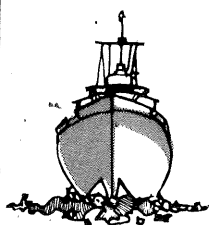
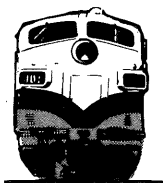


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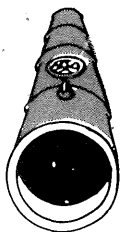
WASHINGTON, D.C. 20594



BRIEFS OF FATAL ACCIDENTS INVOLVING WEATHER AS A CAUSE/FACTOR

**U.S. GENERAL AVIATION
1978**

NTSB-AMM-80-5



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| 16. Abstract <p>This publication contains reports of all fatal U.S. general aviation accidents involving weather as a cause/factor for the year 1978. Included are 322 fatal accidents in the brief format. This format presents the facts, conditions, circumstances, and probable cause(s) for each accident. Additional statistical information is tabulated on all accidents involving weather as a cause/factor by type of accident, phase of operation, injury index, aircraft damage, pilots certificate, injuries and cause/factor(s). This publication will be published annually.</p> | | | |
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FOREWORD

This publication contains reports of all fatal U.S. general aviation accidents involving weather as a cause/factor in Brief format arranged in order by state and date of occurrence. It also lists these accidents in order by file number. In addition, information is presented in several statistical tables which tabulate and summarize all general aviation weather related accidents, such as injuries, an 10 year tabulation of U.S. general aviation accidents involving weather as a cause/factor, pilot certificate, type of accident, phase of operation and causes and related factors.

In 1978, the U.S. general aviation fleet flew 39,409,269 1/ hours and were involved in 928 total and 322 fatal accidents where weather was a cause/factor resulting in total and fatal accident rates per 100,000 hours of 2.35 and 0.82 respectively. In comparison, the total number of U.S. General Aviation accidents were 4,494 of which 793 were fatal, giving total and fatal accident rates per 100,000 hours of 11.40 and 2.01, respectively.

1/ Source: Federal Aviation Administration

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

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

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

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

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

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EXPLANATORY NOTES

U.S. GENERAL AVIATION

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

U.S. AIR CARRIER

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

DEFINITIONS

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

Aircraft Accident

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

EXPLANATORY NOTES

INJURY INDEX

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

TYPE OF ACCIDENT

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

Gear Collapsed

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

Gear Retracted

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

Airframe Failure

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

Engine Failure/Malfunction

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

PHASE OF OPERATION

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

KIND OF FLYING

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

1. Instructional Flying

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

EXPLANATORY NOTES

KIND OF FLYING

2. Noncommercial Flying

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

Pleasure

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

Business

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

Corporate/Executive Operations

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

3. Commercial Flying

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

4. Miscellaneous Flying

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

COLLISION BETWEEN AIRCRAFT

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

EXPLANATORY NOTES

CAUSES AND RELATED FACTORS

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

AIRCRAFT WEIGHT CATEGORIES

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

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

SMALL FIXED-WING AIRCRAFT

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

LARGE FIXED-WING AIRCRAFT

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

ROTORCRAFT

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

TYPES OF WEATHER CONDITIONS

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

LIST OF ABBREVIATIONS USED IN BRIEFS

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

Accidents Involving Weather as a Cause/Factor
U.S. General Aviation
1969-1978

| Year | General Aviation Hours Flown 1/ | Total Accidents | Total Accident Rate 2/ | Fatal Accidents | Fatal Accident Rate 2/ | Fatalities |
|------|------------------------------------|--------------------|------------------------------|--------------------|------------------------------|------------|
| 1969 | 25,351,000 | 991 | 3.90 | 238 | 0.93 | 617 |
| 1970 | 26,030,000 | 1026 | 3.94 | 244 | 0.93 | 588 |
| 1971 | 25,512,000 | 959 | 3.75 | 255 | 0.99 | 597 |
| 1972 | 26,974,000 | 974 | 3.61 | 285 | 1.05 | 685 |
| 1973 | 30,048,000 | 967 | 3.21 | 278 | 0.92 | 619 |
| 1974 | 32,475,000 | 1014 | 3.12 | 302 | 0.92 | 702 |
| 1975 | 34,165,000 | 1005 | 2.94 | 287 | 0.84 | 645 |
| 1976 | 36,128,000 | 908 | 2.51 | 262 | 0.72 | 601 |
| 1977 | 38,600,000 | 952 | 2.47 | 258 | 0.67 | 608 |
| 1978 | 39,409,269 | 928 | 2.35 | 322 | 0.82 | 759 |

1/ Source: Federal Aviation Administration.

2/ Accident Rates per 100,000 hours flown.

INJURIES, ACCIDENTS
U.S. GENERAL AVIATION

INVOLVING WEATHER AS A CAUSE/FACTOR

1978

| | INJURIES | | | | | TOTAL |
|-----------------|----------|---------|-------|------|---------|-------|
| | FATAL | SERIOUS | MINOR | NONE | UNKNOWN | |
| PILOT | 303 | 88 | 122 | 415 | | 928 |
| COPILOT | 22 | 9 | 2 | 17 | | 50 |
| DUAL STUDENT | 6 | | 1 | 22 | | 29 |
| CHECK PILOT | | 1 | | | | 1 |
| FLIGHT ENGINEER | | | | | | |
| NAVIGATOR | | 1 | | | | 1 |
| CABIN ATTENDANT | | | 1 | | | 1 |
| EXTRA CREW | 2 | | 1 | 2 | | 5 |
| PASSENGERS | 426 | 120 | 123 | 398 | | 1067 |
| TOTAL | 759 | 219 | 250 | 854 | ABOARD | 2082 |
| OTHER AIRCRAFT | | | | | | |
| OTHER GROUND | | | 3 | | | 3 |
| GRAND TOTAL | 759 | 219 | 253 | 854 | | 2085 |

INVOLVES 928 TOTAL ACCIDENTS
INVOLVES 322 FATAL ACCIDENTS

ANALYTIC TABLE

ACCIDENT SITE - TERRAIN (TYPE) - (OFF AIRPORT PROPER)
BY EMERGENCY LOCATOR TRANSMITTER OPERATION AND USE

EMERGENCY LOCATOR TRANSMITTER
OPERATION AND USE

ACCIDENT SITE - TERRAIN (TYPE) -
(OFF AIRPORT PROPER)

| SITE - TERRAIN (TYPE) - AIRPORT PROPER) | EMERGENCY LOCATOR TRANSMITTER OPERATION AND USE | | | | | | | | | | | | RECORDS | ACCIDENTS | PERCENT |
|--------------------------------------------|----------------------------------------------------|---------------------|-----------|--------------------|-------------------|-------------------|--------------------|-------------------|---------------|---------------------|---------|-----|---------|-----------|---------|
| | OPERATED - USED | OPERATED - NOT USED | NOT ARMED | SEP'D FROM ANTENNA | BATT. MALFUNCTION | OTHER MALFUNCTION | IMPACT/FIRE DAMAGE | OPERATION UNKNOWN | NOT INSTALLED | INSUFFICIENT IMPACT | UNKNOWN | | | | |
| MOUNTAINOUS | 39 | 13 | 4 | 4 | 1 | 3 | 29 | 13 | 7 | 7 | 8 | 128 | 128 | 26.39 | |
| HILLY | 5 | 4 | 2 | 4 | 1 | 8 | 7 | 4 | 5 | | 4 | 44 | 44 | 9.07 | |
| ROLLING | 3 | 10 | 1 | 3 | | 4 | 5 | 7 | 10 | 5 | 3 | 51 | 51 | 10.52 | |
| LEVEL, FLAT | 4 | 21 | 3 | 6 | | 4 | 16 | 12 | 30 | 13 | 7 | 116 | 116 | 23.92 | |
| FROZEN | | 1 | | | | 1 | | | | | 2 | 4 | 4 | .82 | |
| ROCKY | | | | | | | | | | 2 | 1 | 3 | 3 | .62 | |
| SANDY | 1 | 1 | | | | | | | | | | 2 | 2 | .41 | |
| DENSE WITH TREES (FOREST, WOODED AREA) | 6 | 10 | 2 | 9 | 2 | 2 | 7 | 7 | 5 | 1 | 8 | 59 | 59 | 12.16 | |
| CITY AREA | | | 1 | | | | 3 | 3 | 2 | 1 | | 10 | 10 | 2.06 | |
| PLOWED | | 5 | | | | | | 2 | 1 | 4 | 2 | 14 | 14 | 2.89 | |
| WATER-LAKES, RIVERS, ETC. | | | | | | 1 | 1 | 8 | 2 | 4 | 12 | 28 | 28 | 5.77 | |
| OTHER | | 6 | | | | | | 3 | | 4 | 1 | 14 | 14 | 2.89 | |
| UNKNOWN/NOT REPORTED | 1 | 2 | | | | 1 | | 1 | 1 | 3 | 3 | 12 | 12 | 2.47 | |
| RECORDS | 59 | 73 | 13 | 26 | 4 | 24 | 68 | 60 | 63 | 44 | 51 | 485 | | | |
| ACCIDENTS | 59 | 73 | 13 | 26 | 4 | 24 | 68 | 60 | 63 | 44 | 51 | | 485 | | |
| PERCENTS | 12.2 | 15.1 | 2.7 | 5.4 | .8 | 4.9 | 14.0 | 12.4 | 13.0 | 9.1 | 10.5 | | | | |

