NGINE FAILURE OR MALFUNCTION IN F OLLIDED WITH TREES LAND BABLE CAUSE(S) ILOT IN COMMAND - MISMANAGEMENT OF FUEL ISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TOR(S) ERRAIN - HIGH OBSTRUCTIONS PLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE RGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND CIAL DATA OTAL HOURS IN CROP CONTROL - 225 KINE IND OF CROP - FRUIT ORCHARDS TYPE ILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLO DOGGLES - NOT USED CRAS ANK/HOPPER-LOCATION - FORWARD OF PILOT TERE ANK/HOPPER-LOCATION - FORWARD OF PILOT TERE | E OF ACCIDENT PHASE OF NGINE FAILURE OR MALFUNCTION IN FLIG OULIDED WITH TREES LANDING BABLE CAUSE(S) ILOT IN COMMAND - MISMANAGEMENT OF FUEL ISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TOR(S) ERRAIN - HIGH OBSTRUCTIONS PLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE RGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND CIAL DATA OTAL HOURS IN CROP CONTROL - 225 KIND OF ILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES IOGGLES - NOT USED CRASH B CASH B CASH B CASH B CASH H CASH BEING TRALED FEET - 650 SWATH R LARKS- DEPARTED WITH LOW FUEL, INTENDED TO REFUEL, LNDD IN YOUNG OF | E OF ACCIDENT PHASE OF OPERATION NGINE FAILURE OR MALFUNCTION IN FLIGHT STARTING SWATH RUN OLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN BBABLE CAUSE(S) ILOT IN COMMAND - MISMANAGEMENT OF FUEL ISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION INGENE TOR(S) ERRAIN - HIGH OBSTRUCTIONS PLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE RGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND CIAL DATA OTAL HOURS IN CROP CONTROL - 225 KIND OF OPERATION - SPRAYING C TIDT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - AVAILABLE USED OGCKPIT CRASHPAD - INSTALLED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED OKKHITON-AREA BEING TREATED-FEET - 650 SWATH RUN-HOW FLOWN - WIND CAL LEVATION-AREA BEING TREATED-FEET - 650 SWATH RUNHOW FLOWN - WIND CAL LARKS- DEPARTED WITH LOW FUEL, INTENDED TO REFUEL.LNDD IN YOUNG ORCHARD. SWATH RUN-HOW FLOWN - WIND CAL |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N • PURPOSE -----_____ 3-0961 4/11/77 ALBANY, OR CESSNA 1888 CR- 0 0 1 COMMERCIAL ATP, FLIGHT INSTR., AGE 34, 10500 TOTAL HOURS, 40 TIME - 0630 N4918R PX- 0 0 0 AERIAL APPLICATION DAMAGE-SUBSTANTIAL IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION CORVALLIS.OR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT STARTING SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - GRAIN FIELDS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL.FLAT SWATH RUN-HOW FLOWN - WIND CALM ELEVATION-AREA BEING TREATED-FEET - 225 3-1669 4/21/77 PILOT ROCK, OR CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.INSTR., CALLAIR A9 TIME - 1645 N8267H PX- 0 0 0 AERIAL APPLICATION AGE 22, 3045 TOTAL HOURS, DAMAGE-SUBSTANTIAL 600 IN TYPE, NOT INSTRU-MENT RATED. DEPARTURE POINT INTENDED DESTINATION PENDLETON, OR LOCAL PHASE OF OPERATION TYPE OF ACCIDENT IN FLIGHT PULLUP FROM SWATH RUN STALL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LOAD NOT JETTISONED SPECIAL DATA KIND OF OPERATION - SPRAYING CROPS TOTAL HOURS IN CROP CONTROL - 2300 KIND OF CROP - GRAIN FIELDS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - HILLY ELEVATION-AREA BEING TREATED-FEET - 2000 SWATH RUN-HOW FLOWN - WIND CALM

| ILE | DATE | LOCATION | AIRCRAFT DATA | | F | SΜ | /N | PURPOSE | | | PILOT DATA | |
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| 1135 | | MALIN, OR 1100 | BOEING D75N1 N53179 DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | COMMERCIAL ASSOC CROP | | | COMMERCIAL, AGE 23, 523 TOTAL HOURS, 20 IN TYPE NOT INSTRUMENT RATED. | |
| | | | NTENDED DESTINATION | | | | | | | | | |
| | MALIN | ACCIDENT | LOCAL | | P | нΔς | FΩ | F OPERATION | 1 | | | |
| | | SION WITH GROUND/WATER | CONTROLLED | | | | | NG LEVEL C | | OUCHDOWN | | |
| | PILOT PILOT FACTOR (TERRA | E CAUSE(S) IN COMMAND - MISJUDGE IN COMMAND - IMPROPER S) IN - ROUGH/UNEVEN LLANEOUS ACTS,CONDITIC | OPERATION OF POWERPL | | PO | WER | PLAI | NT CONTROLS | | | | |
| | KIND GLOVE CRASH CRASH TERRA SWATH | HOURS IN CROP CONTROL OF CROP - GRAIN FIELDS S - USED HELMET - AVAILABLE US BAR - NOT INSTALLED IN-TYPE - HILLY RUN-HOW FLOWN - UPWIN | ED | 450 14 | | TY GO CO TA EL PR | PE GGLI CKP NK/I EVA DCEI | ES – USED IT CRASHPAD HOPPER-LOCA TION-AREA E DURE TURNAR | USE - NO TION EING | D - LIQUID DT INSTALL - FORWARD TREATED-F | | |
| | REMARKS | - UNABLE TO CLR HILL. | NDU IN RUUGH TERRAIN | ACKIA | LA | FF | PRU. | FICIENCI CF | ECK. | | | |
| 1675 | TIME - | | BOEING PT-17 N62394 DAMAGE-DESTROYED | | | | | COMMERCIAL ASSOC CROF | | ACTIVITY | COMMERCIAL, AGE 35, 201 TOTAL HOURS, 1071 IN TYPE, NOT INSTRUMENT RATED. | |
| | | AIRPORT - DUSTER STRI | P NTENDED DESTINATION | | | | | | | | | |
| | | IEW+OR | LOCAL | | | | | | | | · | |
| | TYPE OF | ACCIDENT | | | P | | | F OPERATION | | | | |
| | | IE FAILURE OR MALFUNCTI DED WITH DITCHES | ON | | | | | FF INITIAL NG ROLL | | MB | | |
| | PROBABI | E CAUSE(S) | | | | | | | | | | |
| | POWER TERRA | PLANT - MISCELLANEOUS | • | | | · | INE | D REASONS | | | | |
| | | ICY CIRCUMSTANCES - FOR | CED LANDING OFF AIRPO | ORT ON | ILA | ND | | | | | | |
| | SPECIAL TOTAL | . HOURS IN CROP CONTROL | - 2014 | | | κı | ND (| OF OPERATIO |)N - I | FERTILIZIN | G (DUST) | |
| | | OF CROP - GRAIN FIELDS | | | | | | | USE | D - DRY CH | EMICAL-NONTOXIC | |
| | | ''S SEAT BELT - FASTENE .ES - USED | U-PRUPERLY | GLOVES - USED CRASH HELMET - AVAILABLE USED | | | | | | | | |
| | COCKP | IT CRASHPAD - INSTALLE HOPPER-LOCATION - FORM | ARD OF PILOT | | | CR | ASH | BAR - NOT IN-TYPE - L | INST | ALLED | | |
| | FIRE AF | NTION-AREA BEING TREATE TER IMPACT 5- PLT RPTS ENG FAILED | | Г АНЕА | D.E | NG | DES | TROYED IN F | 05 T- | CRASH FIRE | • | |
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| FILE | DATE | | AIRCRAFT DATA | F | S M/N | PURPOSE | PILOT DATA |
|--------|---|--|---|---------------------|---|--|--|
| 3-1674 | 6/16/77 NF TIME - 1110 | R∘KLAMATH FALLS,OR 0 | GRUMMAN G-164A N6662Q DAMAGE-DESTROYED | CR- 0 PX- 0 | 0 1 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 38, 9200 TOTAL HOURS, 1300 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE I KLAMATH F TYPE OF ACC COLLIDED | ALLS, OR | NTENDED DESTINATION | | | F OPERATION IGHT SWATH RUN | |
| | PILOT IN FACTOR(S) | COMMAND - INADEQUA | NTE PREFLIGHT PREPARA O SEE AND AVOID OBJEG | | | | |
| | KIND OF (PILOT'S S GOGGLES - COCKPIT (TANK/HOPF ELEVATIO | URS IN CROP CONTROL CROP — OTHER SEAT BELT — UNKNOWP — NOT USED CRASHPAD — INSTALLE PER-LOCATION — FORW N-AREA BEING TREATE | DANOT REPORTED | POWER PO | TYPE GLOVE CRASH CRASH TERRA | OF UPERATION - SPRAY OF CHEMICAL USED - L S - USED HELMET - AVAILABLE BAR - INSTALLED IN-TYPE - LEVEL+FLAT EN BY GROVE OF TREES | IQUID CHEMICAL-TOXIC USED |
| 3-3097 | 7/11/77 TIME - 2230 | | CESSNA 188A N8088V Damage-destroyed | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 27, 1119 TOTAL HOURS 85 IN TYPE, INSTRUMENT RATED. |
| | | OR | NTENDED DESTINATION LOCAL ON | | IN FL | F OPERATION IGHT PROCEDURE TURN NG ROLL | |
| | MISCELLA MISCELLA MISCELLA TERRAIN FACTOR(S) PERSONNE COMPLETE PO | NT - FÜEL SYSTEM L NEOUS ACTS,CONDITIC NEOUS ACTS,CONDITIC NEOUS ACTS,CONDITIC - ROUGH/UNEVEN L - MAINTENANCE,SEF DWER LOSS - COMPLET | INS - CHAFED INS - MATERIAL FAILUR INS - FUEL EXHAUSTION VICING,INSPECTION II E ENGINE FAILURE/FLAI | NADEQUAT MEDUT-1 | E MAINI ENGINE | ENANCE AND INSPECTIO | Ν |
| | SPECIAL DA TOTAL HOU KIND OF (PILOT'S GOGGLES COCKPIT (TANK/HOP ELEVATION PROCEDURI | TA URS IN CROP CONTROL CROP - OTHER SEAT BELT - FASTENE - NOT USED CRASHPAD - INSTALLE PER-LOCATION - BELL N-AREA BEING TREATE E TURNAROUND - SECC | D-PROPERLY D Y D-FEET - 2250 | | KIND TYPE GLOVE CRASH CRASH TERRA SWATH | OF OPERATION - SPRAY OF CHEMICAL USED - L S - NOT USED HELMET - AVAILABLE BAR - NOT INSTALLED IN-TYPE - LEVEL+FLAT RUN-HOW FLOWN - WIN SPRAYING ONIONS. | IQUID CHEMICAL-TOXIC |
| | | | | | | | |

| | | | FS OF AC | | | | |
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| FILE | DATE LOCATIO | | INJ | URIES S M/N | FLIGHT PURPOSE | PILOT DATA | |
| 3-2075 | 7/19/77 ADRIAN,OR TIME - 2250 DEPARTURE POINT NAMPA,ID TYPE OF ACCIDENT | CALLAIR A9B N7764V DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | PX- | 0 0 C | COMMERCIAL AERIAL APPLICATION OF OPERATION | COMMERCIAL, AGE 30, 4800 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED. | |
| | COLLISION WITH GROUM | ND/WATER CONTROLLED | | IN F | LIGHT PROCEDURE TURNARO | JUND | |
| | PROBABLE CAUSE(S), PILOT IN COMMAND - M FACTOR(S) MISCELLANEOUS ACTS+ | MISJUDGED CLEARANCE CONDITIONS - PILOT FATIGUE | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP KIND OF CROP - GRAI PILOT'S SEAT BELT - CRASH HELMET - AVAI CRASH BAR - INSTALL TERRAIN-TYPE - LEVE SWATH RUN-HOW FLOWN REMARKS- FLEW INTO HI | N FIELDS FASTENED-PROPERLY LABLE USED ED ↓FLAT | YING IN I | TYPE GOGG COCK TANK ELEV PROC | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQU LES - USED PIT CRASHPAD - INSTALLED /HOPPER-LOCATION - FORWA ATION-AREA BEING TREATEC EDURE TURNAROUND - FIRST | JID CHEMICAL-TOXIC) RD OF PILOT D-FEET - 3000 | |
| | | | | | | | |
| 3-3593 | 10/2/77 ALSEA,OR TIME - 1215 | BELL 47G3B1 N1199W DAMAGE-SUBSTANTIA | РХ - (| 001 | COMMERCIAL ASSOC CROP CTL ACTIVIT | PRIVATE, AGE 29, 1400 IY TOTAL HOURS, 1100 IN TYPE, NOT INSTRUMENT RATED. | |
| | NAME OF AIRPORT - SWAN DEPARTURE POINT ALSEA.OR TYPE OF ACCIDENT ENGINE FAILURE OR M. NOSE OVER/DOWN | INTENDED DESTINATION LOCAL | I | ΤΑΚΕ | OF OPERATION OFF INITIAL CLIMB ING POWER-OFF AUTOROTAT | TIVE LANDING | |
| | MISCELLANEOUS ACTS+ MISCELLANEOUS ACTS+ FACTOR(S) TERRAIN - HIGH OBST COMPLETE POWER LOSS - | ISSION ROTOR DRIVE SYSTEM CONDITIONS - BOGUS PART CONDITIONS - FATIGUE FRACTU RUCTIONS COMPLETE ENGINE FAILURE/FL ES - FORCED LANDING OFF AIR | IRE AMEOUT-1 | ENGINE | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP KIND OF CROP - FORE PILOT'S SEAT BELT - CRASH HELMET - AVAI CRASH BAR - NOT INS TERRAIN-TYPE - MOUN | ST-TREES FASTENED-PROPERLY LABLE USED TALLED TAINOUS | | TYPE GLOV .Cock Tank | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQU ES - USED PIT CRASHPAD - NOT INSTA /HOPPER-LOCATION - SIDES | JID CHEMICAL-NONTOXIC | |
| | | SEPTD FM CENTRIFUGAL CLUTCH | I DRUM∳P/I | N 47-62 | 0-691,MANUF UNK,WEB BELC | DW THICKNESS REQUINT. | |
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| FILE | | | AIRCRAFT DATA | F | | S M/ | N | PURPOSE | | | PILOT DATA |
|--------|--|--|---|----------------|---------------|---------------------------------|---------------------------|---|----------------------------|--|--|
| 3-3885 | 11/3/77 DE TIME - 1000 | POE BAY, OR | HILLER ACFT UH-12E N9786C DAMAGE-SUBSTANTIAL | C R- P X- | 0 | 1 | 0 | COMMERCIAL | | | COMMERCIAL, FL.INSTR., AGE 48, 11353 TOTAL HOURS, 4235 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POI | NT)R | INTENDED DESTINATION | | | | | | | | |
| | TYPE OF ACCID | DENT | TAIL ROTOR | | | | | OPERATION GHT RETURI GHT AUTORI | ΟΤ Λ ΤΑΤ | STRIP IVE DESCEN | т |
| | ROTORCRAFT MISCELLANEC TERRAIN - H | - MAINTENANCE, - TRANSMISSIO DUS ACTS,CONDI IIGH OBSTRUCTIO | SERVICING,INSPECTION IM N ROTOR DRIVE SYSTEM TA TIONS - IMPROPERLY INSTA JNS FORCED LANDING OFF AIRPC | IL RO' LLED | TOR | GE | | | ENAN | CE PERSONN | EL) |
| | KIND OF CRC PILOT'S SEA GOGGLES - N COCKPIT CRA TANK/HOPPEF ELEVATION-A | IOT USED SHPAD - NOT IN R-LOCATION - S REA BEING TREA | EES ENED-PROPERLY NSTALLED | PERLY | IN | TYP GLC CRA CRA TEP | E VE SH SH RA | G - USED HELMET - A BAR - NOT N-TYPE - M | USE AIL INST DUNT | D - DRY CH ABLE USED ALLED AINOUS | EMICAL - NON TOXIC |
| -1104 | 4/15/77 ST TIME - 1245 | ROUDSBURG,PA | BELL 47G-4 N1150W | CR- PX- | 0 0 | 0 0 | 1 0 | COMMERCIAL FIRE CONTRO | DL | | COMMERCIAL, AGE 29, 1242 TOTAL HOURS, 260 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POI | | DAMAGE-SUBSTANTIAL INTENDED DESTINATION MT POCOMO,PA | | | | | | | | NUT INSTRUMENT RATED. |
| | TYPE OF ACCID PROPELLER/F | ENT OTOR FAILURE | | | | ΙN | FL | OPERATION GHT NORMAN G LEVEL ON | L CR | - | |
| | MISCELLANED FACTOR(S) | - ROTOR ASSEM | BLIES TAIL ROTOR BLADES FIONS - PREVIOUS DAMAGE | | | | | | | | |
| | | | FIONS - SEPARATION IN FL FORCED LANDING OFF AIRPO | | LA | ND | | | | | |