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

| KIND OF FLYING | PILOT CERTIFICATE | | | | | | | | | | RECORDS | ACCIDENTS | PERCENT |
|-------------------------------|-------------------|---------|------------|-----|---------------------|------------------------|-----------------|-------|------|--------------------------|---------|-----------|---------|
| | STUDENT | PRIVATE | COMMERCIAL | ATR | PRIVATE/ FL. INSTR. | COMMERCIAL/ FL. INSTR. | ATR/ FL. INSTR. | OTHER | NONE | UNKNOWN/ NOT REPORTED | | | |
| <u>INSTRUCTIONAL</u> | | | | | | | | | | | | | |
| DUAL | | | 1 | | 21 | 2 | | | | | 24 | 24 | 2.59 |
| SOLO | 29 | | | | | | | | | | 29 | 29 | 3.13 |
| CHECK | 1 | | | | | | | | | | 1 | 1 | .11 |
| TRAINING | 22 | 3 | | | 2 | | | 1 | | | 28 | 28 | 3.02 |
| <u>NONCOMMERCIAL</u> | | | | | | | | | | | | | |
| PLEASURE | 27 | 361 | 102 | 11 | 25 | 4 | | 5 | | | 535 | 535 | 57.65 |
| PRACTICE | 11 | 11 | 3 | | 3 | 1 | | | | | 29 | 29 | 3.13 |
| BUSINESS | 3 | 41 | 20 | 5 | 6 | | | | | | 75 | 75 | 8.08 |
| CORPORATE/EXECUTIVE | | | 1 | 7 | 4 | 5 | 4 | | | | 21 | 21 | 2.26 |
| AERIAL SURVEY | | | 1 | | | | | | | | 1 | 1 | .11 |
| COMPANY FLIGHT | | | | | | | | | | | | | |
| OTHER | | 3 | | 1 | | | | | | | 4 | 4 | .43 |
| <u>COMMERCIAL</u> | | | | | | | | | | | | | |
| AERIAL APPLICATION | | | 8 | | 3 | | | | | | 11 | 11 | 1.19 |
| CROP CONTROL RELATED FLIGHT | | | 25 | | 2 | | | | | | 27 | 27 | 2.91 |
| FIRE CONTROL | | | | | | | | | | | | | |
| FIRE CONTROL RELATED FLIGHT | | | | | | | | | | | | | |
| AERIAL MAPPING/PHOTOGRAPHY | | | | | | | | | | | | | |
| AERIAL ADVERTISING | | | 1 | | | | | | | | 1 | 1 | .11 |
| POWER AND PIPELINE PATROL | | | 2 | | | | | | | | 2 | 2 | .22 |
| FISH SPOTTING | | | 1 | | | | | | | | 1 | 1 | .11 |
| AIR TAXI-PASSENGER OPERATIONS | | | 21 | 12 | 11 | 2 | | | | | 46 | 46 | 4.96 |
| AIR TAXI-CARGO OPERATIONS | | | 16 | 5 | 14 | 4 | | | | | 39 | 39 | 4.20 |
| CONSTRUCTION WORK | | | | | | | | | | | | | |
| SCHEDULED PASSENGER SERVICE | | | | | | | | | | | | | |
| SCHEDULED CARGO SERVICE | | | | | | | | | | | | | |
| INTRA-STATE CHARTER PASSG. | | | | 1 | | 1 | | | | | 2 | 2 | .22 |
| INTRA-STATE CHARTER CARGO. | | | | | | | | | | | | | |
| MILITARY CONTRACT-PASSENGER | | | | | | | | | | | | | |
| MILITARY CONTRACT-CARGO | | | | | | | | | | | | | |
| CHARTER CARGO-DOMESTIC | | | | | | | | | | | | | |
| CHARTER PASSG-DOMESTIC | | | | | | | | | | | | | |
| CHARTER-CARGO-INTERNATIONAL | | | | | | | | | | | | | |
| CHARTER-PASSG-INTERNATIONAL | | | | | | | | | | | | | |
| OTHER | | 1 | 2 | | | | | | | | 3 | 3 | .32 |

ANALYTIC TABLE

KIND OF FLYING BY PILOT CERTIFICATE

| KIND OF FLYING | PILOT CERTIFICATE | | | | | | | | | | RECORDS | ACCIDENTS | PERCENT |
|--------------------------|-------------------|---------|------------|-----|---------------------|------------------------|------------------|-------|------|-----------------------|---------|-----------|---------|
| | STUDENT | PRIVATE | COMMERCIAL | ATR | PRIVATE/ FL. INSTR. | COMMERCIAL/ FL. INSTR. | ATR / FL. INSTR. | OTHER | NONE | UNKNOWN/ NOT REPORTED | | | |
| UNKNOWN/NOT REPORTED | | | | | | | | | | | | | |
| MISCELLANEOUS | | | | | | | | | | | | | |
| EXPERIMENTATION | | | | | | | | | | | | | |
| TEST | | 1 | | | 2 | | | | | | 3 | 3 | .32 |
| DEMONSTRATION | | | 2 | | 1 | | | | | | 3 | 3 | .32 |
| FERRY | 1 | 6 | 8 | | 7 | 1 | | | | | 23 | 23 | 2.48 |
| SEARCH AND RESCUE | | | 1 | | 1 | | | | | | 2 | 2 | .22 |
| AIR SHOW/AIR RACING | | 1 | | | | | 1 | | | | 2 | 2 | .22 |
| PARACHUTE JUMP | | | 1 | | | | | | | | 1 | 1 | .11 |
| PARACHUTE JUMP-AIR SHOW | | | | | | | | | | | | | |
| TOWING GLIDERS | | 2 | 1 | | 1 | | | | | | 4 | 4 | .43 |
| SEEDING CLOUDS | | | | | | | | | | | | | |
| HUNTING | | 1 | | | | | | | | | 1 | 1 | .11 |
| POLICE PATROL | | | 1 | | 1 | | | | | | 2 | 2 | .22 |
| HIGHWAY TRAFFIC ADVISORY | | | | | | | | | | | | | |
| ALL OTHER PUBLIC FLYING | | | | | | | | | | | | | |
| OTHER | 1 | 1 | 3 | | | | | | 1 | | 6 | 6 | .65 |
| UNKNOWN/NOT REPORTED | | 1 | 1 | | | | | | | | 2 | 2 | .22 |
| RECORDS | 95 | 435 | 227 | 39 | 105 | 19 | 1 | 6 | 1 | | 928 | | |
| ACCIDENTS | 95 | 435 | 227 | 39 | 105 | 19 | 1 | 6 | 1 | | | 928 | |
| PERCENTS | 10.2 | 46.9 | 24.5 | 4.2 | 11.3 | 2.0 | .1 | .6 | .1 | | | | |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

| FIRST TYPE OF ACCIDENT | AIRCRAFT DAMAGE | | | | RECORDS | ACCIDENTS | PERCENT |
|------------------------------------|-----------------|-------------|-------|------|---------|-----------|---------|
| | DESTROYED | SUBSTANTIAL | MINOR | NONE | | | |
| GROUND-WATER LOOP-SWERVE | 9 | 130 | | | 139 | 139 | 14.98 |
| DRAINED WINGTIP POD OR FLOAT | 1 | 1 | | | 2 | 2 | .22 |
| WHEELS-UP LANDING | | | | | | | |
| WHEELS-DOWN LANDING IN WATER | | | | | | | |
| GEAR COLLAPSED | | 4 | | | 4 | 4 | .43 |
| GEAR RETRACTED | | | | | | | |
| HARD LANDING | 1 | 55 | 1 | 1 | 58 | 58 | 6.25 |
| NOSE OVER/DOWN | 2 | 45 | | | 47 | 47 | 5.06 |
| ROLL OVER | | | | | | | |
| OVERSHOOT | 4 | 24 | | | 28 | 28 | 3.02 |
| UNDERSHOOT | 4 | 23 | | 1 | 28 | 28 | 3.02 |
| <u>COLLISION BETWEEN AIRCRAFT</u> | | | | | | | |
| BOTH IN FLIGHT | | | | | | | |
| ONE AIRBORNE | | | | | | | |
| BOTH ON GROUND | | | | | | | |
| <u>COLLISION WITH GROUND/WATER</u> | | | | | | | |
| CONTROLLED | 80 | 56 | 1 | | 137 | 137 | 14.76 |
| UNCONTROLLED | 74 | 9 | | | 83 | 83 | 8.94 |
| <u>COLLIDED WITH</u> | | | | | | | |
| WIRES/POLES | 16 | 9 | | | 25 | 25 | 2.69 |
| TREES | 52 | 32 | | | 84 | 84 | 9.05 |
| RESIDENCE/S | | 1 | | | 1 | 1 | .11 |
| BUILDING/S | 1 | 1 | | | 2 | 2 | .22 |
| FENCE, FENCEPOSTS | 2 | 8 | | | 10 | 10 | 1.08 |
| ELECTRONIC TOWERS | 1 | | | | 1 | 1 | .11 |
| RUNWAY OR APPROACH LIGHTS | 1 | 2 | | | 3 | 3 | .32 |
| AIRPORT HAZARD | | 1 | | | 1 | 1 | .11 |
| ANIMALS | | | | | | | |
| CROP | 1 | | | | 1 | 1 | .11 |
| FLAGMAN LOADER | | | | | | | |
| DITCHES | | 5 | | | 5 | 5 | .54 |
| SNOWBANK | | 15 | | | 15 | 15 | 1.62 |
| PARKED AIRCRAFT (UNATTENDED) | 1 | 3 | | | 4 | 4 | .43 |
| AUTOMOBILE | | 2 | | | 2 | 2 | .22 |
| DIRT BANK | | 1 | | | 1 | 1 | .11 |
| OTHER | 1 | 5 | 1 | | 7 | 7 | .75 |

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

| FIRST TYPE OF ACCIDENT | AIRCRAFT DAMAGE | | | | RECORDS | ACCIDENTS | PERCENT |
|--------------------------------|-----------------|-------------|-------|------|---------|-----------|---------|
| | DESTROYED | SUBSTANTIAL | MINOR | NONE | | | |
| BIRD STRIKE | | | | | | | |
| STALL | 19 | 13 | | | 32 | 32 | 3.45 |
| SPIN | 14 | 1 | | | 15 | 15 | 1.62 |
| SPIRAL | 3 | | | | 3 | 3 | .32 |
| MUSH | 12 | 32 | | | 44 | 44 | 4.74 |
| <u>FIRE OR EXPLOSION</u> | | | | | | | |
| IN FLIGHT | | | | | | | |
| ON GROUND | | | | | | | |
| <u>AIRFRAME FAILURE</u> | | | | | | | |
| IN FLIGHT | 28 | 2 | | | 30 | 30 | 3.23 |
| ON GROUND | | | | | | | |
| ENGINE TEARAWAY | | | | | | | |
| ENGINE FAILURE OR MALFUNCTION | 35 | 63 | 1 | | 99 | 99 | 10.67 |
| <u>PROPELLER/ROTOR FAILURE</u> | | | | | | | |
| PROPELLER | | | | | | | |
| TAIL ROTOR | | | | | | | |
| MAIN ROTOR | | | | | | | |
| PROP ROTOR ACNT TO PERSON | | | | | | | |
| JET INTAKE/EXH ACNT TO PERS | | | | | | | |
| PROPELLER/JET/ROTOR BLAST | | 1 | | | 1 | 1 | .11 |
| TURBULENCE | 5 | 3 | | | 8 | 8 | .86 |
| HAIL DAMAGE TO AIRCRAFT | | 1 | | | 1 | 1 | .11 |
| LIGHTNING STRIKE | | 1 | | | 1 | 1 | .11 |
| EVASIVE MANEUVER | | | | | | | |
| UNCONTROLLED ALT DEVIATION | | | | | | | |
| DITCHING | | | | | | | |
| MISSING ACFT NOT RECOVERED | 4 | | | | 4 | 4 | .43 |
| MISCELLANEOUS/OTHER | | 2 | | | 2 | 2 | .22 |
| UNDETERMINED | | | | | | | |
| RECORDS | 371 | 551 | 4 | 2 | 928 | | |
| ACCIDENTS | 371 | 551 | 4 | 2 | | 928 | |
| PERCENTS | 40.0 | 59.4 | .4 | .2 | | | |

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

| FIRST OPERATIONAL PHASE | INJURY INDEX | | | | RECORDS | ACCIDENTS | PERCENT |
|--------------------------------|--------------|---------|-------|------|---------|-----------|---------|
| | FATAL | SERIOUS | MINOR | NONE | | | |
| <u>STATIC</u> | | | | | | | |
| STARTING ENGINE/S | | | | | | | |
| IDLING ENGINE/S | | | | | | | |
| ENGINE RUNUP | | | | | | | |
| IDLING ROTORS | | | | | | | |
| PARKED-ENGINES NOT OPERATING | | | | | | | |
| OTHER | | | | | | | |
| <u>TAXI</u> | | | | | | | |
| TO TAKEOFF | | | 1 | 19 | 20 | 20 | 2.16 |
| FROM LANDING | | | 3 | 15 | 18 | 18 | 1.94 |
| OTHER | 1 | 1 | | | 2 | 2 | .22 |
| GROUND TAXI TO TAKEOFF | | | | 1 | 1 | 1 | .11 |
| GROUND TAXI FROM LANDING | | | | | | | |
| GROUND TAXI, OTHER | | | | | | | |
| AERIAL TAXI TO TAKEOFF | | | | 1 | 1 | 1 | .11 |
| AERIAL TAXI TO/FROM LANDING | | | | | | | |
| AERIAL TAXI, OTHER | | | | 2 | 2 | 2 | .22 |
| <u>TAKEOFF</u> | | | | | | | |
| RUN | | 1 | 9 | 31 | 41 | 41 | 4.42 |
| INITIAL CLIMB | 19 | 21 | 10 | 46 | 96 | 96 | 10.34 |
| VERTICAL | | 1 | 2 | 1 | 4 | 4 | .43 |
| RUNNING (ROTORCRAFT/VTOL-STOL) | | | | 1 | 1 | 1 | .11 |
| ABORTED (FIXED-WING) | | 1 | 3 | 4 | 8 | 8 | .86 |
| ABORTED (ROTORCRAFT/VTOL) | | | | | | | |
| ABORTED (ROTORCRAFT/STOL) | | 1 | | | 1 | 1 | .11 |
| OTHER | | | | | | | |
| <u>INFLIGHT</u> | | | | | | | |
| CLIMB TO CRUISE | 10 | 5 | 4 | 6 | 25 | 25 | 2.69 |
| NORMAL CRUISE | 100 | 14 | 16 | 20 | 150 | 150 | 16.16 |
| DESCENDING | 14 | | 6 | 8 | 28 | 28 | 3.02 |
| HOLDING (IFR) | | | | | | | |
| HOVERING | | | | 1 | 1 | 1 | .11 |
| POWER-ON DESCENT (ROTORCRAFT) | | | | | | | |
| AUTOROTATIVE DESCENT | | | | | | | |
| ACROBATICS | 1 | | | | 1 | 1 | .11 |
| BUZZING | 1 | | | | 1 | 1 | .11 |

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

| FIRST OPERATIONAL PHASE | INJURY INDEX | | | | RECORDS | ACCIDENTS | PERCENT |
|-------------------------------|--------------|---------|-------|------|---------|-----------|---------|
| | FATAL | SERIOUS | MINOR | NONE | | | |
| UNCONTROLLED DESCENT | 79 | 2 | | | 81 | 81 | 8.73 |
| EMERGENCY DESCENT | 3 | | | 1 | 4 | 4 | .43 |
| LOW PASS | 5 | 2 | 1 | 2 | 10 | 10 | 1.08 |
| OTHER | 21 | 3 | 1 | 1 | 26 | 26 | 2.80 |
| EN ROUTE TO TREAT CROP | 1 | | | | 1 | 1 | .11 |
| EN ROUTE TO RELOADING AREA | | | | | | | |
| SURVEY FIELD/AREA | | | | | | | |
| STARTING SWATH RUN | | | | | | | |
| SWATH RUN | | | | 1 | 1 | 1 | .11 |
| FLAREOUT FOR SWATH RUN | | | | | | | |
| PULLUP FROM SWATH RUN | | 1 | | 1 | 2 | 2 | .22 |
| PROCEDURE TURNAROUND | | 2 | 2 | 3 | 7 | 7 | .75 |
| CLEANUP SWATH | | | | | | | |
| MANEUVER TO AVOID OBSTRUCTION | | | | | | | |
| RETURN TO STRIP | | | | | | | |
| <u>LANDING</u> | | | | | | | |
| TRAFFIC PATTERN-CIRCLING | 7 | 5 | 1 | 2 | 15 | 15 | 1.62 |
| FINAL APPROACH (VFR) | 7 | 13 | 11 | 20 | 51 | 51 | 5.50 |
| INITIAL APPROACH | 4 | | 2 | 1 | 7 | 7 | .75 |
| FINAL APPROACH (IFR) | 26 | 4 | 3 | 3 | 36 | 36 | 3.88 |
| LEVEL OFF/TOUCHDOWN | 4 | 8 | 29 | 109 | 150 | 150 | 16.16 |
| ROLL (FIXED WING) | | | 10 | 75 | 85 | 85 | 9.16 |
| ROLL-ON/RUN-ON (ROTORCRAFT) | | | | 1 | 1 | 1 | .11 |
| POWER-ON LANDING (ROTORCRAFT) | | | 1 | 4 | 5 | 5 | .54 |
| POWER-OFF AUTOROTATIVE LDG | | | | | | | |
| GO-AROUND (VFR) | 4 | 2 | 8 | 12 | 26 | 26 | 2.80 |
| MISSED APPROACH (IFR) | 6 | 1 | 1 | | 8 | 8 | .86 |
| OTHER | 3 | 1 | | 1 | 5 | 5 | .54 |
| UNKNOWN/NOT REPORTED | 6 | | | | 6 | 6 | .65 |
| RECORDS | 322 | 89 | 124 | 393 | 928 | | |
| ACCIDENTS | 322 | 89 | 124 | 393 | | 928 | |
| PERCENTS | 34.7 | 9.6 | 13.4 | 42.3 | | | |

ANALYTIC TABLE

PILOT CERTIFICATE

| TOTAL FLYING HOURS | STUDENT | PRIVATE | COMMERCIAL | ATR | PRIVATE/ FL. INSTR. | COMMERCIAL/ FL. INSTR. | ATR/ FL. INSTR. | OTHER | NONE | UNKNOWN/ NOT REPORTED | RECORDS | ACCIDENTS | PERCENT |
|----------------------|---------|---------|------------|-----|---------------------|------------------------|-----------------|-------|------|--------------------------|---------|-----------|---------|
| 1 - 25 | 15 | 1 | | | | | | | | | 16 | 16 | 1.72 |
| 26 - 50 | 30 | 4 | | | | | | | 2 | | 36 | 46 | 3.88 |
| 51 - 100 | 26 | 55 | 1 | | | | | | | | 82 | 82 | 8.84 |
| 101 - 500 | 16 | 224 | 29 | | 2 | | | | 1 | | 272 | 272 | 29.31 |
| 501 - 1000 | 3 | 65 | 41 | | 19 | | | 1 | | | 129 | 129 | 13.90 |
| 1001 - 2000 | | 39 | 45 | 1 | 32 | | | | | | 117 | 117 | 12.61 |
| 2001 - 5000 | 1 | 30 | 58 | 14 | 29 | 2 | | | | | 134 | 134 | 14.44 |
| 5001 - 10,000 | | 5 | 32 | 11 | 14 | 9 | | | | | 71 | 71 | 7.65 |
| 10,000 - 15,000 | | | 6 | 4 | 1 | 4 | | | | | 15 | 15 | 1.62 |
| 15,001 - 20,000 | | | 2 | 4 | 5 | | | | | | 11 | 11 | 1.19 |
| 20,000 - | | | 4 | 5 | 2 | 4 | | | | | 15 | 15 | 1.62 |
| UNKNOWN/NOT REPORTED | 4 | 12 | 4 | | 1 | | | 3 | 1 | | 30 | 30 | 3.23 |
| OTHER | | | | | | | | | | | | | |
| RECORDS | 95 | 435 | 227 | 39 | 105 | 19 | 1 | 6 | 1 | | 928 | | |
| ACCIDENTS | 95 | 435 | 227 | 39 | 105 | 19 | 1 | 6 | 1 | | | 928 | 1 |
| PERCENTS | 10.2 | 46.9 | 24.5 | 4.2 | 11.3 | 2.0 | .1 | .6 | .1 | | | | |