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| | | | | S OF AC | | | | , |
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| FILE | DATE | LOCATION | AIRCRAFT DATA | INJ F | URIE S | S M/N | FLIGHT PURPOSE | PILOT DATA . |
| | | OSWEGO, SC | COMMERCIAL, FL.INSTR., AGE 32, 6051 TOTAL HOURS, 900 IN TYPE, NOT INSTRU- MENT RATED. | | | | | |
| | DEPARTURE OSWEGO,S TYPE OF AC | c | INTENDED DESTINATION LOCAL | | | | DF OPERATION IGHT SWATH RUN | |
| | FACTOR(S) | COMMAND - FAILED | TO SEE AND AVOID OBJEC | | DBST | RUCI | TONS | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP ELEVATIO | URS IN CROP CONTRO CROP - COTTON SEAT BELT - FASTEN - USED CRASHPAD - NOT INS 'PER-LOCATION - FOF N-AREA BEING TREAT | ED-PROPERLY TALLED WARD OF PILOT | DR AND | Т G С С Т S | YPE LOVE RASH RASH ERR/ WATH | OF OPERATION - SPRAYING OF CHEMICAL USED - LIOU IS - NOT USED HELMET - AVAILABLE USE BAR - NOT INSTALLED IBAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT IRUN-HOW FLOWN - WIND C SEPARATED. | JID CHEMICAL-TOXIC D |
| 3-2430 | TIME - 110 DEPARTURE LYNCHBURG TYPE OF AC | POINT Sysc | CESSNA A188B N5619G DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | PX- | о о рна | .0 Se c | COMMERCIAL ASSOC CROP CTL ACTIVII IF OPERATION NG ROLL | COMMERCIAL, AGE 24, 971 Y TOTAL HOURS, 106 IN TYPE, NOT INSTRUMENT RATED. |
| | PROBABLE C PILOT IN FACTOR(S) | AUSE(S) I COMMAND - IMPROPE | R OPERATION OF BRAKES TO INITIATE GO-AROUND | AND/OR | - | | · · · | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP | ITA JURS IN CROP CONTRO CROP - COTTON SEAT BELT - UNKNOV - NOT USED CRASHPAD - INSTALL PER-LOCATION - FOR IN-AREA BEING TREAT | N/NOT REPORTED ED WARD OF PILOT | | G G C C | YPE LOVE RASH RASH | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQU S - NOT USED HELMET - AVAILABLE USE BAR - INSTALLED IN-TYPE - LEVEL+FLAT | DID CHEMICAL-TOXIC |

| | | | BRIEFS | | | | | | |
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| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR F | IES S M, | 'N | PURPOSE | PILOT DATA |
| | 8/6/77 NR.LIV TIME - 1200 | INGSTON, SC | CESSNA A188B N5854G DAMAGE-DESTROYED | CR- PX- | 0 | 0 0 | 1 0 | COMMERCIAL AERIAL APPLICATION | ATP,FLIGHT INSTR., AGE 48, 21000 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE PDINT ORANGEBURG,SC TYPE OF ACCIDEN ENGINE FAILUR COLLIDED WITH | IT IE OR MALFUNC | INTENDED DESTINATION LOCAL | | Ρ | ΙN | FL | F OPERATION IGHT PROCEDURE TURNAR NG ROLL | |
| | TERRAIN - OTH PARTIAL POWER L | MISCELLANEOU IER IOSS - PARTIA | S POWERPLANT FAILURE F LOSS OF POWER - 1 ENG DRCED LANDING OFF AIRPC | INE | | | NE | D REASONS | |
| | | - BEANS BELT - FASTER USED - INSTALI OCATION - FOI A BEING TREA NAROUND - TH | NED-PROPERLY LED WARD OF PILOT FED-FEET - 390 | | | TYF GLC CRA CRA TEF | PE IVE SH SH RA | DF OPERATION - SPRAYIN DF CHEMICAL USED - LIQ S - NOT USED HELMET - AVAILABLE-NO BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSS | UID CHEMICAL-TOXIC T USED |
| 3-2438 | 8/7/77 DARL TIME - 2010 DEPARTURE POINT DARLINGTON,SC TYPE OF ACCIDEN ENGINE FAILUR | T | PIPER PA-36 N59655 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | 0 | 0 HASE | ō | COMMERCIAL AERIAL APPLICATION F OPERATION IGHT PROCEDURE TURNAR | COMMERCIAL, AGE 44, 2231 TOTAL HOURS, 131 IN TYPE NOT INSTRUMENT RATED. |
| | MISCELLANEOUS MISCELLANEOUS TERRAIN - HIG COMPLETE POWER | S) AND - MISMANJ ACTS,CONDIT ACTS,CONDIT H OBSTRUCTIO LOSS - COMPLI | AGEMENT OF FUEL IONS - MISCALCULATED FU IONS - FUEL EXHAUSTION NS ETE ENGINE FAILURE/FLAM BRCED LANDING OFF AIRPC | ENUT- | 1 E | MPT | ON | NG FINAL APPROACH | |
| | GOGGLES - NOT COCKPIT CRASH TANK/HOPPER-L ELEVATION-ARE | - BEANS BELT - UNKNOU USED PAD - INSTALU OCATION - FOU A BEING TREA | N/NOT REPORTED | · | | TYF GLC CRA CRA TEF | PE SH SH RA | DF OPERATION - SPRAYIN OF CHEMICAL USED - LIQ S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSSI | UID CHEMICAL-NONTOXIC. ED |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES S M/N | | PILOT DATA | |
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| 3-2591 | 8/8/77 TIME - | NR.JOHNSTON, SC | HUGHES 269B N9325F DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 0 1 | COMMERCIAL | COMMERCIAL, AGE 26, 126 Y TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED. | |
| | JOHNST | | INTENDED DESTINATION LOCAL | | | | | | |
| | ENGIN | ACCIDENT NE FAILURE OR MALFUNC OVER/DOWN | TION | | Р | TAKE | F OPERATION DFF VERTICAL NG POWER-ON LANDING | | |
| | POWER | | S POWERPLANT FAILURE N TO MAINTAIN ADEQUATE N | | | | ED REASONS | | |
| | | | ER OPERATION OF FLIGHT | CONTR | DLS | | | | |
| | | | L LOSS OF POWER - 1 ENG ORCED LANDING OFF AIRPO | | LA | ND | | | |
| | KIND Pilot | | OL - UNKNOWN/NOT REPORT NED-PROPERLY | ED | | TYPE GLOVE | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQU ES - NOT USED I HELMET - AVAILABLE-NOT | IID CHEMICAL-TOXIC | |
| | COCKP TANK/ | IT CRASHPAD - NOT IN: HOPPER-LOCATION - AF TION-AREA BEING TREA | T OF PILOT | | | CRASH TERRA | H BAR - NOT INSTALLED AIN-TYPE - LEVEL,FLAT H RUN-HOW FLOWN - UNKNOW | | |
| | | 1 | | | | . • | | | |
| 3-2968 | 8/13/77 TIME - | NR.BELTON,SC 0830 | PIPER PA-25 N6370Z DAMAGE-SUBSTANTIAL | | | | COMMERCIAL ASSOC CROP CTL ACTIVIT | COMMERCIAL, AGE 35, 2110 Y TOTAL HOURS, 1200 IN TYPE, NOT INSTRUMENT RATED. | |
| | | AIRPORT - ELLISON JRE POINT JSC | INTENDED DESTINATION | | | | | | |
| | ENGIN | ACCIDENT JE FAILURE OR MALFUNC COLLAPSED | TION | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN | | | | |
| | POWER | IN - ROUGH/UNEVEN | S POWERPLANT FAILURE F | OR UN | R UNDETERMINED REASONS | | | | |
| | MISCE MISCE PARTIAL | LLANEOUS ACTS,CONDIT LLANEOUS ACTS,CONDIT POWER LOSS - PARTIA | IONS - OVERLOAD FAILUR IONS - JETTISONED LOAD L LOSS OF POWER - 1 EN ORCED LANDING OFF AIRPO | GINE | LA | ND | | | |
| | | DATA HOURS IN CROP CONTR OF CROP - BEANS | OL - 1800 | | | - | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQU | | |
| | PILOT | I'S SEAT BELT - FASTE ES - NOT USED | NED-PROPERLY | | | GLOVI CRASH | HELMET - AVAILABLE-NOT BAR - NOT INSTALLED | · · · | |

| | | | BRIEF | S DF ACC | | | | |
|--------|--|--|---|---------------------------|--|---|---|--|
| | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S M/N | FLIGHT PURPOSE | | PILOT DATA |
| | | NR.EDGEMOOR,SC | CESSNA 188 NB014V DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | | | | COMMERCIAL, AGE 34, 3500 TOTAL HOURS, 470 IN TYP NOT INSTRUMENT RATED. |
| | | IRPORT - PRIVATE POINT •SC | STRIP INTENDED DESTINATION LOCAL | | | | | |
| | TYPE OF AC ENGINE F | | | | TAKE | DF OPERATION DFF RUN DFF INITIAL | | |
| | POWERPLA MISCELLA TERRAIN PARTIAL PO | EL - MAINTENANCE, ANT - FUEL SYSTEM ANEOUS ACTS,CONDI - HIGH OBSTRUCTI DWER LOSS - PARTI | SERVICING, INSPECTION I CARBURETOR TIONS - IMPROPER ALIGNM | ENT/ADJU GINE | STMENT | | INSPECTION | |
| | KIND OF PILOT'S GOGGLES | DURS IN CROP CONT CROP - BEANS SEAT BELT - FAST - NOT USED | ENED-PROPERLY | | TYPE GLOV CRAS | OF CHEMICAL ES - NOT USE H HELMET - A | D VAILABLE USED | ROPS CHEMICAL-TOXIC |
| | TANK/HOP FIRE AFTER | | | ERLY ADJ | | H BAR - NOT | INSTALLED | |
| | | NR . EHRHARDT . SC | PIPER PA-25 | CR- 0 | 0 1 | COMMERCIAL | | COMMERCIAL, AGE 37, 2592 TOTAL HOURS, 288 IN TYPI |
| 3-2032 | 8/29/77 N TIME - 143 | | NB2313 | PX- 0 | 0 0 | ASSOC CROP | CTL ACTIVITY | INSTRUMENT RATED. |
| 3-2032 | TIME - 143 DEPARTURE EHRHARDT, | POINT SC | NB2313 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | PX- 0 | | • | | |
| 3-2032 | TIME - 143 DEPARTURE EHRHARDT, TYPE OF AC ENGINE F | POINT SC | NB2313 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | PX- 0 | PHASE IN F | DF OPERATION | JTE TO TREAT CR | INSTRUMENT RATED. |
| 3-2032 | TIME - 143 DEPARTURE EHRHARDT, TYPE OF AC ENGINE F COLLIDED PROBABLE C PERSONNE MISCELLA | BO POINT SC CIDENT AILURE OR MALFUN WITH TREES CAUSE(S) L - OPERATIONAL | NB2313 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | PX- 0 | PHASE IN F LAND | DF DPERATION Light en rou Ing final au | JTE TO TREAT CR PPROACH | INSTRUMENT RATED. |
| 3-2032 | TIME - 143 DEPARTURE EHRHARDT, TYPE OF AC ENGINE F COLLIDED PROBABLE C PERSONNE MISCELLA FACTOR(S) MISCELLA PARTIAL PO | BO POINT SC CIDENT AILURE OR MALFUN D WITH TREES CAUSE(S) EL - OPERATIONAL ANEOUS ACTS, CONDI ANEOUS ACTS, CONDI DWER LOSS - PARTI | NB2313 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL CTION SUPERVISORY PERSONNEL | PX- 0 DEFICIEN GINE | PHASE IN F LAND CY,COM | DF DPERATION Light en rou Ing final au | JTE TO TREAT CR PPROACH | INSTRUMENT RATED. |
| 3-2032 | TIME - 143 DEPARTURE EHRHARDT, TYPE OF AC COLLIDED PROBABLE C PERSONNE MISCELLA PARTIAL PO EMERGENCY SPECIAL DA KIND OF | BO POINT SC CIDENT AILURE OR MALFUN WITH TREES AUSE(S) EL - OPERATIONAL NEOUS ACTS, CONDI ANEOUS ACTS, CONDI WER LOSS - PARTI CIRCUMSTANCES - | NB2313 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL CTION SUPERVISORY PERSONNEL TIONS - WATER IN FUEL TIONS - JETTISONED LOAD AL LOSS OF POWER - 1 EN FORCED LANDING OFF AIRP | PX- 0 DEFICIEN GINE | PHASE IN F LAND CY,COM AND KIND TYPE | DF OPERATION LIGHT EN ROU ING FINAL AU PANY MAINTAIN OF OPERATION | UTE TO TREAT CP PPROACH NED EQPMT.SERVI N - FERRY USED - LIQUID | INSTRUMENT RATED. |