CAUSE/FACTOR TABLE

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

1978

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 928 TOTAL ACCIDENTS

INVOLVES 322 FATAL ACCIDENTS

| BROAD CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|-------------------------------------|-----------------|--------------|---------------|--------------------|--------------|---------------|---------------|--------------|---------------|
| | CAUSE | FACTOR | TOTAL* | CAUSE | FACTOR | TOTAL* | CAUSE | FACTOR | TOTAL* |
| PILOT | 307 95.34 | 50 15.53 | 309 95.96 | 575 94.88 | 51 8.42 | 579 95.54 | 882 95.04 | 101 10.88 | 888 95.69 |
| PERSONNEL | 5 1.55 | 9 2.80 | 13 4.04 | 8 1.32 | 8 1.32 | 16 2.64 | 13 1.40 | 17 1.83 | 29 3.13 |
| AIRFRAME | 2 .62 | 2 .62 | 4 1.24 | .00 | 1 .17 | 1 .17 | 2 .22 | 3 .32 | 5 .54 |
| LANDING GEAR | .00 | .00 | .00 | 6 .99 | 1 .17 | 6 .99 | 6 .65 | 1 .11 | 6 .65 |
| POWERPLANT | 9 2.80 | 5 1.55 | 14 4.35 | 13 2.15 | 3 .50 | 15 2.48 | 22 2.37 | 8 .86 | 29 3.13 |
| SYSTEMS | .00 | 3 .93 | 3 .93 | 1 .17 | .00 | 1 .17 | 1 .11 | 3 .32 | 4 .43 |
| INSTRUMENTS/EQUIPMENT & ACCESSORIES | 1 .31 | 4 1.24 | 5 1.55 | .00 | 2 .33 | 2 .33 | 1 .11 | 6 .65 | 7 .75 |
| ROTORCRAFT | .00 | .00 | .00 | .00 | .00 | .00 | .00 | .00 | .00 |
| AIRPORT/AIRWAYS/FACILITIES | .00 | 3 .93 | 3 .93 | 4 .66 | 47 7.76 | 50 8.25 | 4 .43 | 50 5.39 | 53 5.71 |
| WEATHER | 12 3.73 | 315 97.83 | 322 100.00 | 48 7.92 | 566 93.40 | 606 100.00 | 60 6.47 | 881 94.94 | 928 100.00 |
| TERRAIN | 1 .31 | 38 11.80 | 39 12.11 | 14 2.31 | 80 13.20 | 94 15.51 | 15 1.62 | 118 12.72 | 133 14.33 |
| MISCELLANEOUS | 2 .62 | .00 | 2 .62 | 7 1.16 | 2 .33 | 9 1.49 | 9 .97 | 2 .22 | 11 1.19 |
| UNDETERMINED | 9 2.80 | .00 | 9 2.80 | 5 .83 | .00 | 5 .83 | 14 1.51 | .00 | 14 1.51 |

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

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

CAUSE/FACTOR TABLE

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

1978

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 928 TOTAL ACCIDENTS

INVOLVES 322 FATAL ACCIDENTS

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--------------------------------------------------------|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| ** PILOT ** | | | | | | | | | |
| PILOT IN COMMAND | | | | | | | | | |
| ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | 8 | 2 | 10 | 3 | | 3 | 11 | 2 | 13 |
| ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | 23 | 7 | 30 | 9 | 3 | 12 | 32 | 10 | 42 |
| BECAME LOST/DISORIENTED | 16 | | 16 | 3 | | 3 | 19 | | 19 |
| CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | 150 | 1 | 151 | 45 | 8 | 53 | 195 | 9 | 204 |
| CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE | 7 | | 7 | | | | 7 | | 7 |
| DELAYED ACTION IN ABORTING TAKEOFF | | | | 7 | | 7 | 7 | | 7 |
| DELAYED IN INITIATING GO-AROUND | 3 | | 3 | 31 | 2 | 33 | 34 | 2 | 36 |
| DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT | 5 | | 5 | 2 | | 2 | 7 | | 7 |
| EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT | 26 | | 26 | | | | 26 | | 26 |
| FAILED TO RETRACT LANDING GEAR | | 1 | 1 | | | | | 1 | 1 |
| RETRACTED GEAR PREMATURELY | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS | 1 | | 1 | 5 | | 5 | 6 | | 6 |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED | 35 | | 35 | 57 | | 57 | 92 | | 92 |
| MISJUDGED, SPEED, ALTITUDE OR CLEARANCE | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| FAILED TO MAINTAIN ADEQUATE ROTOR RPM | 1 | | 1 | 9 | | 9 | 10 | | 10 |
| FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT | 3 | 1 | 4 | | | | 3 | 1 | 4 |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC | 7 | 2 | 9 | 9 | 1 | 10 | 16 | 3 | 19 |
| IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS | 5 | | 5 | 52 | 2 | 54 | 57 | 2 | 59 |
| IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS | 1 | | 1 | 23 | | 23 | 24 | | 24 |
| IMPROPER OPERATION OF FLIGHT CONTROLS | 2 | | 2 | 9 | | 9 | 11 | | 11 |
| PREMATURE LIFT OFF | 1 | | 1 | 13 | 1 | 14 | 14 | 1 | 15 |
| IMPROPER LEVEL OFF | | | | 46 | | 46 | 46 | | 46 |
| IMPROPER IFR OPERATION | 31 | 1 | 32 | 11 | | 11 | 42 | 1 | 43 |
| IMPROPER IN-FLIGHT DECISIONS OR PLANNING | 44 | 5 | 49 | 45 | 1 | 46 | 89 | 6 | 95 |
| IMPROPER COMPENSATION FOR WIND CONDITIONS | 2 | 1 | 3 | 108 | 5 | 113 | 110 | 6 | 116 |
| INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | 40 | 12 | 52 | 50 | 8 | 58 | 90 | 20 | 110 |
| INADEQUATE SUPERVISION OF FLIGHT | 2 | | 2 | 7 | | 7 | 9 | | 9 |
| LACK OF FAMILIARITY WITH AIRCRAFT | 2 | 3 | 5 | 2 | 6 | 8 | 4 | 9 | 13 |
| MISMANAGEMENT OF FUEL | 5 | | 5 | 13 | | 13 | 18 | | 18 |
| EXERCISED POOR JUDGMENT | 4 | 1 | 5 | 10 | 2 | 12 | 14 | 3 | 17 |
| OPERATED CARELESSLY | | | | 1 | | 1 | 1 | | 1 |
| SELECTED UNSUITABLE TERRAIN | 1 | | 1 | 36 | 3 | 39 | 37 | 3 | 40 |
| TAXIED/PARKED WITHOUT PROPER ASSISTANCE | | | | 15 | | 15 | 15 | | 15 |
| INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | 39 | 2 | 41 | 20 | 3 | 23 | 59 | 5 | 64 |
| MISJUDGED DISTANCE, SPEED, AND ALTITUDE | 5 | | 5 | 7 | | 7 | 12 | | 12 |
| MISJUDGED DISTANCE AND SPEED | | | | 26 | | 26 | 26 | | 26 |
| MISJUDGED DISTANCE AND ALTITUDE | 3 | | 3 | 23 | | 23 | 26 | | 26 |
| MISJUDGED SPEED AND ALTITUDE | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED SPEED AND CLEARANCE | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED ALTITUDE AND CLEARANCE | 3 | | 3 | 5 | | 5 | 8 | | 8 |
| MISJUDGED ALTITUDE | 4 | | 4 | 5 | | 5 | 9 | | 9 |
| MISJUDGED CLEARANCE | 1 | | 1 | 7 | | 7 | 8 | | 8 |
| IMPROPER RECOVERY FROM BOUNCED LANDING | | | | 24 | | 24 | 24 | | 24 |
| INCAPACITATION | 1 | | 1 | | | | 1 | | 1 |
| PHYSICAL IMPAIRMENT | 4 | 9 | 13 | | 1 | 1 | 4 | 10 | 14 |
| SPATIAL DISORIENTATION | 79 | 1 | 80 | 7 | | 7 | 86 | 1 | 87 |
| PSYCHOLOGICAL CONDITION | | 1 | 1 | | 1 | 1 | | 2 | 2 |
| MISUSED OR FAILED TO USE FLAPS | 1 | | 1 | 6 | 3 | 9 | 7 | 3 | 10 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | 39 | | 39 | 39 | | 39 |
| SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | 1 | | 1 | 10 | 4 | 14 | 11 | 4 | 15 |
| FAILED TO ABORT TAKEOFF | 1 | | 1 | 11 | | 11 | 12 | | 12 |
| FAILED TO INITIATE GO-AROUND | 1 | | 1 | 22 | 1 | 23 | 23 | 1 | 24 |
| DIRECT ENTRIES | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| SUBTOTAL | 570 | 50 | 620 | 837 | 56 | 893 | 1407 | 106 | 1513 |
| COPLOT., | | | | | | | | | |
| FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC | | | | | 1 | 1 | | 1 | 1 |
| IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | 1 | | 1 | 1 | | 1 |
| EXERCISED POOR JUDGEMENT | | 1 | 1 | | | | | 1 | 1 |