| FILE | DATE | | AIRCRAFT DATA | | | | | PILOT DATA |
|--------|--|---|--|---------|---------------------------------------|---|---------------|---|
| 3-2436 | 9/5/77 TIME - DEPARTU BENNET TYPE OF ENGIN | NR.BENNETTSVILLE.SC 0800 JRE POINT | DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | | O O O O O O O O O O O O O O O O O O O | | CTL ACTIVITY | COMMERCIAL, AGE 41, 1777 TOTAL HOURS, 255 IN TYPE NOT INSTRUMENT RATED. |
| | PILOT PILOT MISCE PILOT FACTOR(TERRA COMPLET EMERGEN | E CAUSE(S) IN COMMAND - INADEQU IN COMMAND - MISMANA LLANEOUS ACTS, CONDITI IN COMMAND - MISJUDG S) AIN - HIGH VEGETATION E POWER LOSS - COMPLE CY CIRCUMSTANCES - FO S- SPUN AROUND IN HIGH | GEMENT OF FUEL ONS - FUEL EXHAUSTION ED CLEARANCE TE ENGINE FAILURE/FLAI RCED LANDING OFF AIRP | MEOUT-1 | ENGIN | | | |
| 3-2437 | | ST MATTHEWS,SC | DAMAGE-SUBSTANTIAL | PX- | 00 00 | 1 COMMERCIAL 0 ASSOC CROF | CTL ACTIVITY | 3000 IN TYPE, INSTRUMENT |
| | DEPARTI ST MA TYPE OF | AIRPORT - BECKHAM JRE POINT ATTHEWS.SC ACCIDENT MUSH | INTENDED DESTINATION LOCAL | | | OF OPERATION EOFF INITIAL | | RATED. |
| | PILOT FACTC 4 (| E CAUSE(S) IN COMMAND - FAILED S) HER - DOWNDRAFT,UPDRAF | | YING SP | EED | | | |
| | CLEAF VISIBIL 5 OR OBSTRUC NONE | NOITION ITY AT ACCIDENT SITE OVER(UNLIMITED) CTIONS TO VISION AT AC WEATHER CONDITIONS | CIDENT SITE | | UNL PRECI NON TEMPE 80 | E RATURE-F OF FLIGHT PL/ | ACCIDENT SITE | |
| | KIND PILOT GOGGL COCKF TANK/ | DATA HOURS IN CROP CONTRO OF CROP - GRAIN FIELD 'S SÉAT BELT - UNKNOW ES - NOT USED DIT CRASHPAD - NOT INS HOPPER-LOCATION - FOR ATION-AREA BEING TREAT | S N/NOT REPORTED TALLED WARD OF PILOT | | TYP GLO CRA CRA | D OF OPERATIO E OF CHEMICAL VES - NOT USE | | N/NOT REPORTED |
| | | • | | | | | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | | FLIGHT N PURPOSE | PILOT DATA |
|--------|---|---|---|--|--|---|
| 3-1119 | TIME - 120 | - | GRUMMAN G-164A N8367 DAMAGE-SUBSTANTIAL | | L COMMERCIAL AERIAL APPLICATION | |
| | | RPORT - MARTIN POINT | INTENDED DESTINATION | | | |
| | MARTIN | | LOCAL | | | |
| | TYPE OF AC | | LUCAL | PHASE | OF OPERATION | |
| | | AILURE OR MALFUN | CTION | | LIGHT SWATH RUN | |
| | | | | | | |
| | NOSE OVE | R/DOWN | | LAND | DING ROLL | |
| | PROBABLE C PILOT IN MISCELLA TERRAIN COMPLETE P | AUSE(S) COMMAND - INADE NEGUS ACTS,CONDI - HIGH VEGETATIO OWER LOSS - COMP | QUATE PREFLIGHT PREPARAT TIONS - WATER IN FUEL N LETE ENGINE FAILURE/FLAM FORCED LANDING OFF AIRPO | ION AND/OR PL | ANNING | |
| | PROBABLE C PILOT IN MISCELLA TERRAIN COMPLETE P | AUSE(S) COMMAND - INADE NEOUS ACTS,CONDI - HIGH VEGETATIO OWER LOSS - COMPI CIRCUMSTANCES - | TIONS - WATER IN FUEL N Lete engine failure/flam | ION AND/OR PL | ANNING | |
| | PROBABLE C PILOT IN MISCELLA TERRAIN COMPLETE P EMERGENCY SPECIAL DA TOTAL HO | AUSE(S) COMMAND - INADE NEOUS ACTS,CONDI - HIGH VEGETATIO OWER LOSS - COMPI CIRCUMSTANCES - I TA URS IN CROP CONTI | TIONS - WATER IN FUEL N LETE ENGINE FAILURE/FLAN FORCED LANDING OFF AIRPO ROL - UNKNOWN/NOT REPORT | ION AND/OR PL EOUT-1 ENGINE DRT ON LAND | ANNING DOF OPERATION - SPRA | |
| | PROBABLE C PILOT IN MISCELLA TERRAIN COMPLETE P EMERGENCY SPECIAL DA TOTAL HO KIND OF | AUSE(S) COMMAND - INADE NEOUS ACTS,CONDI - HIGH VEGETATIO OWER LOSS - COMPI CIRCUMSTANCES - I TA URS IN CROP CONTI CROP - GRAIN FIE | TIONS - WATER IN FUEL N LETE ENGINE FAILURE/FLAN FORCED LANDING OFF AIRPO ROL - UNKNOWN/NOT REPORT | TON AND/OR PL EOUT-1 ENGINE DRT ON LAND ED KINC TYPE | ANNING O OF OPERATION - SPRA O OF CHEMICAL USED - | YING CROPS LIQUID CHEMICAL-NONTOXIC |
| | PROBABLE C PILOT IN MISCELLA TERRAIN COMPLETE P EMERGENCY SPECIAL DA TOTAL HO KIND OF GLOVES - | AUSE(S) COMMAND - INADE NEOUS ACTS,CONDI - HIGH VEGETATIO OWER LOSS - COMPI CIRCUMSTANCES - I TA URS IN CROP CONTI CROP - GRAIN FIE NOT USED | TIONS - WATER IN FUEL N Lete Engine Failure/Flam Forced Landing off Airpo Rol - Unknown/not Report LDS | ION AND/OR PL EOUT-1 ENGINE DRT ON LAND ED KINC TYPE GOGG | ANNING O OF OPERATION - SPRA OF CHEMICAL USED - GLES - NOT USED | LIQUID CHEMICAL-NONTOXIC |
| | PROBABLE C PILOT IN MISCELLA TERRAIN COMPLETE P EMERGENCY SPECIAL DA TOTAL HO KIND OF GLOVES - CRASH HE | AUSE(S) COMMAND - INADE NEOUS ACTS,CONDI - HIGH VEGETATIO OWER LOSS - COMPI CIRCUMSTANCES - I TA URS IN CROP CONTI CROP - GRAIN FIE | TIONS - WATER IN FUEL N Lete Engine Failure/Flam Forced Landing off Airpo Rol - Unknown/not Report LDS | ION AND/OR PL EOUT-1 ENGINE DRT ON LAND ED KINC TYPE GOGG COCK | ANNING O OF OPERATION - SPRA O OF CHEMICAL USED - | LIQUID CHEMICAL-NONTOXIC |
| | PROBABLE C PILOT IN MISCELLA TERRAIN COMPLETE P EMERGENCY SPECIAL DA TOTAL HO KIND OF GLOVES – CRASH HE | AUSE(S) COMMAND - INADE NEOUS ACTS,CONDI - HIGH VEGETATIO OWER LOSS - COMPI CIRCUMSTANCES - I TA URS IN CROP CONTI CROP - GRAIN FIE NOT USED IMET - AVAILABLE | TIONS - WATER IN FUEL N Lete Engine Failure/Flam Forced Landing off Airpo Rol - Unknown/not Report LDS | TION AND/OR PL DEOUT-1 ENGINE DRT ON LAND TOPE GOGG COCK TANK | ANNING O OF OPERATION - SPRA O OF CHEMICAL USED - SLES - NOT USED PIT CRASHPAD - INSTA | LIQUID CHEMICAL-NONTOXIC LLED NKNOWN/NOT REPORTED |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | F S | M/N | PURPOSE | PILOT DATA | | | | |
|--------|---|---|--|-----|--|---|---|-----------------------------|--|--|--|--|
| 3-1739 | TIME - 120 | | AERONCA 7GCB N9871Y DAMAGE-DESTROYED | CR- | 0 | 1 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 32, 275 | | | | |
| | DEPARTURE NORTHVII TYPE OF AU STALL | LLE,SD CCIDENT | INTENDED DESTINATION LOCAL | | PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND | | | | | | | |
| | PILOT IN FACTOR(S) | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | | | | | |
| | SKY CONDI BROKEN | | | | ILIN0 2500 | AT ACCIDENT SITE | | | | | | |
| | VISIBILIT 5 OR OV | | PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES | | | | | | | | | |
| | NONE WIND VELO | ACCIDENT SITE | 180 TYPE OF WEATHER CONDITIONS | | | | | | | | | |
| | 8 TYPE OF FLIGHT PLAN NONE | | | | | VFR | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATIO PROCEDU FIRE AFTE | DURS IN CROP CONT CROP - GRAIN FIE SEAT BELT - FAST - NOT USED CRASHPAD - INSTAI PPER-LOCATION - BI DN-AREA BEING TRE RE TURNAROUND - SI | LDS ENED-PROPERLY LLED ELLY ATED-FEET - 1350 ECOND 1/3 TURN | | | TYPE GLOVI CRASI CRASI TERR | OF OPERATION - SPRAYIN OF CHEMICAL USED - LIO S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED MIN-TYPE - LEVEL,FLAT I RUN-HOW FLOWN - CROSSI | UID CHEMICAL-NONTOXIC ED | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | F | IES SM/N | PURPOSE | PILOT DATA |
|-----------------|--|---|--|------------|------|--|---|---|
| | | HAYES, SD | PIPER PA-36 N40983 DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 0 1 | COMMERCIAL | COMMERCIAL, AGE UNK/NR, ITY 5410 TOTAL HOURS, 400 II TYPE, NOT INSTRUMENT RATED. |
| | NAME OF A DEPARTURE HAYES,S | | INTENDED DESTINATION | | | | | |
| | TYPE OF A STALL | CCIDENT | | | PI | | DF OPERATION DFF INITIAL CLIMB | |
| | MISCELL FACTOR(S) WEATHER | N COMMAND - FAILED ANEOUS ACTS,CONDIT | | | SPEE | D | | |
| | SKY CONDI SCATTER | | | | | UNLIN | S AT ACCIDENT SITE MITED TATION AT ACCIDENT SI | TE |
| | 5 OR OV | ER (UNLIMITED) ONS TO VISION AT A | | | | NONE | TURE-F | |
| | | EATHER CONDITIONS | | | יד | | FLIGHT PLAN | |
| | KIND OF PILOT'S GOGGLES COCKPIT | ATA OURS IN CROP CONTR CROP - UNKNOWN/NC SEAT BELT - FASTE - NOT USED CRASHPAD - INSTAL PPER-LOCATION - FC | NT REPORTED NED-PROPERLY LED | | | TYPE GLOVE CRASH | OF OPERATION - SPRAYI OF CHEMICAL USED - LI SS - NOT USED H HELMET - AVAILABLE-N H BAR - INSTALLED NTION-AREA BEING TREAT | QUID CHEMICAL-NONTOXIC |
| 3 - 1627 | 6/27/77 TIME - 06 | TURTON, SD 45 | CESSNA 188B N91974 Damage-Substantial | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 55, 503 TOTAL HOURS, 1695 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE DOLAND, TYPE OF A STALL | SD CCIDENT | INTENDED DESTINATION LOCAL | | PI | | JF OPERATION IGHT PROCEDURE TURNA | |
| | PROBABLE PILOT I | |) TO OBTAIN/MAINTAIN FL | YING S | SPEE | D | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI | OURS IN CROP CONTR CROP - GRAIN FIEL SEAT BELT - FASTE - NOT USED CRASHPAD - INSTAL PPER-LOCATION - FC ON-AREA BEING TREA | DS NED-PROPERLY LED DRWARD OF PILOT | | | TYPE GLOVE CRASH CRASH TERRA | OF OPERATION - SPRAYI OF CHEMICAL USED - LI ES - NOT USED H HELMET - AVAILABLE U H BAR - INSTALLED AIN-TYPE - LEVEL,FLAT H RUN-HOW FLOWN - CROS | OUID CHEMICAL-NONTOXIC |
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| FILE | DATE | LOCATION | AIRCRAFT DATA | 1 | F S | S M/N | PURP | OSE | | PILOT DATA |
|------------------|--|---|---|------------|------|------------------------------|---|----------------------------------|----------|---|
| | 7/26/77 | KENNEBEC,SD DO | PIPER PA-36 N9947P DAMAGE-SUBSTANTIAL | CR- PX- | | | | | VITY | COMMERCIAL, AGE 53, 142 TOTAL HOURS, 1730 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE KENNEBEC TYPE OF AC ENGINE F | ,SD | INTENDED DESTINATION LOCAL TION | | | TAKE | | ION IAL CLIMB L OFF/TOUCHD | DOWN | |
| | MISCELLA | COMMAND - INADEQ NEOUS ACTS,CONDIT | UATE PREFLIGHT PREPARA IONS - WATER IN FUEL L LOSS OF POWER - 1 ENG | | ND/(| DR PL | ANNING | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP | NTA PURS IN CROP CONTRI CROP — OTHER SEAT BELT — NOT F/ — NOT USED CRASHPAD — INSTAL PPER-LOCATION — FO ND-AREA BEING TREA | ASTENED LED RWARD OF PILOT | | | TYPE GLOV CRAS CRAS | OF CHEMI ES - NOT H HELMET H BAR - I | USED - AVAILABLE . | IQUID | CHEMICAL-NONTOXIC |
| 3 - 27.06 | 6/25/77 TIME - 093 | DUNLAP, TN | N48668 | PX- | | | COMMERC ASSOC C | IAL Rop CTL ACTI | VI TY | COMMERCIAL, AGE 46, 510 Total Hours, 385 in typ |
| | DEPARTURE SPARTA.T TYPE OF AC | 'N | DAMAGE-SUBSTANTIAL INTENDED DESTINATION DUNLAP,TN | | Pł | | OF OPERAT Ing Leve | ION L OFF/TOUCHE | DOWN | NOT INSTRUMENT RATED. |
| | PROBABLE C PILOT IN | | GED DISTANCE, SPEED, ALT | ITUDE (| OR (| CLEAR | ANCE | | | |
| 3 - 2708 | 8/15/77 TIME - 191 | JAMESTOWN, TN | BELL 47G2A N2880B DAMAGE-SUBSTANTIAL | | | | COMMERC ASSOC C | | I V I TY | COMMERCIAL, AGE 43, 645 Total Hours, 125 IN TYP INSTRUMENT RATED. |
| | | N,TN | | | РІ | HASE | OF OPERAT | ION | | |
| | PROBABLE C PILOT IN | COMMAND - INADEQ | ER UNCONTROLLED UATE PREFLIGHT PREPARA SENGAGE CONTROL FRICTI | | ND/0 | | | R-ON LANDING | 5 | |

| FILE | | | AIRCRAFT DATA | | F | | | FLIGHT PURPOSE | PILOT DATA | | | | | |
|------|--|---|--|---------------------|-----|---|-----------------|--|---|--|--|--|--|--|
| | | TRIMBLE.TN | PIPER PA-25 N8945L DAMAGE-SUBSTANTIAL | CR- | 0 | | | | ATP,FLIGHT INSTR., AGE VITY 28, 6457 TOTAL HOURS, 710 IN TYPE, INSTRUMENT RATED. | | | | | |
| | | POINT TN <u>.</u> | RIP INTENDED DESTINATION LOCAL | | Ρ | | | F OPERATION FF INITIAL CLIMB | | | | | | |
| | PILOT IN FACTOR(S) | COMMAND - FAILED | TO OBTAIN/MAINTAIN FLY ED UNSUITABLE TERRAIN E | 'ING S | PEE | D | | | | | | | | |
| | SKY CONDIT CLEAR | - | | | | UNL | IM | AT ACCIDENT SITE | | | | | | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NOME | | | | | PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 95 | | | | | | | | |
| | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | | | | | | | | | |
| | VFR | ATHER CONDITIONS | | | I | NON | | FLIGHT PLAN | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP | TA URS IN CROP CONTR CROP — BEANS SEAT BELT — UNKNC — NOT USED CRASHPAD — INSTAL PER-LOCATION — FO N-AREA BEING TREA | WN/NOT REPORTED LED RWARD OF PILOT | | | TYP GLC CRA CRA | E (VE SH | DF OPERATION - SPRAY DF CHEMICAL USED - L S - NOT USED HELMET - AVAILABLE BAR - INSTALLED IN-TYPE - ROLLING | IQUID CHEMICAL-TOXIC | | | | | |

| | | | BRIEFS | | | | | | |
|--------|---|---|--|---|-------------|-----------|--|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | IJURI FS | ES M/N | FLIGHT PURPOSE | PILOT DATA | |
| 3-2164 | 8/30/77 TIME - | | CESSNA 188 N5525S DAMAGE-SUBSTANTIAL | CR- | 0 | 0 1 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 34, 4000 TOTAL HOURS 500 IN TYPE, INSTRUMENT RATED. | |
| | | RE POINT | INTENDED DESTINATION | | | | | | |
| | ENGIN | ,IN ACCIDENT E FAILURE OR MALFUNC DED WITH DITCHES | LOCAL | | | IN FL | DF OPERATION _IGHT PULLUP FROM SW ING ROLL | A TH RUN | |
| | PROBABL POWER MISCE | E CAUSE(S) PLANT - ENGINE STRUC | TURE MASTER AND CONNEC IONS - MATERIAL FAILURE | | | | | | |
| | | | ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO | | | | | | |
| | KIND GLOVE COCKP TANK/ SWATH PROCE | HOURS IN CROP CONTR DF CROP - BEANS S - USED IT CRASHPAD - INSTAL HOPPER-LOCATION - FC RUN-HOW FLOWN - WIN | LED RWARD OF PILOT ID CALM ITRY TO PROCEDURE TURN | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TERRAIN-TYPE - HILLY DENSE WITH TREES | | | | | |
| 3-0131 | 2/5/77 | SPRINGLAKE, TX | GRUMMAN G164B | CR- | 0 | 0 1 | COMMERCIAL | COMMERCIAL, AGE 21, 743 | |
| | TIME - DEPARTU | 1400 RE POINT | N48534 DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | | | VITY TOTAL HOURS, 216 IN TYPE NOT INSTRUMENT RATED. | |
| | | GLAKE,TX ACCIDENT | LOCAL | | P۲ | IASE 4 | DF OPERATION | | |
| | | DED WITH CROP OVER/DOWN | • | | | | _IGHT LOW PASS Ing level off/touchd | OWN | |
| | PILOT TERRA | IN - ROUGH/UNEVEN | OGED ALTITUDE AND CLEARA | | I LAN | D | | | |
| | REMARKS | | SUSPECTED OR KNOWN AIRCF ROP DURING LOW LEVEL SPR | | | | TION. LNDD DOWNWIND I | N FIELD. | |
| | | | | | | | | | |
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|--------|---|--|-----------------------------|-------|--|-------------------------------------|--|------------|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | _ | F S M | /N | PURPOSE | | PILOT DATA |
| 3-0311 | 3/1/77 NR. TIME - 1430 | EL CAMPO,TX | CESSNA A188A | CR- | 0 0 | 1 | | | DMMERCIAL, AGE 21, 2043 DTAL HOURS, 58 IN TYPE, DT INSTRUMENT RATED. |
| | DEPARTURE PO EL CAMPO•TX TYPE OF ACCI | | RIP INTENDED DESTINATION | - | | | F OPERATION FF RUN | | |
| | PROBABLE CAU PILOT IN CO FACTOR(S) | SE(S) | TO MAINTAIN DIRECTIONA | L CON | | | | | |
| | 5 OR OVER(OBSTRUCTIONS NONE WIND DIRECTIO 170 | T ACCIDENT SITE UNLIMITED) TO VISION AT AC | CIDENT SITE | | UN PREC NC RELA LE WIND | LIM IPI NE TIV FT VE | AT ACCIDENT SITE NITED TATION AT ACCIDENT WE BEARING OF WIND CROSS WIND 248-292 LOCITY-KNOTS FLIGHT PLAN | | |
| | SPECIAL DATA TOTAL HOUR KIND OF CR PILOT'S SE GOGGLES - U COCKPIT CR | S IN CROP CONTRO OP - PASTURE AT BELT - FASTEN | ED-PROPERLY ED | | K I Ty GL CP | ND PE OVE ASF | OF OPERATION - FER OF CHEMICAL USED - IS - NOT USED HELMET - AVAILABL I BAR - INSTALLED | DRY CHEMIC | |

| | | | BRIEF | S OF A | | DEN TS | | | |
|-------|---|---|--|--------|-----|--------------------------------------|-------------------------------|--|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | F : | S M/N | | FLIGHT PURPOSE | PILOT DATA |
| | | KNOX CITY,TX | PIPER PA-25 N4940y DAMAGE-DESTROYED | CR- | 0 | 0 1 | C | OMMERCIAL ERIAL APPLICATION | COMMERCIAL, AGE 52, 25300 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF | É POINT I ITY,TX ACCIDENT ION WITH GROUND/WATER | NTENDED DESTINATION LOCAL UNCONTROLLED | | | | | OPERATION HT PULLUP FROM SWA | |
| | MISCEL FACTOR(S | CAUSE(S) LANEDUS - UNDETERMINE) R - DOWNDRAFT,UPDRAFT | | | | | | | · · · |
| | SKY COND | ITION | | | C | | | T ACCIDENT SITE | |
| | CLEAR VISIBILI | TY AT ACCIDENT SITE | | | P | UNLI RECIP | | ED TION AT ACCIDENT SI | те |
| | | VER(UNLIMITED) IONS TO VISION AT ACC | IDENT SITE | | т | NONE EMPER | | RE-F | |
| | NONE | WEATHER CONDITIONS | | | T | 65 YPE O NONE | | LIGHT PLAN | |
| | KIND O PILOT' GOGGLE TANK/H ELEVAT | HOURS IN CROP CONTROL F CROP - OTHER S SEAT BELT - UNKNOWN S - NOT USED OPPER-LOCATION - FORW ION-AREA BEING TREATE URE TURNAROUND - SECO | /NOT REPORTED ARD OF PILOT D-FEET - 1500 | TED | | TYPE GLOV CRAS TERR | OF ES H F AIN | OPERATION - SPRAYI CHEMICAL USED - LI - NOT USED ELMET - AVAILABLE U -TYPE - LEVEL,FLAT UN-HOW FLOWN - CROS | OUID CHEMICAL-TOXIC SED |
| -0303 | TIME - 1 | | CESSNA 188B N48110 DAMAGE-DESTROYED | | | | | OMMERCIAL ERIAL APPLICATION | COMMERCIAL, AGE 49, 12113 Total Hours, 73 In Type, Not Instrument Rated. |
| | | ITY+TX | NTENDED DESTINATION LOCAL | | | | | | · · · · |
| | TYPE OF STALL | | | | P | | | OPERATION HT PROCEDURE TURNA | ROUND |
| | | CAUSE(S) IN COMMAND - FAILED T | O OBTAIN/MAINTAIN FL | YING S | PEE | D | | | · · · · · |
| | KIND O PILOT GOGGLE COCKPI TANK/H ELEVAT | DATA HOURS IN CROP CONTROL F CROP - GRAIN FIELDS S SEAT BELT - UNKNOWN S - NOT USED T CRASHPAD - INSTALLE OPPER-LOCATION - FORW ION-AREA BEING TREATE URE TURNAROUND - FIRS | /NOT REPORTED D [.] ARD OF PILOT D-FEET - 1500 | TED | | TYPE GLOV CRAS CRAS TERR | OI ES H H H E AIN | OPERATION - SPRAYI CHEMICAL USED - LI NOT USED IELMET - AVAILABLE L SAR - NOT INSTALLED I-TYPE - LEVEL,FLAT SUN-HOW FLOWN - CROS | OUID CHEMICAL-TOXIC |
| | | | | | | .* | | | |