CAUSE/FACTOR TABLE

FAILED TO MAINTAIN DIRECTIONAL CONTROL (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|----------------------------------------------------------|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | | 1 | 1 | 2 | 1 | 3 | 2 | 2 | 4 |
| DUAL STUDENT | | | | | | | | | |
| DELAYED IN INITIATING GO-AROUND | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER OPERATION OF FLIGHT CONTROLS | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER LEVEL OFF | | | | 1 | | 1 | 1 | | 1 |
| IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED DISTANCE, SPEED, AND ALTITUDE | | | | 1 | | 1 | 1 | | 1 |
| MISJUDGED DISTANCE AND ALTITUDE | | | | 1 | | 1 | 1 | | 1 |
| SPATIAL DISORIENTATION | 1 | | 1 | | | | 1 | | 1 |
| FAILED TO MAINTAIN DIRECTIONAL CONTROL | 1 | | 1 | | | | 1 | | 1 |
| SUBTOTAL | 2 | | 2 | 7 | | 7 | 9 | | 9 |
| CHECK PILOT | | | | | | | | | |
| INADEQUATE SUPERVISION OF FLIGHT | | | | 1 | | 1 | 1 | | 1 |
| SUBTOTAL | | | | 1 | | 1 | 1 | | 1 |
| ** PERSONNEL ** | | | | | | | | | |
| RULES, REGULATIONS, STANDARDS PERSONNEL | | | | | | | | | |
| FLIGHT INSTRUCTOR | | | | | | | | | |
| INADEQUATE SUPERVISION OF FLIGHT | | | | 2 | 4 | 6 | 2 | 4 | 6 |
| MAINTENANCE, SERVICING, INSPECTION | | | | | | | | | |
| IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL) | | | | | 1 | 1 | | 1 | 1 |
| INADEQUATE MAINTENANCE AND INSPECTION | 4 | 4 | 8 | 2 | | 2 | 6 | 4 | 10 |
| OPERATIONAL SUPERVISORY PERSONNEL | | | | | | | | | |
| INADEQUATE FLIGHT TRAINING-PROCEDURES | | 1 | 1 | | | | | 1 | 1 |
| INADEQUATE SUPERVISION OF FLIGHT CREW | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| FAILURE TO PROVIDE ADEQ DIRECTIVES, MANUALS, EQUIPMENT | | 1 | 1 | | | | | 1 | 1 |
| DEFICIENCY, COMPANY MAINTAINED EQMT, SERV, REGULATIONS | | 1 | 1 | | 1 | 1 | | 2 | 2 |
| WEATHER PERSONNEL | | | | | | | | | |
| INCORRECT WEATHER FORECAST | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 |
| TRAFFIC CONTROL PERSONNEL | | | | | | | | | |
| ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS | 1 | | 1 | | | | 1 | | 1 |
| OTHER | | 1 | 1 | | | | | 1 | 1 |
| AIRPORT SUPERVISORY PERSONNEL | | | | | | | | | |
| AIRWAYS FACILITIES PERSONNEL | | | | | | | | | |
| PRODUCTION-DESIGN-PERSONNEL | | | | | | | | | |
| PODR/INADEQUATE DESIGN | | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 3 |
| MISCELLANEOUS-PERSONNEL | | | | | | | | | |
| DRIVER OF VEHICLE | | | | | 1 | 1 | | 1 | 1 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| DIRECT ENTRIES | | 1 | 1 | | | | | 1 | 1 |
| THIRD PILOT | | | | | | | | | |
| FLIGHT ENGINEER | | | | | | | | | |
| FLIGHT PERSONNEL | | | | | | | | | |
| DISPATCHING (AIR CARRIER ONLY) | | | | | | | | | |
| SUBTOTAL | 5 | 11 | 16 | 8 | 9 | 17 | 13 | 20 | 33 |
| ** AIRFRAME ** | | | | | | | | | |
| WINGS | | | | | | | | | |
| SPARS | | 1 | 1 | | | | | 1 | 1 |
| WINGTIPS | | | | | | | | 1 | 1 |
| FUSELAGE | | | | | | | | | |
| LANDING GEAR | | | | | | | | | |
| MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC | | | | | 1 | 1 | | 1 | 1 |
| WHEELS, TIRES, AXLES | | | | 2 | | 2 | 2 | | 2 |
| BRAKING SYSTEM (NORMAL) | | | | 4 | | 4 | 4 | | 4 |
| FLIGHT CONTROL SURFACES | | | | | | | | | |
| AILERON, SURFACES ATTACHMENTS | 1 | 1 | 2 | | | | 1 | 1 | 2 |
| HORIZONTAL STABILIZER, ATTACHMENTS | | 1 | 1 | | | | | 1 | 1 |
| OTHER | 1 | | 1 | | | | 1 | | 1 |
| SUBTOTAL | 2 | 3 | 5 | 6 | 2 | 8 | 8 | 5 | 13 |
| ** POWERPLANT ** | | | | | | | | | |
| ENGINE STRUCTURE | | | | | | | | | |
| CRANKSHAFT | 1 | | 1 | | | | 1 | | 1 |

CAUSE/FACTOR TABLE

POWERPLANT (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|---------------------------------------------|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| MASTER AND CONNECTING RODS | | | | 1 | | 1 | 1 | | 1 |
| IGNITION SYSTEM | | | | | 1 | 1 | | 1 | 1 |
| MAGNETOES | | 1 | 1 | | 1 | 1 | | 2 | 2 |
| SPARK PLUG | | 1 | 1 | | | | | 1 | 1 |
| LEADS | | 1 | 1 | | | | | | |
| FUEL SYSTEM | | | | | | | | | |
| LINES AND FITTINGS | | | | 1 | | 1 | 1 | | 1 |
| CARBURETOR | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 |
| PUMPS | 1 | | 1 | | | | 1 | | 1 |
| FUEL INJECTION SYSTEM | | | | | 1 | 1 | | 1 | 1 |
| LUBRICATING SYSTEM | | | | | | | | | |
| LINES, HOSES, FITTINGS | 1 | | 1 | | | | 1 | | 1 |
| PUMP-PRESSURE | 1 | | 1 | | | | 1 | | 1 |
| COOLING SYSTEM | | | | | | | | | |
| PROPELLER AND ACCESSORIES | | | | | | | | | |
| EXHAUST SYSTEM | | | | | | | | | |
| MUFFLERS | | | | 1 | | 1 | 1 | | 1 |
| ENGINE ACCESSORIES | | | | | | | | | |
| VACUUM PUMPS | | 2 | 2 | | | | | 2 | 2 |
| ENGINE CONTROLS | | | | | | | | | |
| INDUCTION AIR, PREHEAT CONTROLS | | | | 1 | | 1 | 1 | | 1 |
| POWERPLANT-INSTRUMENTS | | | | | | | | | |
| MISCELLANEOUS | | | | | | | | | |
| POWERPLANT FAILURE FOR UNDETERMINED REASONS | 5 | | 5 | 7 | | 7 | 12 | | 12 |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| REDUCTION GEAR ASSEMBLY | | | | | | | | | |
| COMPRESSOR ASSEMBLY | | | | | | | | | |
| COMBUSTION ASSEMBLY | | | | | | | | | |
| TURBINE ASSEMBLY | | | | | | | | | |
| ACCESSORY DRIVE ASSEMBLY | | | | | | | | | |
| LUBRICATING SYSTEM | | | | | | | | | |
| FUEL SYSTEM | | | | | | | | | |
| SAFETY SYSTEM | | | | | | | | | |
| IGNITION SYSTEM | | | | | | | | | |
| TORQUEMETER | | | | | | | | | |
| AIR BLEED | | | | | | | | | |
| EXHAUST SYSTEM | | | | | | | | | |
| THRUST REVERSER | | | | | | | | | |
| PROPELLER SYSTEM | | | | | | | | | |
| CONSTANT SPEED DRIVE | | | | | | | | | |
| POWER LEVER | | | | | | | | | |
| PROPELLER LEVER | | | | | | | | | |
| REVERSE THRUST LEVER | | | | | | | | | |
| ENGINE INDICATING EQUIPMENT | | | | | | | | | |
| ENGINE INSTALLATION | | | | | | | | | |
| SUBTOTAL | 9 | 5 | 14 | 13 | 3 | 16 | 22 | 8 | 30 |
| ** SYSTEMS ** | | | | | | | | | |
| ELECTRICAL SYSTEM | | | | | | | | | |
| GENERATORS/ALTERNATORS | | 1 | 1 | | | | | 1 | 1 |
| HYDRAULIC SYSTEM | | | | | | | | | |
| FLIGHT CONTROL SYSTEMS | | | | | | | | | |
| OTHER | | | | 1 | | 1 | 1 | | 1 |
| ANTI-ICING, DE-ICING SYSTEMS | | | | | | | | | |
| AIR CONDITION, HEATING AND PRESSURIZATION | | | | | | | | | |
| AUTO PILOT | | | | | | | | | |
| FIRE WARNING SYSTEM | | | | | | | | | |
| FIRE EXTINGUISHER SYSTEM | | | | | | | | | |
| OXYGEN SYSTEM | | | | | | | | | |
| OTHER SYSTEMS | | | | | | | | | |
| VACUUM SYSTEM | | 2 | 2 | | | | | 2 | 2 |
| SUBTOTAL | | 3 | 3 | 1 | | 1 | 1 | 3 | 4 |
| ** INSTRUMENTS/EQUIPMENT AND ACCESSORIES ** | | | | | | | | | |
| FLIGHT AND NAVIGATION INSTRUMENTS | | | | | | | | | |
| BANK AND TURN | | 1 | 1 | | | | | 1 | 1 |
| ATTITUDE GYRO | 1 | | 1 | | | | 1 | | 1 |
| DIRECTIONAL GYRO | | 1 | 1 | | | | | 1 | 1 |
| OTHER | | 2 | 2 | | | | | 2 | 2 |
| COMMUNICATIONS AND NAVIGATION EQUIPMENT | | | | | | | | | |
| TRANSMITTERS AND/OR RECEIVERS | | | | | 1 | 1 | | 1 | 1 |
| MISCELLANEOUS EQUIPMENT | | | | | | | | | |