| | | | S OF ACCIDE | | | |
|--------|--|--|----------------------------------|------------------------|--|---|
| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIE: FSP | S | FLIGHT PURPOSE | PILOT DATA |
| | 3/30/77 PHARR∘TX TIME - 1145 | | CR- 0 0 PX- 0 0 | 1 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 49, 10004 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT PHAR&JX TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNG HARD LANDING | INTENDED DESTINATION LOCAL | 11 | N FL | F DPERATION IGHT PULLUP FROM SWATH R NG LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEC PILOT IN COMMAND - MISMAN MISCELLANEOUS ACTS,CONDIT PILOT IN COMMAND - IMPROP COMPLETE POWER LOSS - COMPL EMERGENCY CIRCUMSTANCES - F | IAGEMENT OF FUEL FIONS - FUEL EXHAUSTION PER LEVEL OFF LETE ENGINE FAILURE/FLAP | MEOUT-1 ENG | | NNING | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTR KIND OF CROP - OTHER PILOT'S SEAT BELT - UNKNO GOGGLES - NOT USED COCKPIT CRASHPAD - INSTAL TANK/HOPPER-LOCATION - FO ELEVATION-AREA BEING TREA REMARKS- FLARED 10FT ABY PL | JWN/NOT REPORTED LLED JRWARD OF PILOT \TED-FEET - 104 | TY GL CF CF TE SV | ROPS CHEMICAL-TOXIC | | |
| 3-0601 | 4/18/77 NR.WINNIE.TX TIME - 1445 | GRUMMAN G-164A N5470 DAMAGE-SUBSTANTIAL | | | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 35, 8875 TOTAL HOURS, 754 IN TYPE NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - MATTHEWS DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | WINNIE,TX TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNC COLLIDED WITH DIRT BANK | LOCAL | ТА | AKEO | F OPER≜TION FF INITIAL CLIMB NG LEVEL OFF∕TOUCHDOWN | |
| | PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUC MISCELLANEOUS ACTS,CONDIT TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPL EMERGENCY CIRCUMSTANCES - F | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTR KIND OF CROP - RICE PILOT'S SEAT BELT - UNKNO GOGGLES - NOT USED COCKPIT CRASHPAD - INSTAL | WW/NOT REPORTED | T GL CF | YPE LOVE: RASH | DF OPERATION - SEEDING CR OF CHEMICAL USED - DRY CH S - USED HELMET - AVAILABLE USED BAR - INSTALLED | |

| FILE | | CATION | AIRCRAFT DATA | F | | IES S M | | FLIGHT PURPOSE | | PILOT DATA |
|--------|---|---|---|------|----|----------------------------|---------------------------------------|---|----------------|---|
| | 4/25/77 PORT L TIME - 0930 NAME OF AIRPORT - DEPARTURE POINT PORT LAVACA.TX TYPE OF ACCIDENT NOSE OVER/DOWN | AVACA, TX DUNCAN | GRUMMAN G-164 N472Y DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- | 0 | 0 HAS | 0 E 01 | COMMERCIAL ASSOC CROP - OPERATION NG ROLL | CTL ACTIVITY | COMMERCIAL, AGE 36, 4641 TOTAL HOURS, 510 IN TYPE INSTRUMENT RATED. |
| | MISCELLANEOUS A | ING GEAR B CTS,CONDITI NTENANCE,SE | RAKING SYSTEM (NORMAL ONS - JAMMED RVICING,INSPECTION II | | | MA | INT | ENANCE AND I | INSPECTION | |
| 3-0619 | 5/9/77 NR.SEAGO TIME - 1430 DEPARTURE POINT ENNIS.TX TYPE OF ACCIDENT COLLIDED WITH | | CESSNA A188B N49050 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | | 0 | 0 HAS | ō E OI | COMMERCIAL AERIAL APPL = OPERATION IGHT PROCED | LICATION | COMMERCIAL, AGE 36, 3875 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) PILOT IN COMMANN SPECIAL DATA TOTAL HOURS IN (KIND OF CROP - 1 PILOT'S SEAT BE GOGGLES - USED COCKPIT CRASHPAN TANK/HOPPER-LOC. ELEVATION-AREA PROCEDURE TURNAN FIRE AFTER IMPACT | D – MISJUDG PASTURE LT – FASTEN D – NOT INS ATION – BEL BEING TREAT ROUND – THI | L – 3300 HED-PROPERLY TALLED LY ED-FEET – 400 | | | TY GL CR CR TE | PE DVE ASH ASH RRA ATH | DF CHEMICAL S - USED HELMET - AV BAR - INSTA IN-TYPE - LE | AILABLE-NOT US | CHEMICAL-NONTOXIC |
| | | | | PAGE | 28 | 0 | | | | |

| | | | BRIEF | | | | | | | | |
|-------|--|---------------------|---|---|---------------------------------|---------------------------------|--|---|---|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR F | IES S M | /N | FLIGHT | PILOT DATA | | |
| | | DANBURY , TX | | CR- PX- | 0 | 0 | 1 | COMMERCIAL | COMMERCIAL, AGE 20, 451 Y TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. | | |
| | NAME OF AI DEPARTURE DANBURY, TYPE OF AC STALL M | TX CIDENT | INTENDED DESTINATION LOCAL | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | | | | | |
| | FACTOR(S) WEATHER WEATHER | | ΤΙνΙΤΥ | YING S | PEE | D | | | | | |
| | SKY CONDIT CLEAR VISIBILITY 5 OR OVE OBSTRUCTIO NONE TYPE OF WE VFR | CCIDENT SITE | | Р Т | UNI REC NOT EMPE 85 | IM IPI NE ERA OF | AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE TURE-F FLIGHT PLAN | | | | |
| -0863 | 5/9/77 TIME - 161 | UVALDE,TX 5 | CESSNA A188 N48920 DAMAGE-DESTROYED | | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 55, 11942 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. | | |
| | DEPARTURE UVALDE,T TYPE OF AC STALL M | X CIDENT | INTENDED DESTINATION LOCAL | | | | | F OPERATION IGHT PROCEDURE TURNARC | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORT KIND OF CROP - OTHER PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - WINGS ELEVATION-AREA BEING TREATED-FEET - 941 PROCEDURE TURNAROUND - FIRST 1/3 TURN FIRE AFTER IMPACT | | | | | TYF GLC CR7 CR7 TEF | | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQU S - NOT USED HELMET - AVAILABLE USE BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND C | ID CHEMICAL-NONTOXIC D | | |

| | | | BRIEF | | | | | | |
|--------|---|---|---|--------|-----------|--------------------------------------|---------------|---|--|
| FILE | DATE | | AIRCRAFT DATA | IN | IJUR F | IES S M/M | 1 | FLIGHT PURPOSE | PILOT DATA |
| | 5/15/77 TIME - 07 DEPARTURE | BEAUMONT,TX 13 POINT | DAMAGE-DESTROYED INTENDED DESTINATION | CR- | 1 | 0 0 | , | | COMMERCIAL, AGE 29, 5133 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | BEAUMON TYPE OF A COLLIDE | | LOCAL | | | | | OPERATION GHT SWATH RUN | |
| | PROBABLE PILOT I | | TO SEE AND AVOID OBJEC | CTS OR | 08 | STRUC | TI | ONS | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO | HOURS IN CROP CONTRO CROP - RICE S SEAT BELT - FASTEN - USED CRASHPAD - INSTALL IPPER-LOCATION - FOR ION-AREA BEING TREAT | ED WARD OF PILOT | FED | | TYPE GLOV CRAS CRAS TERR | ES HI H | F OPERATION - SPRAYIN F CHEMICAL USED - LIQ - NOT USED HELMET - AVAILABLE US BAR - NOT INSTALLED N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND | UID CHEMICAL-TOXIC ED |
| 3-0802 | 5/22/77 | NR.POST.TX | | C P | 0 | 0,1 | | COMMERCIAL | COMMERCIAL, AGE 41, 609 |
| 5-0802 | TIME - 17 | 700 | HUGHES 269B N9439F DAMAGE-SUBSTANTIAL INTENDED DESTINATION | PX- | 0 | | | AERIAL APPLICATION | TOTAL HOURS, 181 IN TYPE, NOT INSTRUMENT RATED. |
| | POST,TX TYPE OF A | | LOCAL | | F | | | OPERATION GHT SWATH RUN | |
| | FACTOR(S) | IN COMMAND - INADEQU | NATE PREFLIGHT PREPARA | TION A | ND/ | 'OR PL | AN. | NING | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO | | TALLED | ſED | | TYPE GLOV CRAS CRAS TERF | ES H H | F OPERATION - SEEDING F CHEMICAL USED - UNK - USED HELMET - AVAILABLE US BAR - NOT INSTALLED N-TYPE - LEVEL+FLAT RUN-HOW FLOWN - UNKNO | NOWN/NOT REPORTED |
| | | | • | PAGE | 28 | 32 | | | • • |

| | | | 5 OF 4 | | | | | |
|-------|--|---|--------|-----------|-------------------------------------|---|--|---|
| FILE | DATE LOCATION | | | IJUF F | RIES S M/I | ١ | FLIGHT PURPOSE | PILOT DATA |
| | 5/24/77 KATY,TX TIME - 0930 | GRUMMAN G-164A | CR- | 0 0 | 0 | L) | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 33, 3289 TOTAL HOURS, 1550 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT KATY.TX TYPE OF ACCIDENT COLLIDED WITH WIRES/P | LOCAL | | P | | | OPERATION GHT SWATH RUN | KAJED. |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAI FACTOR(S) TERRAIN - HIGH OBSTRUC | ED TO SEE AND AVOID OBJE | CTS OR | 08 | STRU | TI | ONS | |
| | SPECIAL DATA TOTAL HOURS IN CROP CO KIND OF CROP - RICE PILOT'S SEAT BELT - UN GOGGLES - NOT USED COCKPIT CRASHPAD - INS TANK/HOPPER-LOCATION - ELEVATION-AREA BEING T | FALLED Forward of Pilot | TED | | TYPI GLO CRA CRA TER | E 0 /ES 5H 1 5H 8A I | F OPERATION - FERTILIZI F CHEMICAL USED - DRY C - NOT USED HELMET - AVAILABLE USED BAR - INSTALLED N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - DOWNWIN | HEMICAL-NONTOXIC |
| -1040 | 5/28/77 SAN ANGELO,TX TIME — 1610 DEPARTURE POINT , SAN ANGELO,TX TYPE OF ACCIDENT ENGINE FAILURE OR MALF | N4860Y DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | PX- | 0 | O (PHASE IN 1 | OF ELI | AERIAL APPLICATION OPERATION GHT PROCEDURE TURNAROU | NOT INSTRUMENT RATED. |
| | PILOT IN COMMAND - MIS MISCELLANEOUS ACTS,CON PILOT IN COMMAND - IMP COMPLETE POWER LOSS - CO | DITIONS - FUEL EXHAUSTION | MEOUT- | ·1 E | OR PI | AN | G LEVEL OFF/TOUCHDOWN NING | |
| | SPECIAL DATA TOTAL HOURS IN CROP CO KIND OF CROP - CORN PILOT'S SEAT BELT - FA GOGGLES - NOT USED COCKPIT CRASHPAD - INS TANK/HOPPER-LOCATION - ELEVATION-AREA BEING TI PROCEDURE TURNAROUND - | STENED-PROPERLY Malled Forward of Pilot | | | TYPI GLO CRAS CRAS TERI | E 0 /ES 6 6 1 6 1 6 1 1 1 1 1 1 1 1 1 1 1 1 1 | F OPERATION - SPRAYING F CHEMICAL USED - LIQUI - NOT USED HELMET - AVAILABLE USED BAR - INSTALLED N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSSWI | D CHEMICAL-TOXIC |

BRIEFS OF ACCIDENTS

| | | | | S OF ACCI | | | | | | | | | |
|--------|--|---|---|------------|--|--|---|--|--|--|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJUR F | IES S M/N | FLIGHT PURPOSE | PILOT DATA | | | | | | |
| 3-1703 | 5/30/77 TIME - | PLAINVIEW,TX 2300 | CESSNA A188B N4700R DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- 0 | 0 1 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 43, 12350 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. | | | | | | |
| | PLAIN TYPE OF ENGIN | VIEW.TX ACCIDENT E FAILURE OR MALFUNG DED WITH DITCHES | LOCAL | Ρ | IN FL | F OPERATION IGHT PROCEDURE TURNAG NG ROLL | ROUND | | | | | | |
| | POWER MISCE TERRA FACTOR(PERSC COMPLET | ABLE CAUSE(S) WERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS SCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE RRAIN - ROUGH/UNEVEN OR(S) RSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION LETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE GENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | | |
| | K IND P I LOT GOGGL COCKP TANK/ E LEVA | HOURS IN CROP CONTR OF CROP - CORN 'S SEAT BELT - UNKNO ES - USED 'IT CRASHPAD - INSTAL HOPPER-LOCATION - FO VIION-AREA BEING TREA | WN/NOT REPORTED LED RWARD OF PILOT | | TYPE GLOVE CRASH CRASH TERRA | DF OPERATION - FERTILI OF CHEMICAL USED - DRY S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND | Y CHEMICAL-NONTOXIC SED | | | | | | |
| 3-1052 | 5/31/77 TIME - | | CESSNA 188 N9857V DAMAGE-SUBSTANTIAL | | | COMMERCIAL ASSOC CROP CTL ACTIV | COMMERCIAL, AGE 46, 10031 TOTAL HOURS, 4000 IN TYPE, NOT INSTRUMENT RATED. | | | | | | |
| | FOWLE TYPE OF ENGIN | RE POINT RTON,TX ACCIDENT E FAILURE OR MALFUNC DED WITH FENCE,FENC | | F | IN FL | F OPERATION IGHT LOW PASS NG ROLL | | | | | | | |
| | PILOT PILOT MISCE TERRA | ABLE CAUSE(S) LOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING LOT IN COMMAND - MISMANAGEMENT OF FUEL SCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION RRAIN - ROUGH/UNEVEN | | | | | | | | | | | |
| | MISCE COMPLET | PLANT - POWERPLANT-1 LLANEOUS ACTS,CONDIT E POWER LOSS - COMPL | NSTRUMENTS FUEL QUANT IONS - OVERLOAD FAILURE ETE ENGINE FAILURE/FLA ORCED LANDING OFF AIRPO | MEOUT−1 8 | INGINE | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | PAGE 28 | 34 | | | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | IJUF | | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|---|---|---------|------|-----------------------------|--------------------------------|---|---|
| | | GAR WOOD + T X | GRUMMAN G-164A N4309 DAMAGE-DESTROYED | C R | 0 | 0 | 1 | | COMMERCIAL, AGE 37, 3721 TOTAL HOURS, 3400 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE GARWOOD TYPE OF AC STALL M | TX CCIDENT | INTENDED DESTINATION LOCAL | | P | | | F OPERATION IGHT PULLUP FROM SWA | |
| | FACTOR(S) TERRAIN | | | YING S | PEE | D | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP ELEVATIO FIRE AFTER | CIAL DATA TAL HOURS IN CROP CONTROL - 3400 IND OF CROP - RICE LOT'S SEAT BELT - UNKNOWN/NOT REPORTED DGGLES - NOT USED JCKPIT CRASHPAD - INSTALLED ANK/HOPPER-LOCATION - FORWARD OF PILOT EVATION-AREA BEING TREATED-FEET - 160 E AFTER IMPACT RRKS- HIT PROP WASH OF OTR ACFT | | | | TY GLI CR CR TE | PE DVE ASH ASH RRA | DF OPERATION - FERTIL OF CHEMICAL USED - DF S - NOT USED HELMET - AVAILABLE (BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROS | YY CHEMICAL -NONTOXIC |
| 3-1051 | 6/1/77 TIME - 130 | | CESSNA 188 N47070 Damage-Substantial | | | | | COMMERCIAL ASSOC CROP CTL ACTIV | COMMERCIAL, FL.INSTR., /ITY AGE 29, 4000 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE WADSWORT TYPE OF AC | TH, TX | INTENDED DESTINATION LOCAL CEPOSTS | | F | - | | F OPERATION FF INITIAL CLIMB | |
| | PROBABLE C PILOT IN | DGED DISTANCE,SPEED,ALT | ITUDE | OR | CLE | ARA | NCE | | |