CAUSE/FACTOR TABLE

INSTRUMENTS/EQUIPMENT AND ACCESSORIES (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|--------------------------------------------------------|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| SIGN TOWING EQUIPMENT | | | | | 1 | 1 | | 1 | 1 |
| SUBTOTAL | 1 | 4 | 5 | | 2 | 2 | 1 | 6 | 7 |
| ** AIRPORTS/AIRWAYS/FACILITIES ** | | | | | | | | | |
| AIRPORT FACILITIES | | | | | | | | | |
| RUNWAY LIGHTING | | 1 | 1 | | 5 | 5 | | 6 | 6 |
| OTHER | | 1 | 1 | | | | | 1 | 1 |
| AIRPORT CONDITIONS | | | | | | | | | |
| WET RUNWAY | | | | | 8 | 8 | | 8 | 8 |
| ICE/SLUSH ON RUNWAY | | | | 1 | 7 | 8 | 1 | 7 | 8 |
| SNOW ON RUNWAY | | | | 1 | 10 | 11 | 1 | 10 | 11 |
| SNOW WINDROWS | | | | | 6 | 6 | | 6 | 6 |
| SOFT SHOULDERS (RUNWAY) | | | | | 5 | 5 | | 5 | 5 |
| HIGH VEGETATION | | 1 | 1 | 1 | 3 | 4 | 1 | 4 | 5 |
| HIDDEN HAZARD | | | | 1 | | | 1 | | 1 |
| POORLY MAINTAINED RUNWAY SURFACE | | | | | 2 | 2 | | 2 | 2 |
| ICE/SLUSH ON RAMP/TAXIWAY | | | | | 1 | 1 | | 1 | 1 |
| OTHER | | | | | 5 | 5 | | 5 | 5 |
| AIRWAYS FACILITIES | | | | | | | | | |
| OTHER | | 1 | 1 | | | | | 1 | 1 |
| SUBTOTAL | | 4 | 4 | 4 | 52 | 56 | 4 | 56 | 60 |
| ** WEATHER ** | | | | | | | | | |
| LOW CEILING | | 188 | 188 | 1 | 59 | 60 | 1 | 247 | 248 |
| RAIN | | 74 | 74 | | 27 | 27 | | 101 | 101 |
| FOG | | 115 | 115 | | 60 | 60 | | 175 | 175 |
| SNOW | | 40 | 40 | 1 | 23 | 24 | 1 | 63 | 64 |
| HAIL | | | | | 1 | 1 | | 1 | 1 |
| ICING CONDITIONS—INCLUDES SLEET, FREEZING RAIN, ETC | 2 | 36 | 38 | 2 | 16 | 18 | 4 | 52 | 56 |
| CONDITIONS CONDUCTIVE TO CARB/INDUCTION SYSTEM ICING | | 7 | 7 | | 46 | 46 | | 53 | 53 |
| UNFAVORABLE WIND CONDITIONS | 3 | 9 | 12 | 22 | 270 | 292 | 25 | 279 | 304 |
| WIND SHEAR | 1 | 2 | 3 | | 6 | 6 | 1 | 8 | 9 |
| SUDDEN WINDSHIFT | | 1 | 1 | 7 | 12 | 19 | 7 | 13 | 20 |
| TURBULENCE IN FLIGHT, CLEAR AIR | 1 | 2 | 3 | 1 | 4 | 5 | 2 | 6 | 8 |
| TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS | 4 | 16 | 20 | | 5 | 5 | 4 | 21 | 25 |
| DOWNDRAFTS, UPDRAFTS | 2 | 14 | 16 | 8 | 30 | 38 | 10 | 44 | 54 |
| LOCAL WHIRLWIND | | 1 | 1 | 4 | 1 | 5 | 4 | 2 | 6 |
| LIGHTNING STRIKE | | | | 1 | | 1 | 1 | | 1 |
| SQUALL LINE | | 2 | 2 | | 1 | 1 | | 3 | 3 |
| ADVERSE WINDS ALOFT | | 1 | 1 | | 3 | 3 | | 4 | 4 |
| HIGH TEMPERATURE | | 3 | 3 | 1 | 25 | 26 | 1 | 28 | 29 |
| OBSTRUCTIONS TO VISION | | 8 | 8 | 1 | 9 | 10 | 1 | 17 | 18 |
| HIGH DENSITY ALTITUDE | | 22 | 22 | 2 | 56 | 58 | 2 | 78 | 80 |
| THUNDERSTORM ACTIVITY | 3 | 28 | 31 | 2 | 21 | 23 | 5 | 49 | 54 |
| OTHER | | 4 | 4 | | 1 | 1 | | 5 | 5 |
| SUBTOTAL | 16 | 573 | 589 | 53 | 676 | 729 | 69 | 1249 | 1318 |
| ** TERRAIN ** | | | | | | | | | |
| WET, SOFT GROUND | | | | 2 | 7 | 9 | 2 | 7 | 9 |
| SNOW-COVERED | | 2 | 2 | 1 | 7 | 8 | 1 | 9 | 10 |
| ICY | | | | | 1 | 1 | | 1 | 1 |
| HIGH VEGETATION | | | | | 6 | 6 | | 6 | 6 |
| HIDDEN OBSTRUCTIONS | | | | 1 | 1 | 2 | 1 | 1 | 2 |
| ROUGH/UNEVEN | | 2 | 2 | 4 | 12 | 16 | 4 | 14 | 18 |
| ROUGH WATER | | | | | 1 | 1 | | 1 | 1 |
| HIGH OBSTRUCTIONS | 1 | 32 | 33 | 6 | 41 | 47 | 7 | 73 | 80 |
| SANDY | | | | | 1 | 1 | | 1 | 1 |
| OTHER | | 2 | 2 | | 5 | 5 | | 7 | 7 |
| SUBTOTAL | 1 | 38 | 39 | 14 | 82 | 96 | 15 | 120 | 135 |
| ** MISCELLANEOUS ** | | | | | | | | | |
| FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS | | | | 2 | | 2 | 2 | | 2 |
| UNDETERMINED | 9 | | 9 | 5 | | 5 | 14 | | 14 |
| VORTEX TURBULENCE | 1 | | 1 | | | | 1 | | 1 |
| PROP/JET/ROTOR BLAST | | | | 1 | | 1 | 1 | | 1 |
| EVASIVE MANEUVER TO AVOID COLLISION | | | | 3 | 1 | 4 | 3 | 1 | 4 |
| UNQUALIFIED PERSON OPERATED AIRCRAFT | 1 | | 1 | 1 | 1 | 2 | 2 | 1 | 3 |
| SUBTOTAL | 11 | | 11 | 12 | 2 | 14 | 23 | 2 | 25 |
| GRAND TOTAL | 617 | 692 | 1309 | 958 | 885 | 1843 | 1575 | 1577 | 3152 |

CAUSE/FACTOR TABLE

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|----------------------------------------------------------|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| ** MISCELLANEOUS ACTS. CONDITIONS ** | | | | | | | | | |
| PREVIOUS DAMAGE | 1 | | 1 | | | | 1 | | 1 |
| LEAK/LEAKAGE | | | | 1 | | 1 | 1 | | 1 |
| ARCING | | 1 | 1 | | | | | 1 | 1 |
| DOWNWIND | | 1 | 1 | | 17 | 17 | | 18 | 18 |
| CARBON DEPOSITS | | | | | 1 | 1 | | 1 | 1 |
| LOOSE, PART/FITTING | | | | 1 | | 1 | 1 | | 1 |
| BRITTLE | | | | | 1 | 1 | | 1 | 1 |
| DISCONNECTED | | | | 1 | | 1 | 1 | | 1 |
| ERRATIC | | 3 | 3 | | | | | 3 | 3 |
| FLUCTUATING | | | | | 1 | 1 | | 1 | 1 |
| FRAYED | | 1 | 1 | | | | | 1 | 1 |
| GROUNDED | | 1 | 1 | | | | | 1 | 1 |
| IMPROPERLY INSTALLED | 1 | | 1 | | | | 1 | | 1 |
| JAMMED | | | | 1 | | 1 | 1 | | 1 |
| OBSTRUCTED | | | | 1 | | 1 | 1 | | 1 |
| OVERHEATED | | | | 2 | | 2 | 2 | | 2 |
| EXCESSIVE PRESSURE | | | | | 1 | 1 | | 1 | 1 |
| PRESSURE TOO LOW | | | | 1 | | 1 | 1 | | 1 |
| PRESSURE, NONE | | | | 1 | | 1 | 1 | | 1 |
| STICK | | | | | 1 | 1 | | 1 | 1 |
| ICE-INDUCTION | 1 | | 1 | 2 | | 2 | 3 | | 3 |
| LOAD NOT JETTISONED | | 1 | 1 | | 2 | 2 | | 3 | 3 |
| INTENTIONAL GROUND-WATER LOOP-SWERVE | | | | 1 | | 1 | 1 | | 1 |
| INTENTIONAL WHEELS UP | | | | | 2 | 2 | | 2 | 2 |
| RAN OFF END OF RUNWAY | | 1 | 1 | | 18 | 18 | | 19 | 19 |
| ALTITUDE SETTING-INCORRECT | 1 | | 1 | 2 | 1 | 3 | 3 | 1 | 4 |
| ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE | 5 | 1 | 6 | 43 | | 43 | 48 | 1 | 49 |
| CREW COORDINATION-POOR | | | | | 2 | 2 | | 2 | 2 |
| DISREGARD OF GOOD OPERATING PRACTICE | | 1 | 1 | 1 | | 1 | 1 | 1 | 2 |
| IMPROPER EMERGENCY PROCEDURES | 2 | 1 | 3 | | | | 2 | 1 | 3 |
| INSTRUMENTS-MISREAD OR FAILED TO READ | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA | 1 | | 1 | 3 | 5 | 8 | 4 | 5 | 9 |
| UNWARRANTED LOW FLYING | 2 | 7 | 9 | 1 | 3 | 4 | 3 | 10 | 13 |
| FAILED TO EXTEND THE LANDING FLAPS | | | | 1 | | 1 | 1 | | 1 |
| FAILED TO USE ALL AVAILABLE RUNWAY | 1 | 1 | 2 | 1 | | 1 | 2 | 1 | 3 |
| LANDED AT WRONG AIRPORT | | | | | 1 | 1 | | 1 | 1 |
| INATTENTIVE TO FUEL SUPPLY | 1 | | 1 | 3 | 1 | 4 | 4 | 1 | 5 |
| FLEW INTO BLIND CANYON | 5 | 3 | 8 | | 3 | 3 | 5 | 6 | 11 |
| POORLY PLANNED APPROACH | | 2 | 2 | 2 | 2 | 4 | 2 | 4 | 6 |
| MISCALCULATED FUEL CONSUMPTION | | | | 2 | | 2 | 2 | | 2 |
| JETTISONED LOAD | | | | | 5 | 5 | | 5 | 5 |
| STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | 2 | 2 | | | | | 2 | 2 |
| CORRECTING LENSES-NOT USED | | 1 | 1 | | | | | 1 | 1 |
| COMMUNICATIONS FAILURE | | | | | 1 | 1 | | 1 | 1 |
| ELECTRICAL FAILURE | | 2 | 2 | | | | | 2 | 2 |
| ENGINE LOADED UP | 2 | | 2 | | | | 2 | | 2 |
| FATIGUE FRACTURE | | | | 1 | | 1 | 1 | | 1 |
| HYDRAULIC FAILURE | | | | 1 | | 1 | 1 | | 1 |
| WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION | | | | | 3 | 3 | | 3 | 3 |
| IMPROPER ALIGNMENT/ADJUSTMENT | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| FAILURE OF TWO OR MORE ENGINES | | | | | 1 | 1 | | 1 | 1 |
| SEPARATION IN FLIGHT | | 28 | 28 | | | | | 28 | 28 |
| INCORRECT TRIM SETTING | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| PILOT FATIGUE | 1 | 6 | 7 | | 3 | 3 | 1 | 9 | 10 |
| FUEL EXHAUSTION | 5 | | 5 | 13 | | 13 | 18 | | 18 |
| ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | 4 | 8 | 12 | | | | 4 | 8 | 12 |
| CARBON MONOXIDE POISONING | | 1 | 1 | | | | | 1 | 1 |
| ICE-IN FUEL | 1 | | 1 | | | | 1 | | 1 |
| ICE-ENGINE | | | | 1 | | 1 | 1 | | 1 |
| ICE-CARBURETOR | 4 | | 4 | 42 | | 42 | 46 | | 46 |
| ICE-PROPELLER | 1 | | 1 | | | | 1 | | 1 |
| AIRFRAME ICE | 11 | 7 | 18 | 7 | 6 | 13 | 18 | 13 | 31 |
| ICE-WINDSHIELD | 2 | 1 | 3 | 3 | 3 | 6 | 5 | 4 | 9 |
| IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG | 3 | 4 | 7 | 2 | 3 | 5 | 5 | 7 | 12 |
| INTERFERENCE WITH FLIGHT CONTROLS | 1 | | 1 | | | | 1 | | 1 |
| WHITEOUT | 1 | 2 | 3 | 2 | 3 | 5 | 3 | 5 | 8 |
| SUNGLARE | | 1 | 1 | | | | | 1 | 1 |
| LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM | 1 | | 1 | | | | 1 | | 1 |
| OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM | 1 | | 1 | | | | 1 | | 1 |
| SIMULATED CONDITIONS | | | | | 1 | 1 | | 1 | 1 |
| WATER IN FUEL | 1 | | 1 | 1 | | 1 | 2 | | 2 |
| AIRCRAFT CAME TO REST IN WATER | | 14 | 14 | | 14 | 14 | | 28 | 28 |
| MISSING | 1 | | 1 | | | | 1 | | 1 |
| TOUCH AND GO LANDING | | | | | 8 | 8 | | 8 | 8 |
| HYDROPLANING ON WET RUNWAY | | | | | 2 | 2 | | 2 | 2 |

CAUSE/FACTOR TABLE

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)

| DETAILED CAUSE/FACTOR | FATAL ACCIDENTS | | | NONFATAL ACCIDENTS | | | ALL ACCIDENTS | | |
|----------------------------------------|-----------------|--------|-------|--------------------|--------|-------|---------------|--------|-------|
| | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL | CAUSE | FACTOR | TOTAL |
| OVERLOAD FAILURE | | 6 | 6 | | 56 | 56 | | 62 | 62 |
| MATERIAL FAILURE | 5 | 2 | 7 | 3 | | 3 | 8 | 2 | 10 |
| FUEL STARVATION | 3 | | 3 | 2 | | 2 | 5 | | 5 |
| FUEL SELECTOR POSITIONED BETWEEN TANKS | 1 | | 1 | | | | 1 | | 1 |

DIRECT ENTRY CAUSES

PILOT-FAILED TO MAINTAIN POSITIVE RATE OF CLIMB.
PILOT-FAILED TO MAINTAIN POSITIVE RATE OF CLIMB.
PERSONNEL-MIN VIS & CEILING INFO MISSING ON BRIEF

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

LISTING OF FATAL ACCIDENTS
INVOLVING

WEATHER AS A CAUSE/FACTOR

U.S. GENERAL AVIATION
1978
(IN FILE ORDER SEQUENCE)

| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ----- | LOCATION ----- | AIRCRAFT MAKE ----- | MODEL ----- | INJURY INDEX ----- |
|-------------------------|------------------------------|---------------|---------------------|---------------------------|----------------|--------------------------|
| 3 0002 | N25N | 010678 | LEXINGTON, KY | BEECH | 55 | FATAL |
| 3 0030 | N5581 | 010778 | NPOTTSTOWN, PA | BEECH | H50 | FATAL |
| 3 0055 | N8005N | 010278 | CLEWISTON, FL | PIPER | PA-28 | FATAL |
| 3 0056 | N9386W | 012578 | NEW PRT RICHEY, FL | PIPER | PA-28 | FATAL |
| 3 0081 | N5472B | 012978 | TURLOCK, CA | CESSNA | 182 | FATAL |
| 3 0133 | N5127L | 010778 | ROCKWALL, TX | PIPER | PA-28 | FATAL |
| 3 0134 | N7171N | 010678 | EL CAMPO, TX | BEECH | D55 | FATAL |
| 3 0146 | N735ML | 012578 | COLFAX, WA | CESSNA | 182Q | FATAL |
| 3 0206 | N44517 | 020278 | NPAHRUMP, NV | PIPER | PA-28 | FATAL |
| 3 0240 | N18133 | 012278 | NSALT LAKE CITY, UT | CESSNA | 177B | FATAL |
| 3 0253 | N6992J | 022278 | NOAK HARBOR, WA | PIPER | PA-32R | FATAL |
| 3 0330 | N303JR | 010178 | PEARISBURG, VA | CESSNA | 182K | FATAL |
| 3 0331 | N8210Q | 020178 | NTUSCALOOSA, AL | CESSNA | 402B | FATAL |
| 3 0338 | N6539T | 021278 | NVACAVILLE, CA | CESSNA | 150 | FATAL |
| 3 0339 | N8991U | 030678 | NEUREKA, CA | CESSNA | 150 | FATAL |
| 3 0345 | N39L | 021678 | AMARILLO, TX | CESSNA | 340 | FATAL |
| 3 0351 | N869JA | 012078 | NTOKSOOK BAY, AK | BRITTNORMAN | BN-2A | FATAL |
| 3 0383 | N40012 | 022778 | MYERSVILLE, MD | PIPER | PA-32 | FATAL |
| 3 0384 | N9723L | 010278 | NMOJAVE, CA | BEECH | C-23 | FATAL |
| 3 0401 | N5205U | 022578 | NYODER, CO | CESSNA | 206 | FATAL |

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LISTING OF FATAL ACCIDENTS
INVOLVING

WEATHER AS A CAUSE/FACTOR

U.S. GENERAL AVIATION
1978
(IN FILE ORDER SEQUENCE)

| FILE NUMBER | AIRCRAFT REGIST. | DATE | LOCATION | AIRCRAFT MAKE | MODEL | INJURY INDEX |
|----------------|---------------------|--------|-------------------|------------------|--------|-----------------|
| ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| 3 0437 | N2406B | 011478 | NEWPORT, RI | TEMCO | GC1B | FATAL |
| 3 0454 | N8114M | 030778 | LAUREL, MS | CESSNA | 310I | FATAL |
| 3 0456 | N9740U | 032178 | RED BLUFF, CA | GRUMMAN | AA-5A | FATAL |
| 3 0480 | N1511P | 010478 | NDEVORE, CA | PIPER | PA-22 | FATAL |
| 3 0494 | N35862 | 021178 | NWIMBERLEY, TX | CESSNA | 177RG | FATAL |
| 3 0511 | N32085 | 031178 | SPRINGDALE, WA | PIPER | PA-28 | FATAL |
| 3 0539 | N4513X | 031178 | NHIWASSE, AR | PIPER | PA-28 | FATAL |
| 3 0559 | N6892A | 031978 | LEAWOOD, KS | CESSNA | 172 | FATAL |
| 3 0560 | N7592X | 030978 | MEMPHIS, MO | CESSNA | 172 | FATAL |
| 3 0561 | N26511 | 021378 | MORRISVILLE, NC | AERO CMDR | 680FL | FATAL |
| 3 0562 | N9519K | 031078 | MELFA, VA | PIPER | PA-28 | FATAL |
| 3 0568 | N7747C | 021878 | MOULTRIE, GA | BEECH | A45 | FATAL |
| 3 0572 | N7264R | 010878 | NTYLERTOWN, MS | BEECH | B-58P | FATAL |
| 3 0653 | N4307W | 021878 | GENOA PEAK, NV | BEECH | 58 | FATAL |
| 3 0654 | N6678L | 010978 | NHAWTHORNE, NV | LAKE | LA-4 | FATAL |
| 3 0656 | N6594W | 031278 | NFRAZIER PARK, CA | PIPER | PA-28 | FATAL |
| 3 0668 | N9066F | 050878 | NBROWNFIELD, TX | HUGHES | 369HS | FATAL |
| 3 0676 | N885M | 030278 | DURANGO, CO | BEECH | 95-C55 | FATAL |
| 3 0677 | N8809T | 050778 | NDOBBIN, TX | CESSNA | 182C | FATAL |
| 3 0709 | N8051R | 041778 | MANDAN, ND | BEECH | A24R | FATAL |