| TIME - 1845 N86782 PX-0000AERIAL APPLICATION TOTAL HOURS, 110 IN TYP DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION MANOR, TX NOT INSTRUMENT RATED. MANOR, TX LOCAL PHASE OF DERATION TYPE OF ACCIDENT LOCAL PHASE OF DERATION COLLIDED WITH WIRES/POLES IN FLIGHT STARTING SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1500 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - COTTON TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED CLOVES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - BELLY TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - CROSSWIND CESSNA A188B CR-0 0 1 COMMERCIAL COMMERCIAL, FL.INSTR., | 3-1047 GYG/77 MANDR,TX BELLANCA BGCBC CR - 0 0 1 COMMERCIAL COMMERCIAL ACE 44 TIME - 1845 DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL IDATA DEPARTURE POINT INTENDED DESTINATION NOT INSTRUMENT RA MANDR,TX LOCAL PHASE OF DPERATION NOT INSTRUMENT RA TYPE OF ACCIDENT LOCAL PHASE OF DPERATION NOT INSTRUMENT RA PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PACTORIS PACTORIS TERRAIN - HIGH OBSTRUCTIONS FERGAL DATA KIND DF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC OGGLES - NOT USED CASH BAR - NOT INSTALLED TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC CASH BAR - NOT INSTALLED OGOCKPIT CRASHPAD - NOT INSTALLED CASH BAR - NOT INSTALLED CASH BAR - NOT INSTALLED CASH BAR - NOT INSTALLED 3-1201 G/7/77T BOVINA,TX CESSNA A1888 CR - 0 0 1 COMMERCIAL COMMERCIAL, FL.INT BOFARTURE POINT INTENDED DESTINATION BOX NOTAL ACE 30, 1660 TOTAL COMMERCIAL, FL.INT MARCHOPER-LOCATION - SELLY DATA CASH BAR - NOT INSTALLED CASH BAR - NOT INSTALLED CASH BAR - NOT INSTALLED | FILE | | LOCATION | | | = s | M/N | PURPOSE | PILOT DATA |
|--|---|--------|---|--|--|------------|-----|---------------------------------|--|---|
| MANDR.TX LOCAL TYPE OF ACCIONT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT STARTING SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID 00JECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HICH OBSTRUCTIONS MISCELLAMEOUS ACTS.CONDITIONS - SUNGLARE SPECIAL DATA TOTAL HOURS IN COP CONTROL - 1500 KIND OF OPERATION - SPRAYING CROPS YIDTY IS SEAT BELT - UNKNOWMYNDT REPORTED GLOVES - NOT USED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED COCKPIT CRASHPAD - NOT INSTALLED CRASH HELMET - AVAILABLE-NOT USED COCKPIT CRASHPAD - NOT INSTALLED CRASH HELMET - AVAILABLE-NOT USED COCKPIT CRASHPAD - NOT INSTALLED CRASH HELMET - AVAILABLE-NOT USED COCKPIT CRASHPAD - NOT INSTALLED CRASH HELMET - AVAILABLE-NOT USED COCKPIT CRASHPAD - NOT INSTALLED CRASH HELMET - AVAILABLE-NOT USED COCKPIT CRASHPAD - NOT INSTALLED CRASH HELMET - AVAILABLE-NOT USED SWATH RUN-HOW FLOWN - CROSSWIND TERRAIN-TYPE - LEVEL.FLAT 3-1201 6/7/77 BOVINA.TX CESSNA A1888 CPL 0 0 ASSOC CROP CTL ACTIVITY AGE 30, 1660 TOTAL HOUR DAMAGE-SUBSTANTIAL MENT RATED. DEPARTURE POINT INTENDED DESTINATION LANDING ROLL BOVINA.TX LOCAL | MANOR, TX LUCAL TYPE OF ACCIDENT LOCAL PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT STARTING SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1500 KIND OF CROP - COTTON PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - BELLY TIME - 0840 DEPARTURE POINT INTENDED DESTINATION BOVINA.TX CESSNA A1888 CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.INY AGE 30, 1660 TOTAI 10 F DEPARTURE POINT INTENDED DESTINATION BOVINA.TX LOCAL TYPE OF ACCIDENT TYPE OF ACCIDENT TYPE OF ACCIDENT COLLIDED WITH DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - RUGH/UNEVEN REMARKS- FARM FIELD. LOCAL PACE OF OR COLLIDENCE PACE OF OF CHEATION DEPARTURE POINT FIELD. PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - RUGH/UNEVEN REMARKS- FARM FIELD. | | 6/6/77 TIME - | MANOR,TX 1845 | BELLANCA 8GCBC N86782 DAMAGE-SUBSTANTIAL | CR- PX- | 0 | 0 1 | COMMERCIAL | COMMERCIAL, AGE 44, 3325 TOTAL HOURS, 110 IN TYPE NOT INSTRUMENT RATED. |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS.CONDITIONS - SUNGLARE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1500 KIND OF CORP - COTTON TOTAL HOURS IN CROP CONTROL - 1500 KIND OF CORP - COTTON TOTAL HOURS IN CROP CONTROL - 1500 KIND OF CORP - COTTON TOTAL HOURS IN CROP CONTROL - 1500 COCKPIT CRASHPAD - NOT INSTALLED COCKPIT CRASHPAD - NOT INSTALLED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - BELLY SWATH RUN-HOW FLOWN - CROSSWIND 3-1201 6/7/77 BOVINA.TX TIME - 0840 DEPARTURE POINT INTENDED DESTINATION BOVINA.TX COLL DEPARTURE POINT INTENDED DESTINATION BOVINA.TX COLL PHOSABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - ROUGH/UNEVEN REMARKS- FARM FIELD. | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS.CONDITIONS - SUNGLARE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1500 KIND OF CROP - COTTON PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED COCKPIT CRASHPAD - NOT INSTALLED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - BELLY SWATH RUN-HOW FLOWN - CROSSWIND 3-1201 6/7/77 BOVINA,TX TIME - 0840 DEPARTURE POINT BOVINA,TX CESSNA A188B CR- 0 0 1 COMMERCIAL TIME - 0840 DEPARTURE POINT TOTAL HOURD DESTINATION BOVINA,TX COMMERCIAL, FL.IN: DEPARTURE POINT COLLIDED WITH DITCHES PROBABLE CAUSE(S) PROBABLE CAUSE (S) | | MANOR TYPE OF | •TX ACCIDENT | LOCAL | | | | | RUN |
| TOTAL HOURS IN CROP CONTROL - 1500KIND OF OPERATION - SPRAYING CROPSKIND OF CROP - COTTONKIND OF CROP - LIQUID CHEMICAL-TOXICPILOTY'S SEAT BELT - UNKNOWN/NOT REPORTEDCGCASH SEAT - UNKNOWN/NOT REPORTEDCOCKPIT CRASHPAD - NOT INSTALLEDCRASH HELMET - AVAILABLE-NOT USEDCOCKPIT CRASHPAD - NOT INSTALLEDCRASH BAR - NOT INSTALLEDTANK/HOPPER-LOCATION - BELLYCRASH HELMET - AVAILABLE-NOT USEDSWATH RUN-HOW FLOWN - CROSSWINDCRASH BAR - NOT INSTALLED3-1201 6/7/77BOVINA,TXCESSNA A1888CR-001 COMMERCIALCOMMERCIAL, FL.INSTR., PX-00ASSOC CROP CTL ACTIVITYAGE 30, 1660 TOTAL HOUR 188 IN TYPE, NOT INSTRU MENT RATED.DEPARTURE POINTINTENDED DESTINATION BOVINA,TXLOCALTYPE OF ACCIDENT COLLIDED WITH DITCHESPHASE OF OPERATION LANDING ROLLPROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S)PHASE OF OPERATION LANDING ROLLPROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FERRAIN - ROUGH/UNEVEN REMARKS- FARM FIELD.SELECTED UNSUITABLE TERRAIN FARM FIELD. | TOTAL HOURS IN CROP CONTROL - 1500KIND OF CROP - COTTONKIND OF OPERATION - SPRAYING CROPSYILOT'S SEAT BELT - UNKNOWN/NOT REPORTEDCGOGLES - NOT USEDGOGGLES - NOT USEDCCCKPIT CRASHPAD - NOT INSTALLEDTANK/HOPPER-LOCATION - BELLYCRASH BAR - NOT INSTALLEDSWATH RUN-HOW FLOWN - CROSSWINDCESSNA A18883-12016/7/77BOVINA,TXCESSNA A1888CR-01COMMERCIALCOMMERCIALCOMMERCIALCOMMERCIAL, FL.INSJAMAGE-SUBSTANTIALDAMAGE-SUBSTANTIALDEPARTURE POINTINTENDED DESTINATION LOCALBOVINA,TXLOCALTYPE OF ACCIDENTLOCALPROBABLE CAUSE(S)PLODT IN COMMAND - SELECTED UNSUITABLE TERRAINPROBABLE AND FIELD.PLODT IN COMMAND - SELECTED UNSUITABLE TERRAINPROBABLE AND FIELD.PROBABLE AND FIELD. | | PILOT FACTOR(TERRA | IN COMMAND - FAILED S) IN - HIGH OBSTRUCTIO | NS | CTS OR | OBS | TRUC | TIONS | |
| TIME - 0840 N9261R DAMAGE-SUBSTANTIAL DEPARTURE POINT BOVINA,TX TYPE OF ACCIDENT COLLIDED WITH DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - ROUGH/UNEVEN REMARKS- FARM FIELD. PX- 0 0 0 ASSOC CROP CTL ACTIVITY AGE 30, 1660 TOTAL HOUR 188 IN TYPE, NOT INAL PX- 0 0 0 ASSOC CROP CTL ACTIVITY AGE 30, 1660 TOTAL HOUR 188 IN TYPE, NOT INSTRUMENT MENT RATED. PHASE OF OPERATION LANDING ROLL PASE OF OPERATION LANDING ROLL | TIME - 0840 N9261R DAMAGE-SUBSTANTIAL DEPARTURE POINT BOVINA,TX TYPE OF ACCIDENT COLLIDED WITH DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERMARKS- FARM FIELD. PX- 0 0 0 ASSOC CROP CTL ACTIVITY AGE 30, 1660 TOTAL 188 IN TYPE, NOT MENT RATED. MENT RATED. | | TOTAL KIND PILOT GOGGL COCKP TANK/ | HOURS IN CROP CONTR OF CROP - COTTON 'S SEAT BELT - UNKNO ES - NOT USED IT CRASHPAD - NOT IN HOPPER-LOCATION - BE | WN/NOT REPORTED | | | TYPE GLOVE CRASE CRASE | OF CHÉMICAL USED - LE S - NOT USED H HELMET - AVAILABLE-N B BAR - NOT INSTALLED | IQUID CHÉMICAL-TOXIC |
| DEPARTURE POINT INTENDED DESTINATION BOVINA,TX LOCAL PHASE OF OPERATION COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - ROUGH/UNEVEN REMARKS- FARM FIELD. | DEPARTURE POINT INTENDED DESTINATION BOVINA,TX LOCAL PHASE OF OPERATION TYPE OF ACCIDENT COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - ROUGH/UNEVEN REMARKS- FARM FIELD. | 3-1201 | | | N9261R | | | | | VITY AGE 30, 1660 TOTAL HOUR 188 IN TYPE, NOT INSTRU |
| PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - ROUGH/UNEVEN REMARKS- FARM FIELD. | PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - ROUGH/UNEVEN REMARKS- FARM FIELD. | | BOVIN TYPE OF | A•TX ACCIDENT | | | | | | |
| REMARKS- FARM FIELD. | REMARKS- FARM FIELD. | | PILOT FACTOR(| IN COMMAND - SELECT S) | ED UNSUITABLE TERRAIN | | | | | |
| PAGE 286 | PAGE 286 | | | | | | | | | |
| | | | | | | PAGE | 286 | | | |
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| | DRIEFS U | | | | | | - | | | | | | | |
|------|--|--|---|-------|--|------|--|---------------------------------------|--|--|--|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | ١N | JUF | RIES | | FLIGHT | PILOT DATA | | | | | |
| | 6/7/77 TIME - 130 | LAMESA.TX DO | PIPER PA-25 N8736L DAMAGE-SUBSTANTIAL | CR- | 0 | 0 | 1 | | COMMERCIAL, FL.INSTR., AGE 34, 1500 TOTAL HOURS, 250 IN TYPE, NOT INSTRU- MENT RATED. | | | | | |
| | DEPARTURE LAMESA. | POINT | INTENDED DESTINATION LOCAL | | | | | | | | | | | |
| | TYPE OF AU STALL | CCIDENT | LUCAL | | PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND | | | | | | | | | |
| | PROBABLE (PILOT I | | D TO OBTAIN/MAINTAIN FL | ING S | SPEE | ED | | | | | | | | |
| | FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE | | | | | | | | | | | | | |
| | SKY CONDI | SKY CONDITION | | | | | | AT ACCIDENT SITE | | | | | | |
| | CLEAR | | | | | | | I TED | | | | | | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | | | | P I IE | TATION AT ACCIDENT SIT | E | | | | | |
| | OBSTRUCT I | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | | | TEMPERATURE-F 95 | | | | | | |
| | | CTION-DEGREES | | | v | | VE | LOCITY-KNOTS | | | | | | |
| | 135 | | | | | | | | | | | | | |
| | TYPE OF WEATHER CONDITIONS VFR | | | | | | OF IE | FLIGHT PLAN | | | | | | |
| | SPECIAL DATA | | | | | | | | 6 (D00) | | | | | |
| | KIND OF | TOTAL HOURS IN CROP CONTROL - 250 KIND OF CROP - COTTON | | | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC | | | | | | | |
| | | PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED Goggles - Not USED | | | | | | S - NOT USED HELMET - AVAILABLE US | ED | | | | | |
| | | GUGGLES - NUT USED COCKPIT CRASHPAD - INSTALLED | | | | | CRASH BAR - INSTALLED | | | | | | | |
| | TANK/HOP | TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | TERRAIN-TYPE - LEVEL, FLAT | | | | | | | |
| | ELEVATION-AREA BEING TREATED-FEET - 3000 PROCEDURE TURNAROUND - SECOND 1/3 TURN | | | | | SWA | тн | RUN-HOW FLOWN - CROSS | WIND | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR | IES | , | FLIGHT | PILOT DATA |
|-------|--|---|--|--------|------|--------------|--|--|--|
| -1049 | 6/12/77 | SEACDAVES TY | | | | 5 M/M | | | |
| -1040 | TIME - 200 | D | N8639L DAMAGE-SUBSTANTIAL | PX- | 0 | 0 0 | 5 | AERIAL APPLICATION | COMMERCIAL, AGE 29, 686 Total Hours, 73 IN Type, Instrument Rated. |
| | DEPARTURE SEAGRAVE | | INTENDED DESTINATION | | | | | | |
| | TYPE OF AC | CIDENT | | | | | | | |
| | NOSE OVE | AILURE OR MALFUNC' R/DOWN | IION | | | | | GHT PROCEDURE TURNARD G ROLL | UND |
| | PILOT IN MISCELLA TERRAIN TERRAIN COMPLETE PI | COMMAND - INADEOU COMMAND - MISMAN NEOUS ACTS,CONDIT - ROUGH/UNEVEN - WET,SOFT GROUND BWER LOSS - COMPLI | JATE PREFLIGHT PREPARA AGEMENT OF FUEL IONS - FUEL EXHAUSTION ETE ENGINE FAILURE/FLA DRCED LANDING OFF AIRPI | MEOUT- | 1 E | NGINE | | NING | |
| | SPECIAL DA | ГА | | | | | | | |
| | | JRS IN CROP CONTRO CROP - CORN | DL - 386 | | | | | F OPERATION - SPRAYING F CHEMICAL USED - LIQU | |
| | PILOT'S | SEAT BELT - FASTER | | | | GLOV | /ES | - USED | |
| | | - NOT USED CRASHPAD - INSTALI | | | | | | HELMET - AVAILABLE USE BAR - INSTALLED | D |
| | TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 3300 PROCEDURE TURNAROUND - THIRD 1/3 TURN | | | | | TERR SWA1 | AI TH | N-TYPE - ROLLING RUN-HOW FLOWN - CROSSP | IIND |
| -1222 | 6/15/77 | SAN BENITO,TX | GRUMMAN G-164A | CR- | 0 | 0 1 | . ' | | COMMERCIAL, AGE 39, 2220 Total Hours, 450 in type |
| | • • • • • | 0 | N7998 DAMAGE-DESTROYED INTENDED DESTINATION | PX- | 0 | U U | | AERIAL APPLICATION | NOT INSTRUMENT RATED. |
| | DEPARTURE I SAN BENI | TO,TX | LOCAL | | _ | | | | |
| | | TYPE OF ACCIDENT Collided with wires/poles | | | | | | OPERATION GHT SWATH RUN | |
| | FACTOR(S) | | TO SEE AND AVOID OBJE | CTS OR | 08 | STRUC | TI | DNS | |
| | SPECIAL DA | | | | | | | | |
| | TOTAL HOU | | | | TYPE | 0 | F OPERATION - SPRAYING F CHEMICAL USED - LIQU | | |
| | KIND OF (| PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED Goggles - Not Used | | | | | 'ES | - NOT USED | |
| | KIND OF (PILOT'S S | | N/NOT REPORTED | | | CRAS | SH I | HELMET - AVAILABLE USE | D |
| | KIND OF (PILOT'S S GOGGLES (COCKPIT (| - NOT USED CRASHPAD - INSTALI | · | | | CRAS | SH | HELMET - AVAILABLE USE BAR - INSTALLED N-TYPE - LEVEL,FLAT | ED |

| FILE | | | | | | | PILOT DATA | | | | |
|--------|---|--|----------------|--------|------------------|--|---|--|--|--|--|
| | | | F | S | M/N | PURPOSE | | | | | |
| 8-1589 | 6/28/77 NR.NOLAN,TX TIME - 1530 DEPARTURE POINT | AERO COMDR A9B N7723V DAMAGE-DESTROYED INTENDED DESTINATION | CR- 1 PX- 0 | 0 | 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 21, 266 TOTAL HOURS, 77 IN TYPE, INSTRUMENT RATED. | | | | |
| | NOLAN,TX TYPE OF ACCIDENT | LOCAL | | | | FOPERATION | | | | | |
| | TURBULENCE COLLISION WITH GROUN | D/WATER UNCONTROLLED | | | | IGHT PROCEDURE TURNARO IGHT UNCONTROLLED DESO | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - M MISCELLANEOUS - VORT | | | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP KIND OF CROP - COTTO PILOT'S SEAT BELT - | N | | т | YPE | DF OPERATION - SPRAYING OF CHEMICAL USED - LIQU S - NOT USED | | | | | |
| | GOGGLES - NOT USED COCKPIT CRASHPAD - N | | | C C | R A SH R A SH | HELMET - AVAILABLE USI BAR - INSTALLED IN-TYPE - LEVEL,FLAT | ED | | | | |
| | ELEVATION-AREA BEING PROCEDURE TURNAROUND FIRE AFTER IMPACT | TREATED-FEET - 2500 - THIRD 1/3 TURN | , | SI | NA TH | RUN-HOW FLOWN - CROSSV | VIND | | | | |
| | REMARKS- LEAD ACFT MAD | E PROCEDURE TURN WITH OTHER | AG ACFT | IN | TRA | IL WENT NOSE UP THEN NO | DSED DOWN INTO FIELD | | | | |
| -1266 | TIME - 1730 | SNOW S2A N9403R DAMAGE-SUBSTANTIAL | PX- 0 | 0 0 | 1 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 31, 1275 Total Hours, 750 in type Not instrument rated. | | | | |
| | DEPARTURE POINT SEGLINGSON RANCH,TX TYPE OF ACCIDENT | INTENDED DESTINATION LOCAL | | | | FOPERATION | | | | | |
| | ENGINE FAILURE OR MA COLLIDED WITH TREES | LFUNCTION | | I | N FL | IGHT SWATH RUN NG LEVEL OFF/TOUCHDOWN | ı | | | | |
| | PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | | | | | |
| | | S - FORCED LANDING OFF AIRP | | | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP KIND OF CROP - COTTO PILOT'S SEAT BELT - | | | T G | YPE Love | OF OPERATION - SPRAYINO DF CHEMICAL USED - LIOU S - NOT USED | JID CHEMICAL-TOXIC | | | | |
| | GDGGLES - NOT USED COCKPIT CRASHPAD - I TANK/HOPPER-LOCATION | | | C | RASH | HELMET - AVAILABLE USE BAR - INSTALLED IN-TYPE - LEVEL,FLAT | Đ | | | | |
| | | TREATED-FEET - 300 | | | | RUN-HOW FLOWN - CROSS | VIND | | | | |

BRIEFS OF ACCIDENTS

| | | | BRIEFS | S OF AG | | | | | |
|--------|---|---|--|------------|-----------|---|-------------------|---|---|
| FILE | DATE | | AIRCRAFT DATA | | - | S M | /N | PURPOSE | PILOT DATA |
| 3-1887 | TIME - O | STERLING CITY,TX 630 E POINT | N5582X DAMAGE-SUBSTANTIAL INTENDED DESTINATION | CR- PX- | 0 | 0 | 1 | COMMERCIAL | COMMERCIAL, AGE 54, 1100C TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF | | LOCAL | | | | | F OPERATION FF ABORTED | |
| | | TO OBTAIN/MAINTAIN FL' ACTION IN ABORTING T/ | | PEE | D | | | | |
| | SKY COND SCATTE VISIBILI | | | UN | LIM | AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE | | | |
| | 5 OR O OBSTRUCT | 5 OR OVER(UNLIMITED) BSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | | | NE | E BEARING OF WIND | |
| | TEMPERAT | ATURE-F | | | | IND CA | ŪVE LM | | |
| | VFR | WEATHER CUNDITIONS | | | ' | | NE | FLIGHT PLAN | |
| -3878 | TIME - 1 DEPARTUR | E POINT | N7927V DAMAGE-DESTROYED INTENDED DESTINATION | CR- PX- | 0 0 | 1 0 | 0 | COMMERCIAL AERIAL APPLICATION | .COMMERCIAL, AGE 32, 227 TOTAL HOURS, 19 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF | FAILURE OR MALFUNCT | LOCAL | | | IN | FL | F OPERATION IGHT PROCEDURE TURNAROU IGHT PROCEDURE TURNAROU | |
| | PILOT | 5 POWERPLANT FAILURE F TO OBTAIN/MAINTAIN FL TE ENGINE FAILURE/FLAM | YING SI | PEE | D | | DREASONS | | |
| | SPECIAL TOTAL KIND O PILOT TANK/H | | | TY | PE ASH | OF DPERATION — SPRAYING OF CHEMICAL USED — LIQU HELMET — AVAILABLE USEI IN-TYPE — LEVEL,FLAT | ID CHEMICAL-TOXIC | | |
| | SWATH | RUN-HOW FLOWN - UNKI | NOWN/NOT REPORTED | | | PR | 0CE | DURE TURNAROUND - SECON | D 1/3 TURN |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1705 7/25/77 EDMONSON, TX PIPER PA-25 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 37, 2017 PX- 0 0 0 AERIAL APPLICATION TIME - 1000 N8682L TOTAL HOURS, 650 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION EDMONSON, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH IN FLIGHT PROCEDURE TURNAROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1250 KIND OF OPERATION - DUSTING CROPS KIND OF CROP - CORN TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - AVAILABLE USED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 3382 SWATH RUN-HOW FLOWN - CROSSWIND PROCEDURE TURNAROUND - THIRD 1/3 TURN REMARKS- EXCESSIVE LOAD. 3-1712 7/27/77 BROWNFIELD, TX PIPER PA-25 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 48, 7500 TIME - 1600 N8739L PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 60 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BROWNFIELD, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE SPECIAL DATA KIND OF OPERATION - SPRAYING CROPS TOTAL HOURS IN CROP CONTROL - 1600 KIND OF CROP - GRAIN FIELDS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - USED CRASH HELMET - AVAILABLE USED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL, FLAT TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 3267 SWATH RUN-HOW FLOWN - CROSSWIND

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | FLIGHT PURPOSE | PILOT DATA | | | | | |
|--------|---|---|--|------------|----------------------------|---|--|---|--|--|--|--|--|
| 3-1704 | TIME - 09 | POINT | PIPER PA-25 N9628P DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL | CR- PX- | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 39, 402 TOTAL HOURS, 35 IN TYPE INSTRUMENT RATED. | | | | | |
| | TYPE OF A | | LUCAL | | рнΔ | SFC | F OPERATION | | | | | | |
| | | D WITH CROP | | | | | IGHT PROCEDURE TURNA | ROUND | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | | | | | | | | | | | | |
| | PILOT I | N COMMAND - DIVER | TED ATTENTION FROM OPERA | TION (| IF AI | RCR | FT | | | | | | |
| | PILOT I SPECIAL D | N COMMAND - DIVER | | TION (| | | | NG CROPS | | | | | |
| | PILOT I SPECIAL D TOTAL F | N COMMAND - DIVER | | TION (| к | IND | FT OF OPERATION - SPRAYI OF CHEMICAL USED - LI | | | | | | |
| | PILOT I SPECIAL D TOTAL H KIND OF PILOT'S | N COMMAND - DIVER MATA OURS IN CROP CONT CROP - CORN SEAT BELT - UNKN | ROL - 75 | TION (| к Т G | | OF OPERATION - SPRAYI OF CHEMICAL USED - LI S - NOT USED | QUID CHEMICAL-TOXIC | | | | | |
| | PILOT I SPECIAL D TOTAL F KIND OF PILOT'S GOGGLES | N COMMAND - DIVER ATA OURS IN CROP CONT CROP - CORN SEAT BELT - UNKN - NOT USED | ROL – 75 IOWN/NOT REPORTED | ATION (| K T G C | IND YPE LOVE RASH | OF OPERATION - SPRAYI OF CHEMICAL USED - LI S - NOT USED HELMET - AVAILABLE U | QUID CHEMICAL-TOXIC | | | | | |
| | PILOT I SPECIAL D TOTAL F KIND OF PILOT'S GOGGLES COCKPIT | N COMMAND - DIVER ATA OURS IN CROP CONT CROP - CORN SEAT BELT - UNKN - NOT USED CRASHPAD - INSTA | ROL – 75 IOWN/NOT REPORTED LL'ED | TION (| K T G C C | IND YPE LOVE RASH RASH | OF OPERATION - SPRAYI OF CHEMICAL USED - LI IS - NOT USED I HELMET - AVAILABLE U I BAR - INSTALLED | QUID CHEMICAL-TOXIC | | | | | |
| | PILOT I SPECIAL D TOTAL H KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI | N COMMAND - DIVER ATA OURS IN CROP CONT CROP - CORN SEAT BELT - UNKN - NOT USED CRASHPAD - INSTA PPER-LOCATION - F | ROL – 75 OWN/NOT REPORTED LLED ORWARD OF PILOT ATED-FEET – 3200 | ATION (| K T G C C T | IND YPE LOVE RASH RASH ERR | OF OPERATION - SPRAYI OF CHEMICAL USED - LI S - NOT USED HELMET - AVAILABLE U | QUID CHEMICAL-TOXIC SED | | | | | |

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| | | | BRIEF | - | | | | | ***** | | | | | |
|--------|---|--|---|--|-----------|----------------------------|-----------------------------------|---|--|--|--|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | ١١ | NJUR F | S M | / N | FLIGHT PURPOSE | PILOT DATA | | | | | |
| | 7/29/77 | DELL CITY,TX 15 | | CR- PX- | | | | | COMMERCIAL, AGE 49, 5704 Total Hours, unk/NR IN Type, not instrument | | | | | |
| | DEPARTURE DELL CII TYPE OF AG STALL P | TY,TX CCIDENT | INTENDED DESTINATION LOCAL | | | | | F OPERATION Ight procedure turnar | RATED. | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE SKY CONDITION | | | | | | | | | | | | | |
| | SKY CONDIT | LION | | | С | | | AT ACCIDENT SITE | | | | | | |
| | | Y AT ACCIDENT SIT | E | | Ρ | REC | IPI | ITED TATION AT ACCIDENT SIT | E | | | | | |
| | | ER(UNLIMITED) DNS TO VISION AT | ACCIDENT SITE | | т | NO: | - | TURE-F | | | | | | |
| | NONE | | | | | 10 | 5 | | | | | | | |
| | WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN NONE | | | | | | | | | | | | | |
| | KIND OF PILOT'S Goggles Cockpit Tank/Hof Elevatic | DURS IN CROP CONT CROP - UNKNOWN/N SEAT BELT - UNKN - NOT USED CRASHPAD - INSTA PPER-LOCATION - F | OWN/NOT REPORTED LLED ORWARD OF PILOT ATED-FEET - 3701 | DRTED KIND OF OPERATION - UNKNOWN/NOT REPORTED TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-NOT USED CRASH BAR - INSTALLED TERRAIN-TYPE - ROLLING SWATH RUN-HOW FLOWN - WIND CALM | | | | | | | | | | |
| -1 853 | 8/10/77 TIME - 100 | | CESSNA 188B N9437R | | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 31, 2975 Total Hours, 470 in type. | | | | | |
| | DEPARTURE | ΡΠΙΝΤ | DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | | | | INSTRUMENT RATED. | | | | | |
| | CLAY, TX | | LOCAL | | - | | | | - | | | | | |
| | TYPE OF AC STALL M | | | | P | | | F OPERATION IGHT PROCEDURE TURNAR | OUND | | | | | |
| | PROBABLE (PILOT I | | D TO OBTAIN/MAINTAIN FL | YING S | SPEE | D | | | | | | | | |
| | KIND OF PILOT'S Goggles Cockpit Tank/Hoi Elevatio | DURS IN CROP CONT CROP - COTTON SEAT BELT - UNKN - NOT USED CRASHPAD - INSTA PPER-LOCATION - F DN-AREA BEING TRE | OWN/NOT REPORTED LLED ORWARD OF PILOT | | | TY GL CR CR TE | PE (DVE: ASH ASH RRA | DF OPERATION - SPRAYIN DF CHEMICAL USED - LIQ S - NOT USED HELMET - AVAILABLE US BAR - INSTALLED IN-TYPE - HILLY RUN-HOW FLOWN - WIND | UID CHEMICAL-TOXIC | | | | | |

| | | | BRIEFS | | | | | | | | | |
|--------|--|--|--|---|------------|---------------------------------|---|--|--|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN. F | IUR I S | ES M/N | FLIGHT PURPOSE | PILOT DATA | | | | |
| | 8/23/77 TIME - 20 NAME OF | EDMONSON,TX 000 AIRPORT - EDMONSON | | | | | | COMMERCIAL, AGE 37, 4108 Y TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED. | | | | |
| | TYPE OF ENGINE | DN↓TX ACCIDENT FAILURE OR MALFUNC VER/DOWN | LUCAL | | | TAKEO | F OPERATION FF INITIAL CLIMB NG LEVEL OFF/TOUCHDOWN | | | | | |
| | PILOT MISCEL TERRAII | BLE CAUSE(S) DT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING CELLANEOUS ACTS,CONDITIONS - WATER IN FUEL RAIN - OTHER ETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | | | | | |
| | KIND D PILOT GOGGLE COCKPI TANK/H | DATA HOURS IN CROP CONTR F CROP - BEANS S SEAT BELT - UNKNO S - NOT USED T CRASHPAD - NOT IN OPPER-LOCATION - FO GEAR HIT BEAN PLAN | WN/NOT REPORTED STALLED RWARD OF PILOT | | | TYPE GLOVE CRASH | OF OPERATION - SPRAYING OF CHEMICAL USED - LIOU S - NOT ÜSED HELMET - AVAILABLE USE BAR - NOT INSTALLED | ID CHEMICAL-NONTOXIC | | | | |
| 3-2874 | | CHARLOTTE,TX 030 | PIPER PA-25 N8835L DAMAGE-DESTROYED | PX- | 0 | 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 48, 1550 Total Hours, 7500 in Type, Not Instrument Rated. | | | | |
| | CHARLO TYPE OF | TTE,TX | INTENDED DESTINATION LOCAL BOTH IN FLIGHT | N PHASE OF OPERATION IN FLIGHT STARTING SWATH RUN | | | | | | | | |
| | PILOT | | TO SEE AND AVOID OTHER -PERSONNEL PILOT OF OT | | | | | | | | | |
| | KIND O PILOT' GOGGLE COCKPI TANK/H | DATA HOURS IN CROP CONTR F CROP - OTHER S SEAT BELT - UNKNO S - NOT USED T CRASHPAD - INSTAL OPPER-LOCATION - FO ION-AREA BEING TREA | WN/NOT REPORTED LED RWARD OF PILOT | | | TYPE GLOVE CRASH CRASH | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQU S - NOT USED HELMET - AVAILABLE USE BAR - NOT INSTALLED IBAR - NOT INSTALLED | ID CHEMICAL-NONTOXIC | | | | |
| | CONTRO TRAFFI HORIZO EVASIV | | NONE E-DEGREES - 0 | -SMALI | | RADAR | AV. CTL/SURVEILLANCE - NOT RGENCE ANGLE-DEGREES - CAL COLLISION ANGLE-DEG | 0 | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | RIES S M | /N | FLIGHT PURPOSE | PILOT DATA | | | | | |
|-----------------|---|--|---|----------------|-------------------------------|--------------------------------|--|--|--|--|--|--|--|
| 3 - 2874 | 9/9/77 TIME - 10 | CHARLOTTE,TX 30 | PIPER PA-25 N4391Y DAMAGE-DESTROYED | CR- 0 PX- 0 | 1 0 | 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 28, 4000 TOTAL HOURS, UNK/NR IN TYPE, NOT INS(RUMENT RATED. | | | | | |
| | CHARLOT TYPE OF A | TE,TX | INTENDED DESTINATION LOCAL | | | | F OPERATION IGHT STARTING SWATH RUI | | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT | | | | | | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO | ATA OURS IN CROP CONT CROP – OTHER SEAT BELT – UNKN – NOT USED CRASHPAD – INSTA PPER-LOCATION – F ON-AREA BEING TRE | DWN/NOT REPORTED LLED DRWARD OF PILOT | | TY GLO CR CR TE | PE DVE ASH ASH RRA | DF OPERATION - SPRAYING OF CHEMICAL USED - LIQUI S - NOT USED HELMET - AVAILABLE USEC BAR - NOT INSTALLED IN-TYPE - LEVEL+FLAT RUN-HOW FLOWN - CROSSWI | ID CHEMICAL-NONTOXIC | | | | | |
| | CONTROL TRAFFIC HORIZON EVASIVE FIRE AFTE | S OF AVIATION INV LING AGENCY - NO ADVISORY ISSUED TAL COLLISION ANG ACTION TAKEN - N | – NONE LE-DEGREES – O D | .−SMALL | R A C O | DAR NVE | AV. CTL/SURVEILLANCE - NOT RGENCE ANGLE-DEGREES - CAL COLLISION ANGLE-DEGR | 0 | | | | | |
| 3-2739 | TIME - 08 | COYANOSA,TX 15 | PIPER PA-25 N4775y DAMAGE-DESTROYED | CR- 1 PX- 0 | 0 0 | 0 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 66, 16800 TOTAL HOURS, 4000 IN TYPE, NOT INSTRUMENT RATED. | | | | | |
| | DEPARTURE COYANOS TYPE OF A STALL | CCIDENT | INTENDED DESTINATION LOCAL | I | | | F OPERATION IGHT PROCEDURE TURNAROL | | | | | | |
| | PROBABLE PILOT I | | D TO OBTAIN/MAINTAIN FL | YING SPE | ED | | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI | DURS IN CROP CONT CROP - OTHER SEAT BELT - FAST | NED-PROPERLY LLED DRWARD OF PILOT ATED-FEET - 2600 | | GLU GLU CR CR TEI | PE DVE ASH ASH RRA | DF OPERATION - SPRAYING DF CHEMICAL USED - LIQUI S - USED HELMET - AVAILABLE-NOT BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSSWI | ID CHEMICAL-TOXIC | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | S M | 5 4/N | FLIGHT PURPOSE | | PILOT DATA |
|-------|---|--|---|----------------|---|-----|---------------------------|---------------------------------------|--------------|--|
| -2750 | 9/19/77 TIME - 08 DEPARTURE | POINT | PIPER PA-25 NTO21Z DAMAGE-DESTROYED INTENDED DESTINATION | | | | | COMMERCIAL | CTL ACTIVITY | COMMERCIAL, AGE 48, 1280 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF A | | LOCAL | Ρ | | | F OPERATION FF INITIAL | CLIMB | | |
| | MISCELL MISCELL FIRE AFTE | N COMMAND - INADEQ ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT R IMPACT | UATE PREFLIGHT PREPARA IONS - IMPROPERLY LOAD IONS - LOAD NOT JETTIS PPER,PLACARDED 1200LBS | ED AIR ONED | | | | | .G. | |
| 3868 | 9/20/77 TIME - 13 | NR.FAIRVIEW.TX | AERO COMDR A9B N7948V DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL AERIAL APPL | | COMMERCIAL, AGE 54, 6000 TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED. |
| | TYPE OF A ENGINE | INGS +TX | INTENDED DESTINATION LOCAL TION | | Ρ | I١ | I FL | F OPERATION IGHT STARTI NG ROLL | NG SWATH RUN | |
| | MISCELL MISCELL TERRAIN FACTOR(S) MISCELL COMPLETE | ANT - FUEL SYSTEM ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT - SANDY ANEOUS ACTS,CONDIT POWER LOSS - COMPL | LINES AND FITTINGS IONS - LEAK/LEAKAGE IONS - FUEL STARVATION IONS - OVERLOAD FAILUR ETE ENGINE FAILURE/FLA ORCED LANDING OFF AIRP | E MEQUT- | | | INE | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 5644 KIND OF OPERATION - DEFOLIATION (LIQU KIND OF CROP - COTTON TYPE OF CHEMICAL USED - LIQUID CHEMIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - USED GOGGLES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PIL TERRAIN-TYPE - LEVEL,FLAT ELEVATION-AREA BEING TREATED-FEET - SWATH RUN-HOW FLOWN - CROSSWIND | | | | | | | | | |
| | | | | | | | | | | |

| | | BRIE | FSOF | | | | | | |
|--------|--|---|------------|---------|----------------------------|-------------------------|---|------------------------|--|
| FILE | DATE LOCATION | | I | V J U F | RIES S M | 1/N | FLIGHT PURPOSE | | PILOT DATA |
| | 10/1/77 SMYER,TX TIME - 1500 DEPARTURE POINT SMYER,TX TYPE OF ACCIDENT COLLIDED WITH FENCE, | PIPER PA-25 N4853Y DAMAGE-SUBSTANTIA INTENDED DESTINATION LOCAL | CR- PX- | 0 0 | 0 0 9 HAS | 1 0 E C | COMMERCIAL ASSOC CROP OF OPERATION OFF INITIAL | CTL ACTIVITY | COMMERCIAL, AGE 29, 1674 TOTAL HOURS, 561 IN TYPE, INSTRUMENT RATED. |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FA FACTOR(S) MISCELLANEOUS ACTS,CO | ILED TO AJORT TAKEOFF NDITIONS - JETTISONED LOAD | ז | | | | | | |
| 3-2747 | 10/13/77 DENVER CITY, TIME - 1915 | TX PIPER PA-25 N4534Y DAMAGE-DESTROYED | | | | | COMMERCIAL ASSOC CROP | | COMMERCIAL, AGE UNK/NR, 3268 TOTAL HOURS, 1900 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT DENVER CITY,TX TYPE OF ACCIDENT COLLISION WITH GROUND | INTENDED DESTINATION LOCAL /WATER CONTROLLED | | F | | | F OPERATION IGHT RETUR | N TO STRIP | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - DI FACTOR(S) MISCELLANEOUS ACTS,CO | VERTED ATTENTION FROM OPEN NDITIONS - SUNGLARE | RAT ION | ŊF | AIR | .CR 4 | FΤ | | |
| 3-3376 | 10/16/77 DENVER CITY, TIME - 1530 DEPARTURE POINT DENVER CITY,TX TYPE OF ACCIDENT OVERSHOOT STALL MUSH | TX PIPER PA-25 N9568P DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | | Ō | 0 PHAS | Ō E C L F L | | | COMMERCIAL, AGE 36, 1154 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. BSTRUCTION |
| | | SJUDGED DISTANCE AND SPEE VE MANEUVER TO AVOID COLL CTIONS | | | | | | | |
| | SPECIAL DATA TOTAL HOURS IN CROP C KIND OF CROP - COTTON PILOT'S SEAT BELT - U GOGGLES - NOT USED COCKPIT CRASHPAD - IN TANK/HOPPER-LOCATION ELEVATION-AREA BEING PROCEDURE TURNAROUND | NKNOWN/NOT REPORTED STALLED - FORWARD OF PILOT TREATED-FEET - 3370 | | | TN GL CF CR TE | PE OVE ASH ASH | OF CHEMICAL S - NOT USE HELMET - A BAR - INST IN-TYPE - L | VAILABLE USED ALLED | CHEMICAL-TOXIC |

| | DATE | | AIRCRAFT DATA | | F | S M/ | 'N | PURPOSE | PILOT DATA | | | | |
|-------|---|---|---|-----|-------|--|------|---|---|--|--|--|--|
| | 10/19/77 NE TIME - 1400 | | PIPER PA-36 | CR- | 0 | 0 | 1 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 29, 2409 TOTAL HOURS, 36 IN TYPE, INSTRUMENT RATED. | | | | |
| | DEPARTURE POI IDALOU,TX | NT | INTENDED DESTINATION LOCAL | | | | | | | | | | |
| | TYPE OF ACCID COLLIDED WI | ENT TH WIRES/POL | ES | | P | | | F OPERATION IGHT CLEANUP SWATH | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS | | | | | | | | | | | | |
| | KIND OF CRO PILOT'S SEA GOGGLES - N COCKPIT CRA TANK/HOPPER ELEVATION-A | T BELT - FAST OT USED SHPAD - INSTA -LOCATION - F REA BEING TRE | ENED-PROPERLY | | | TYPE D GLOVES CRASH CRASH TERRAI | | OF OPERATION - DEFOLIAT OF CHEMICAL USED - LIOU S - USED HELMET - AVAILABLE USE BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND C | ID CHEMICAL-TOXIC | | | | |
| -3217 | 10/19/77 AN TIME - 1000 Departure pol | | PIPER PA-25 N9733P DAMAGE-DESTROYED INTENDED DESTINATION | | | | | COMMERCIAL ASSOC CROP CJL ACTIVII | | | | | |
| | ANSON•TX TYPE OF ACCID COLLIDED WI | ENT | LOCAL | | Ρ | | | F OPERATION FF INITIAL CLIMB | | | | | |
| | FACTOR(S) | MMAND - FAILE | D TO SEE AND AVOID OBJE | | 1 O B | STRI | ЈС Т | IONS | | | | | |

| | | | BRIEFS | 5 OF A | ссі | DEN | TS | | | |
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| FILE | | | AIRCRAFT DATA | | | | | | PILOT DATA | |
| 3-4270 | | SMYER,TX 18 POINT | PIPER PA-25 N4578Y DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- | 1 | 0 | 0 | | COMMERCIAL, AGE 29, 1704 Y TOTAL HOURS, 591 IN TYPE, INSTRUMENT RATED. | |
| | TYPE OF AC COLLISIC | CIDENT IN WITH GROUND/WATE | | | | | | | | |
| | PROBABLE C MISCELLA | AUSE(S) NEOUS - UNDETERMIN | ED | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT | NURS IN CROP CONTROL CROP - COTTON SEAT BELT - FASTENI - NOT USED CRASHPAD - INSTALLI PER-LOCATION - FORM | ED-PROPERLY ED | | | TYF GLC CR/ CR/ | PE DVE ASH ASH | OF OPERATION - DEFOLIAT OF CHEMICAL USED - LIQU S - NOT USED HELMET - AVAILABLE USE BAR - INSTALLED IN-TYPE - LEVEL+FLAT | UID CHEMICAL-TOXIC | |
| 3-3222 | 10/20/77 TIME - 120 | EDINBURG,TX 0 | BELL 47G-2 N7888B DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 28, 4308 TOTAL HOURS, 2100 IN TYPE, NOT INSTRUMENT | |
| | DEPARTURE EDINBURG TYPE OF AC COLLIDED | •TX | INTENDED DESTINATION | | Ρ | | | F OPERATION IGHT STARTING SWATH RU | RA TED • | |
| | FACTOR(S) | COMMAND - IMPROPER | R OPERATION OF FLIGHT DNS - JETTISONED LOAD | OLS | | | | | | |
| | GOGGLES COCKPIT TANK/HOP | RDS ED-PROPERLY FALLED | | | TYF GLC CRA CRA TEF | PE VE SH SH RA | OF OPERATION - SPRAYING OF CHEMICAL USED - LIQU S - NOT USED HELMET - AVAILABLE USE BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSSW | ID CHEMICAL-TOXIC D | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU F | | | FLIGHT PURPOSE | PILOT DATA |
|--------|--|--|---|----------------|----------------------------|--------------------------------|--|--|
| 3-3516 | 11/2/77 TIME - 10 | LAREDO,TX 048 | PIPER PA-25 N7048Z DAMAGE-DESTROYED | CR- 0 PX- 0 | - | - | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, FL.INSTR., AGE 38, 4000 TOTAL HOURS 2000 IN TYPE, NOT INSTRU- MENT RATED. |
| | DEPARTURI LAREDO | | INTENDED DESTINATION | | | | | |
| | TYPE OF A COLLIDE | ACCIDENT ED WITH WIRES/POL | ES | | | | F OPERATION IGHT PULLUP FROM SWA | TH RUN |
| | PROBABLE PILOT | CAUSE(S) IN COMMAND - MISJU | DGED CLEARANCE | | | | | |
| | KIND D PILOT GOGGLE COCKPI TANK/HO ELEVAT | HOURS IN CROP CONT F CROP - OTHER S SEAT BELT - FAST S - NOT USED T CRASHPAD - INSTA DPPER-LOCATION - F ION-AREA BEING TRE JRE TURNAROUND - E | ENED-PROPERLY LLED ORWARD OF PILOT | | TY GL CR CR TE | PE DVE ASH ASH RRA | DF OPERATION - SPRAYI OF CHEMICAL USED - LII S - NOT USED HELMET - AVAILABLE-NI BAR - INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - UPWII | QUID CHEMICAL-TOXIC OT USED |

BRIEFS OF ACCIDENTS -----PILOT DATA FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT F S M/N PURPOSE 3-1163 6/13/77 NR.VERNAL.UT CESSNA 188B CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 50, 1082 TIME - 0700 N9300R PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION VERNAL, UT LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT STARTING SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISJUDGED CLEARANCE PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE WEATHER - DOWNDRAFT+UPDRAFTS MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 65 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 360 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - OTHER TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC KIND OF CROP - OTHER PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - ROLLING ELEVATION-AREA BEING TREATED-FEET - 8500 SWATH RUN-HOW FLOWN - DOWNWIND PROCEDURE TURNAROUND - THIRD 1/3 TURN REMARKS- SPRAYING WEEDS. DA 10000FT. DELAYED IN JETTISONING LOAD.

| FILE | DATE | LOCATION | | | : s | M/N | | FLIGHT PURPOSE | | PILOT DATA | | | |
|--------|---|---|--|--------------------------------------|---|--|---|---|--------|--|--|--|--|
| | 9/12/77 TIME - 1 DEPARTUR BERYL TYPE OF ENGINE | NR.CEDAR CITY,UT | CALLAIR A-6 N2958G DAMAGE-DESTROYED INTENDED DESTINATION CEDAR CITY,UT TION | CR- | 0 0 PH | 1 0 0 0 ASE IN F | COM AES OF OF LIGHI | MERCIAL RIAL APPLICATION PERATION T PROCEDURE TURN T PROCEDURE TURN | AROUND | COMMERCIAL, AGE 33, 1000 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. | | | |
| | PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS BIRD INGESTION MISCELLANEOUS ACTS,CONDITIONS - OBSTRUCTED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | | | |
| | KIND PILOT GOGGLE COCKPI TANK/H ELEVAT PROCED | DATA HOURS IN CROP CONTR OF CROP - DTHER S SEAT BELT - FASTE S - NOT USED T CRASHPAD - INSTAL OPPER-LOCATION - SI ION-AREA BEING TREA URE TURNAROUND - SE MORNING DOVE BLOCK | NED-PROPERLY LED DES TED-FEET - 5130 COND 1/3 TURN | | | TYPE GLOV CRAS CRAS TERR | OF C ES - H HEL H BAR AIN-1 | DPERATION - SPRAY CHEMICAL USED - N NOT USED _MET - AVAILABLE R - INSTALLED TYPE - LEVEL,FLAY N-HOW FLOWN - UNH | USED | HEMICAL-NONTOXIC | | | |
| 8-2161 | 8/13/77 TIME - 1 | PETERSBURG,VA 110 | AERO COMDR A-9 N7739V DAMAGE-DESTROYED | | | | | MMERCIAL RIAL APPLICATION | | COMMERCIAL, FL.INSTR., AGE 55, 4772 TOTAL HOURS 1251 IN TYPE, INSTRUMENT RATED. | | | |
| | | E POINT BURG+VA ACCIDENT | INTENDED DESTINATION HOPEWELL,VA | | | | | PERATION T PROCEDURE TUR | | | | | |
| | | CAUSE(S) IN COMMAND - FAILED | TO OBTAIN/MAINTAIN FL | YING SF | PEED | | | | | | | | |
| | SPECIAL TOTAL KIND O PILOT GOGGLE COCKPI TANK/H ELEVAT PROCED | | | TYPE GLOV CRAS CRAS TERR | OF C ES - H HEL H BAF AIN-1 | DPERATION - SPRA CHEMICAL USED - I NOT USED LMET - NOT AVAIL/ R - INSTALLED TYPE - LEVEL,FLA N-HOW FLOWN - UNI | TOOID C | HEMICAL-TOXIC | | | | | |
| | | | | PAGE | 302 | | | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | | PILOT DATA | | | | | |
|-------|------------------------|-------------------------------------|---|---------------------------|----------|---|----------------------------|--------------------|--|--|--|--|--|--|
| | | | | | FS | M/N | PURPDSE | | | | | | | |
| -2086 | TIME - 173 | | N70296 DAMAGE-SUBSTANTIAL | | | | COMMERCIAL ASSOC CROP | | COMMERCIAL, AGE 38, 9500 TOTAL HOURS, 9300 IN TYPE, NOT INSTRUMENT RATED. | | | | | |
| | DEPARTURE WARDEN. | | INTENDED DESTINATION | | | | | | | | | | | |
| | TYPE OF AC COLLISIC | CIDENT IN WITH GROUND/WATE | R UNCONTROLLED | F OPERATION FF INITIAL | | | | | | | | | | |
| | PROBABLE C WEATHER | CAUSE(S) - LOCAL WHIRLWIND | | | | | | | | | | | | |
| | SKY CONDIT CLEAR | ION | | | | | AT ACCIDEN | T SITE | | | | | | |
| | | (AT ACCIDENT SITE ER(UNLIMITED) | | | | CIPI One | TATION AT A | CCIDENT SITE | | | | | | |
| | OBSTRUCTIC NONE | INS TO VISION AT AC | CIDENT SITE | | | | E BEARING O WIND 338-02 | | | | | | | |
| | WIND DIREC 180 | TION-DEGREES | | | WIN 1 | | LOCITY-KNOT | S . | | | | | | |
| | TYPE OF WE VFR | EATHER CONDITIONS | | | | E OF ONE | FLIGHT PLA | N | | | | | | |
| | SPECIAL DA | | | | | | | | | | | | | |
| | | | I CROP CONTROL - 9300 • UNKNOWN/NOT REPORTED | | | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-N | | | | | | | | |
| | | SEAT BELT - UNKNOW | N/NOT REPORTED | | - | | S - NOT USE HELMET - A | D VAILABLE USED | | | | | | |
| | COCKPIT | CRASHPAD - INSTALL | _ | | | | BAR - INST | | | | | | | |

| | | | BRIEF | S OF ACC | IDENTS | | | | | |
|--------|---|--|--|--|--------|---------------------------|--|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | F | S M/N | PURPOSE | PILOT DATA | | | |
| 3-2209 | TIME - 103 | | STEARMAN A75N1 N68200 DAMAGE-SUBSTANTIAL | CR- 0 PX- 0 | 0 1 | | COMMERCIAL, AGE 24, 406 Y TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED. | | | |
| | DEPARTURE HUNTERS,W | | INTENDED DESTINATION | | | | | | | |
| | TYPE OF AC | | LUCAL | PHASE OF OPERATION | | | | | | |
| | | WITH TREES | | IN FLIGHT EN ROUTE TO TREAT CROP | | | | | | |
| | PROBABLE C | | | | | | | | | |
| | PILOT IN FACTOR(S) | I COMMAND - IMPR | OPER IN-FLIGHT DECISIONS | OR PLANNING | | | | | | |
| | MISCELLA WEATHER | NEOUS ACTS,COND - DOWNDRAFT,UPD - HIGH DENSITY | | / FLYING | | | | | | |
| | | | ITIONS - JETTISONED LOAD |) | | | | | | |
| | | IEFING - UNKNOW | | | | | | | | |
| | WEATHER FO | RECAST - UNKNOW | N/NOT REPORTED | | | | | | | |
| | SKY CONDIT | ION | | CEILING AT ACCIDENT SITE | | | | | | |
| | | AT ACCIDENT SI | re | UNLIMITED PRECIPITATION AT ACCIDENT SITE | | | | | | |
| | | R(UNLIMITED) | | NONE | | | | | | |
| | | NS TO VISION AT | ACCIDENT SITE | TE MP ER A TUR E-F | | | | | | |
| | NONE | | | 83 | | | | | | |
| | WIND DIREC | TION-DEGREES | | | | ELOCITY-KNOTS | | | | |
| | | ATHER CONDITION | 5 | 5 TYPE OF FLIGHT PLAN | | | | | | |
| | VFR | | - | | NONE | | | | | |
| | SPECIAL DA | TΔ | | | | | | | | |
| | | | FROL - UNKNOWN/NOT REPOR | TED | KIND | OF OPERATION - FERTILIZ | ING (LIQUID). | | | |
| | | CROP - UNKNOWN/ | | | | OF CHEMICAL USED - LIQU | ID CHEMICAL-NONTOXIC | | | |
| | | SEAT BELT - FAS | TENED-PROPERLY | | | ES - USED | P. | | | |
| | GOGGLES | | | CRASH HELMET - AVAILABLE USED CRASH BAR - NOT INSTALLED | | | | | | |
| | COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT | | | | | | | | | |
| | | | ATED-FEET - 3350 | | | | | | | |
| | REMARKS- P | LT RPTS DOWNDRA | FT ENCOUNTER.STRUCK TREE | •WOODED | MOUNTA | INOUS TERRAIN.DENS ALT ON | VER 5000FT. | | | |

| | | | BRIEFS | OF A | CC: | I DEM | ITS. | | | |
|--------|--|--|---|------------|-----|--------------------------|------------------|--------------------------------------|--------------|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT PURPOSE | | PILOT DATA |
| 3-3389 | TIME - 1; | OTHELLO,WA 210 AIRPORT - OTHELLO | AERO COMDR 60052R N1500R DAMAGE-SUBSTANTIAL | CR- PX- | | | | | CTL ACTIVITY | COMMERCIAL, AGE 45, 4642 TOTAL HOURS, 700 IN TYPE, INSTRUMENT RATED. |
| | TYPE OF ENGINE GEAR CI PROBABLE POWERPI MISCELI TERRAIM | ,WA ACCIDENT FAILURE OR MALFUN DLLAPSED CAUSE(S) LANT - ENGINE STRU LANEOUS ACTS,CONDI N - ROUGH/UNEVEN | | | | T/ L/ | KEO | F OPERATION FF INITIAL NG ROLL | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 4642 KIND OF CROP - POTATOES PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 1145 | | | | | T \ G L C F C F | PE OVE ASH | OF CHEMICAL S - USED | AILABLE USED | N (LIQUID) CHEMICAL-NONTOXIC |

BRIEFS OF ACCIDENTS

| | | | BRIEFS | 0F 4 | CCID | ENTS | | | | | | |
|--------|---|---|---|------|------|--|--|----------------------------|---|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | F S | M/N | FLIGHT PURPOSE | | PILOT DATA | | | |
| 3-1686 | 7/28/77 QU TIME - 1030 | 0 | PIPER PA-25 N8850L DAMAGE-SUBSTANTIAL | | | | | | COMMERCIAL, FL.INSTR., AGE 40, 6410 TOTAL HOURS 4500 IN TYPE, NOT INSTRU MENT RATED. | | | |
| | DEPARTURE QUINCY,W TYPE OF AC | Α . | INTENDED DESTINATION LOCAL | | | | OF OPERATION OFF RUN | | | | | |
| | FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION CLEAP | | | | | UNLI | G AT ACCIDENT S MITED | | | | | |
| | CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | | ECIP NONE LATI | ITATION AT ACCI VE BEARING OF W | IND | | | | |
| | NONE TEMPERATURE-F 80 | | | | | HEAD WIND 338-022 DEGREES WIND DIRECTION-DEGREES 340 | | | | | | |
| | WIND VELOC 8 Type of fl None | | | | | PE O VFR | F WEATHER CONDI | TIONS | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP | URS IN CROP CONT CROP - POTATOES SEAT BELT - FAST - NOT USED CRASHPAD - INSTA PER-LOCATION - F | ENED-PROPERLY LLED | ·T. | | TYPE GLOV CRAS | OF OPERATION - OF CHEMICAL USI ES - NOT USED H HELMET - AVAI H BAR - INSTALL | ED - DRY CHE LABLE USED | | | | |

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FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-2784 8/3/77 CONNELL, WA CESSNA 188 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 59, 13600 TIME - 0530 N72414 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 4000 IN TYPE, NOT INSTRUMENT DAMAGE-SUBSTANTIAL RATED. NAME OF AIRPORT - B&R AIRSTRIP DEPARTURE POINT INTENDED DESTINATION CONNELL, WA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION TAKEOFF INITIAL CLIMB STALL MUSH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC KIND OF CROP - GRAIN FIELDS GLOVES - USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL.FLAT ELEVATION-AREA BEING TREATED-FEET - 1000 REMARKS- 460LB OVER MAX GWT. 3-3106 8/11/77 PRESCOTT-WA NAVAL FCTY N3N-3 CR- 0.1 0 COMMERCIAL COMMERCIAL, AGE 23, 713 TIME - 1000 N45261 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 61 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION PRESCOTT, WA WALLA WALLA,WA TYPE OF ACCIDENT PHASE OF OPERATION STALL IN FLIGHT BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 200 KIND OF OPERATION - DEFOLIATION (LIQUID) KIND OF CROP - GRAIN FIELDS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - NOT FASTENED GLOVES - USED CRASH HELMET - AVAILABLE USED GOGGLES - NOT USED CRASH BAR - NOT INSTALLED COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT FIRE AFTER IMPACT REMARKS- 2ND LOW PASS BY FRIENDS HOUSE.STALLED IN PULL-UP

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN JU F | JRIE S | 5 1/N | FLIGHT PURPOSE | | PILOT DATA |
|--------|---|--|---|------------|--|--|---|--|--|
| 3-2788 | 8/15/77 OUI TIME - 2120 | NCY+WA | GRUMMAN G164B N48423 DAMAGE-SUBSTANTIAL | CR- PX- | | | | | AIRLINE TRANSPORT, AGE 31, 4900 TOTAL HOURS, 1300 IN TYPE, INSTRUMENT RATED. |
| | QUINCY,WA | Т | TRIP INTENDED DESTINATION LOCAL | | | | | | |
| | TYPE OF ACCIDE COLLIDED WIT NOSE OVER/DO | H CROP | | | L | ANDĮ | F OPERATION NG ROLL NG ROLL | | |
| | PILOT IN COM FACTOR(S) TERRAIN - HI | MAND - FAILED MAND - MISJUD GH VEGETATION | | OCEDURE | S,DI | RECT | IVES,ETC. | | |
| | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3500 KIND OF CROP - OTHER GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED REMARKS- NIGHT LDG,UNLIGHTED STRIP.NOT EQUIPPED W | | | | | | | N - SPRAYING C | - |
| | GLOVES - USE CRASH HELMET CRASH BAR - | D - AVAILABLE INSTALLED | | ITH LDG | GU CU Ta | DGGL DCKP ANK/ | ES - NOT US IT CRASHPAD HOPPER-LOCA | ED - INSTALLED TION - FORWARD | EMICAL-NONTOXIC |
| 3-3108 | GLOVES - USE CRASH HELMET CRASH BAR - | D - AVAILABLE INSTALLED LDG,UNLIGHTE | | CR- | GC CI T. L T. | DGGL DCKP ANK/ HRS | ES - NOT US IT CRASHPAD HOPPER-LOCA FLYING IN | ED - INSTALLED TION - FORWARD LAST 24. | OF PILOT ATP,FLIGHT INSTR., AGE 37, 10077 TOTAL HOURS, 2200 IN TYPE, INSTRUMENT |
| 3-3108 | GLOVES - USE CRASH HELMET CRASH BAR - REMARKS- NIGHT 9/17/77 TOU TIME - 0915 DEPARTURE POIN TOUCHET,WA TYPE OF ACCIDE | D - AVAILABLE INSTALLED LDG,UNLIGHTE CHET,WA | D STRIP.NOT EQUIPPED W AERO COMDR S2R N5045X DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- | GI C L L T • 0 0 0 0 0 0 0 0 | I OGGL OCKP ANK/ PHRS 1 0 | ES - NOT US IT CRASHPAD HOPPER-LOCA FLYING IN COMMERCIAL | ED - INSTALLED TION - FORWARD LAST 24. | OF PILOT ATP,FLIGHT INSTR., AGE 37, 10077 TOTAL HOURS, |
| 3-3108 | GLOVES - USE CRASH HELMET CRASH BAR - REMARKS- NIGHT 9/17/77 TOU TIME - 0915 DEPARTURE POIN TOUCHET.WA TYPE OF ACCIDE COLLIDED WIT PROBABLE CAUSE PILOT IN COM FACTOR(S) | D - AVAILABLE INSTALLED LDG.UNLIGHTE CHET.WA T NT H WIRES/POLE (S) | D STRIP.NOT EQUIPPED W AERO COMDR S2R N5045X DAMAGE-DESTROYED INTENDED DESTINATION LOCAL S TO SEE AND AVOID OBJE | CR- PX- | G C T L T • 0 0 0 0 0 0 0 0 0 0 | JGGL DCKP ANK/ JHRS 1 0 SE O | ES - NOT US IT CRASHPAD HOPPER-LOCA FLYING IN COMMERCIAL AERIAL APP F OPERATION IGHT SWATH | ED - INSTALLED TION - FORWARD LAST 24. | OF PILOT ATP,FLIGHT INSTR., AGE 37, 10077 TOTAL HOURS, 2200 IN TYPE, INSTRUMENT |
| 3-3108 | GLOVES - USE CRASH HELMET CRASH BAR - REMARKS- NIGHT 9/17/77 TOU TIME - 0915 DEPARTURE POIN TOUCHET,WA TYPE OF ACCIDE COLLIDED WIT PROBABLE CAUSE PILOT IN COM FACTOR(S) TERRAIN - HI SPECIAL DATA TOTAL HOURS KIND OF CROP | D – AVAILABLE INSTALLED LDG.UNLIGHTE CHET.WA T H WIRES/POLE (S) MAND – FAILED GH OBSTRUCTIO IN CROP CONTR – OTHER | D STRIP.NOT EQUIPPED W AERO COMDR S2R N5045X DAMAGE-DESTROYED INTENDED DESTINATION LOCAL S TO SEE AND AVOID OBJE NS | CR- PX- | GG C T. L T. O O O O O O O O O O O O O O O O O O | DGGL DCKP ANK/ JHRS 1 0 SE 0 N FL RUCT IND YPE | ES - NOT US IT CRASHPAD HOPPER-LOCA FLYING IN COMMERCIAL AERIAL APP F OPERATION IGHT SWATH IDNS | ED - INSTALLED - INSTALLED TION - FORWARD LAST 24. LICATION RUN N - SPRAYING C | OF PILOT ATP,FLIGHT INSTR., AGE 37, 10077 TOTAL HOURS, 2200 IN TYPE, INSTRUMENT RATED. |

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| | | | BRIEF | | | | | | | |
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| FILE | DATE | | 1 | | F | S I | M/N | PUR | GHT POSE | PILOT DATA |
| | 9/21/77 TIME - 090 | PASCO, WA | PIPER PA-25 | CR- | 0 | 0 | 1 | COMMER | MMERCIAL RIAL APPLICATION | COMMERCIAL, AGE 56, 5514 TOTAL HOURS, 3500 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE ELTOPIA, TYPE OF AC | WA | INTENDED DESTINATION LOCAL | | D | | 5 E O | F OPERA | TLON | |
| | | WITH WIRES/POLE | S | | | | | | TARTING SWATH RUN | |
| | FACTOR(S) MISCELLA | COMMAND ~ FAILED | TO SEE AND AVOID OBJEC IONS - PILOT FATIGUE | TS OR | OB | IS TR | RUCT | IONS | | |
| | SPECIAL DA | TA | | | | | | | | |
| | KIND OF | URS IN CROP CONTR CROP - OTHER SEAT BELT - NOT F | | | | T | YPE | | ATION - DEFOLIATIO ICAL USED - LIQUID | |
| | GOGGLES COCKPIT | | | | CI CF | RASH | HELMET BAR - | - AVAILABLE USED INSTALLED - LEVEL,FLAT | | |
| | FIRE AFTER | N-AREA BEING TREA Impact Ohrs flt in last | | | | SI | ₩A TH | RUN-HO | W FLOWN - WIND CAL | м [.] |
| -2110 | 6/25/77 TIME - 091 DEPARTURE | | SNOW S2C N1670S DAMAGE-SUBSTANTIAL INTENDED DESTINATION | | | | | COMMER AERIAL | CIAL APPLICATION | COMMERCIAL, AGE 37, 3000 TOTAL HOURS, ALL IN TYPE INSTRUMENT RATED. |
| | NEKOOSA, TYPE OF AC | WI | LOCAL | | Р | на | SE O | F OPERA | TION | |
| | ENGINE F GEAR COL | TION | | | 11 | N FL | IGHT P | ROCEDURE TURNAROUN EL OFF/TOUCHDOWN | D | |
| | PROBABLE CAUSEIS) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - JETTISONED LOAD MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | |
| | SPECIAL DA | | UNCED LANDING OFF AIRPU | | LA | IN D | | | | |
| | TOTAL HO KIND OF | | OL - UNKNOWN/NOT REPORT NED-PROPERLY | ED | | T | YPE I | | | ROPS CHEMICAL-NONTOXIC |
| | GOGGLES COCKPIT | - NOT USED CRASHPAD - INSTAL | LED | | | CF CI | R A SH R A SH | HELMET BAR - | - AVAILABLE USED INSTALLED | |
| | TANK/HOP ELEVATIO PROCEDUR | | | | | | - LEVEL,FLAT- W FLOWN - WIND CAL | Μ | | |

| FILE | DATE LOCATION | | AIRCRAFT DATA | | | RIES S M/N | | FLIGHT PURPOSE | PILOT DATA | |
|--------|---|---|---|---------|-------|---------------------------------|-------------------------------|---|---|--|
| 3-2283 | | E POINT | HUGHES 269B | CR- (|) | 1 | 0 | COMMERCIAL AERIAL APPLICATION | COMMERCIAL, AGE 32, 926 TOTAL HOURS, 41 IN TYPE, NOT INSTRUMENT RATED. | |
| | TYPE OF / | | | | | | | F OPERATION IGHT STARTING SWATH R | UN | |
| | | CAUSE(S) IN COMMAND - MISJU | IDGED CLEARANCE | | | | | | | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO | HOURS IN CROP CONT F CROP - POTATOES S SEAT BELT - FAST S - NOT USED T CRASHPAD - NOT I OPPER-LOCATION - S | ENED-PROPERLY | | | TYP GLO CRA CRA TER | E (VES SH SH RA] | DF OPERATION - SPRAYIN DF CHEMICAL USED - LIO S - USED HELMET - AVAILABLE US BAR - NOT INSTALLED IN-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CROSS | UID CHEMICAL-TOXIC ED | |
| 3-1724 | 6/24/77 TIME - 08 | TORRINGTON,WY 800 | LOCKHEED B-34 N7256C DAMAGE-SUBSTANTIAL | | | | | COMMERCIAL ASSOC CROP CTL ACTIVI | AIRLINE TRANSPORT, AGE 39, 5800 TOTAL HOURS, 61 IN TYPE, INSTRUMENT RATED. | |
| | DEPARTUR TORRING TYPE OF | AIRPORT - TORRINGT E POINT GTON,WY ACCIDENT VER/DOWN | ON INTENDED DESTINATION LOCAL | | | | _ | F OPERATION Ng Roll | | |
| | AIRFRAM | | BRAKING SYSTEM (NORMAL TIONS - OBSTRUCTED | SYSTEM |) | | | | | |
| | TYPE OF GLOVES CRASH F CRASH F SWATH F | HOURS IN CROP CONT F CHEMICAL USED - - USED HELMET - AVAILABLE BAR - NOT INSTALLE RUN-HOW FLOWN - UN | LIQUID CHEMICAL-TOXIC -NOT USED :D IKNOWN/NOT REPORTED | | | PIL GOG COC TAN | GLI GLI KPI K/H | DF OPERATION - OTHER S SEAT BELT - FASTENE ES - NOT USED IT CRASHPAD - NOT INST HOPPER-LOCATION - BELL | ALLED | |
| | REMARKS- | O-RING DID NOT RE | ELEASE + DISCS LOCKED • SPRAN | ING GRA | 155 | SHOP | PE | ₹S - | | |
| | | | | | | | | | | |

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| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES S M | | FLIGHT PURPOSE | PILOT DATA |
| 3-2067 | TIME - 05 | POINT N,WY CCIDENT | DOUGLAS DC-3A N459 DAMAGE-DESTROYED INTENDED DESTINATION RETURN | CR- PX- | Ō | 0 HAS | 0 E C | COMMERCIAL AERIAL APPLICATION F OPERATION IGHT PROCEDURE TURNA | TOTAL HOURS, 3000 IN Type, instrument rated. |
| | PILOT I PILOT I | N COMMAND - INADE N COMMAND - IMPRO N COMMAND - FAILE | COUATE PREFLIGHT PREPARAT OPER IN-FLIGHT DECISIONS D TO OBTAIN/MAINTAIN FL TIONS - FLEW INTO BLIND | OR PL (ING S | ANN | ING | ۶L۵ | NNING | |
| | KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI SWATH R FIRE AFTE | OURS IN CROP CONT CROP - OTHER SEAT BELT - UNKN CRASHPAD - NOT I PPER-LOCATION - A ON-AREA BEING TRE UN-HOW FLOWN - WI R IMPACT | NSTALLED AFT OF PILOT ATED-FEET - 4200 | ΓED | | TY GLI CR CR TE | PE DVE ASH ASH RR | OF OPERATION - SPRAYI OF CHEMICAL USED - LI SS - NOT USED HELMET - NOT AVAILAB BAR - NOT INSTALLED IN-TYPE - ROLLING HILLY EDURE TURNAROUND - SEC | QUID CHEMICAL-TOXIC |

| NTSB | |
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| AMM 78–21 | Aerial Application |
| c.l | Operations |
| 1977 | |



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