LISTING OF FATAL ACCIDENTS
INVOLVING

WEATHER AS A CAUSE/FACTOR

U.S. GENERAL AVIATION
1978
(IN FILE ORDER SEQUENCE)

| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ----- | LOCATION ----- | AIRCRAFT MAKE ----- | MODEL ----- | INJURY INDEX ----- |
|-------------------------|------------------------------|---------------|----------------------|---------------------------|----------------|--------------------------|
| 3 0754 | N8697Z | 040878 | ANGLE, UT | CESSNA | TP206C | FATAL |
| 3 0767 | N101SX | 030178 | AGANA, GUAM | CESSNA | 337F | FATAL |
| 3 0829 | N7934L | 041678 | WICHITA, KS | BEECH | A23-24 | FATAL |
| 3 0835 | N9820D | 031278 | RAPID CITY, SD | PIPER | PA-22 | FATAL |
| 3 0836 | N9041 | 052778 | TANNERSVILLE, PA | PIPER | PA-28 | FATAL |
| 3 0880 | N59313 | 022278 | BAKERSFIELD, CA | CESSNA | T2101 | FATAL |
| 3 0900 | N5818S | 031078 | AURORA, CO | BEECH | S35 | FATAL |
| 3 0907 | N49757 | 041678 | NLONELY, AK | BELL | 206B | FATAL |
| 3 0941 | N88GS | 020778 | AMIDON, ND | BEECH | D95A | FATAL |
| 3 0961 | N3379T | 031778 | MARYVILLE, TN | CESSNA | 177 | FATAL |
| 3 0964 | N7428Y | 030278 | NWACO, GA | PIPER | PA-30 | FATAL |
| 3 0972 | N9653C | 042878 | NALTURAS, CA | PIPER | PA-28R | FATAL |
| 3 0978 | N9147S | 042978 | NINDEPENDENCE, CA | BEECH | C23 | FATAL |
| 3 0987 | N9028W | 031178 | NMORMON LAKE, AZ | PIPER | PA-28 | FATAL |
| 3 0991 | N7354U | 032278 | NRIVERSIDE, CA | CESSNA | T207A | FATAL |
| 3 1001 | N6390P | 020678 | NROWLAND HEIGHTS, CA | PIPER | PA-24 | FATAL |
| 3 1002 | N7558Y | 021278 | NGLEN IVY, CA | PIPER | PA-30 | FATAL |
| 3 1037 | N8527 | 052978 | PRAY, MT | BELLANCA | 7KCAB | FATAL |
| 3 1043 | N5675Y | 011578 | MEDFORD, OR | PIPER | PA-23 | FATAL |
| 3 1049 | N7151 | 030778 | NTRADING BAY, AK | PIPER | PA-20 | FATAL |

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|-------------------------|------------------------------|---------------|---------------------|---------------------------|----------------|--------------------------|
| 3 1056 | N761EJ | 031278 | BEECHER, IL | CESSNA | T210M | FATAL |
| 3 1078 | N75089 | 031578 | BELFIELD, ND | PIPER | PA-32R | FATAL |
| 3 1079 | N28885 | 031978 | ONCHIODA, NY | BEECH | B95A | FATAL |
| 3 1081 | N8726W | 040978 | EDENTON, NC | PIPER | PA-28 | FATAL |
| 3 1161 | N6143X | 022878 | NSOLVANG, CA | AERO COMDR | 500A | FATAL |
| 3 1185 | N3064C | 051678 | NWENATCHEE, WA | BEECH | K35 | FATAL |
| 3 1186 | N24617 | 051378 | NTHE PLAINS, VA | BEECH | C23 | FATAL |
| 3 1189 | N17523 | 021778 | NMYRTLE BEACH, SC | BEECH | V35B | FATAL |
| 3 1221 | N5615T | 031778 | LEITCHFIELD, KY | CESSNA | 172E | FATAL |
| 3 1247 | N3087V | 020778 | NCASCADE LOCKS, OR | BEECH | 35 | FATAL |
| 3 1334 | N47638 | 050778 | NJEKYLL ISLAND, GA | PIPER | PA-28 | FATAL |
| 3 1429 | N8230M | 010978 | ITHACA, NY | CESSNA | 210K | FATAL |
| 3 1445 | N47910 | 051978 | MISSING AIRCRAFT | PIPER | PA-28 | FATAL |
| 3 1446 | N2291M | 060178 | NHERNANDO BEACH, FL | PIPER | PA-28R | FATAL |
| 3 1469 | N2831M | 072378 | PETALUMA, CA | PIPER | PA-28 | FATAL |
| 3 1474 | N3350W | 011678 | NKERNVILLE, CA | PIPER | PA-32 | FATAL |
| 3 1488 | N8380F | 062978 | NNEW MEADOWS, ID | HUGHES | 369D | FATAL |
| 3 1498 | N91504 | 062378 | NASHLAND, OR | NAVION | A | FATAL |
| 3 1499 | N40048 | 062478 | BAKER, OR | PIPER | PA-28R | FATAL |
| 3 1512 | N4467J | 022678 | NSANTA SUSANA, CA | PIPER | PA-28 | FATAL |

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|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 1548 | N22443 | 031078 | NWOODLAND PARK,CO | CESSNA | T210L | FATAL |
| 3 1552 | N1914T | 052178 | NBREMERTON,WA | PIPER | PA-28 | FATAL |
| 3 1555 | N1256A | 052278 | NUPLAND,CA | PIPER | PA-18 | FATAL |
| 3 1560 | N7365B | 051278 | EAST PRAIRIE,MO | BEECH | F35 | FATAL |
| 3 1575 | N40355 | 031278 | CONNELLSVILLE,PA | PIPER | PA-23 | FATAL |
| 3 1588 | N7488L | 031678 | LEESBURG,FL | PIPER | PA-31 | FATAL |
| 3 1665 | N30053 | 011078 | BISHOP,CA | CESSNA | T210L | FATAL |
| 3 1683 | N87143 | 051978 | ALEXANDRIA,MN | CESSNA | 402B | FATAL |
| 3 1710 | N43087 | 070678 | DEEP GAP,NC | PIPER | PA-32 | FATAL |
| 3 1712 | N735MB | 051278 | NLINVILLE,NC | CESSNA | 182Q | FATAL |
| 3 1759 | N8257M | 062478 | S LAKE TAHOE,CA | CESSNA | 182P | FATAL |
| 3 1764 | N3502G | 042078 | NLAKE TAHOE,CA | CESSNA | 310R | FATAL |
| 3 1770 | N2719G | 060978 | FEATHERVILLE,ID | CESSNA | 182A | FATAL |
| 3 1771 | N22195 | 063078 | BELGRADE,MT | CESSNA | 210L | FATAL |
| 3 1774 | N6955M | 031278 | NBENSON,AZ | CESSNA | 182P | FATAL |
| 3 1776 | N735FR | 051678 | WEBER PEAK,CA | CESSNA | 182Q | FATAL |
| 3 1777 | N718X | 033078 | BEAR VALY SPRG,CA | BEECH | 95-B55 | FATAL |
| 3 1778 | N176LD | 042578 | RAMOMA,CA | BEECH | 76 | FATAL |
| 3 1789 | N732HY | 060778 | NMT.IDA,AR | CESSNA | 210L | FATAL |
| 3 1802 | N7452N | 051478 | NGRANITE,CO | BEECH | 36 | FATAL |

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|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 1824 | N9842U | 021278 | NFONTANA,CA | GRUM AMER | AA-5A | FATAL |
| 3 1904 | N620FL | 021878 | NJEKYLL ISLAND,GA | PIPER | PA-28 | FATAL |
| 3 1905 | N9495Y | 042678 | NKENNESAW,GA | BEECH | N35 | FATAL |
| 3 1951 | N4195P | 080278 | LEAKEY,TX | PIPER | PA-23 | FATAL |
| 3 1956 | N1GH | 043078 | MISSING AIRCRAFT | CESSNA | 172 | FATAL |
| 3 1984 | N1320Z | 052978 | HARRIS,MN | BEECH | 35-B33 | FATAL |
| 3 1985 | N4602C | 060478 | ISLE,MN | CESSNA | 170B | FATAL |
| 3 2047 | N13304 | 030778 | NGRIFFING,GA | CESSNA | 172M | FATAL |
| 3 2066 | N3212R | 030378 | NCHILCOOT,CA | CESSNA | 411 | FATAL |
| 3 2079 | N4179X | 081178 | NBLY,OR | AERO COMDR | 100 | FATAL |
| 3 2082 | N6KW | 072178 | NFLAGSTAFF,AZ | MIDGET | MUSTNG | FATAL |
| 3 2085 | N711RH | 073178 | NBIG BEAR,CA | CESSNA | 172N | FATAL |
| 3 2100 | N56122 | 080278 | CHESTERFIELD,VA | PIPER | PA-34 | FATAL |
| 3 2116 | N4508L | 022778 | MERRILL PASS,AK | EVANGEL | 4500 | FATAL |
| 3 2147 | N2639B | 021978 | NGLENROCK,WY | AERO COMDR | 560A | FATAL |
| 3 2149 | N9395W | 051978 | SCOTT CITY,KS | PIPER | PA-28 | FATAL |
| 3 2158 | N2302B | 052978 | PIEDMONT,MO | SWIFT | GC-1B | FATAL |
| 3 2166 | N76011 | 053178 | WOLBACH,NE | CESSNA | 140 | FATAL |
| 3 2182 | N5991P | 070478 | NDEERFIELD,VA | PIPER | PA-24 | FATAL |
| 3 2199 | N41AC | 071078 | NALBANY,GA | PIPER | PA-30 | FATAL |

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|-------------------------|------------------------------|---------------|---------------------|---------------------------|----------------|--------------------------|
| 3 2261 | N8932M | 022578 | NWALDEN, CO | BEECH | 35-B33 | FATAL |
| 3 2262 | N9669J | 061178 | NSILVERTON, CO | PIPER | PA-28 | FATAL |
| 3 2294 | N7638W | 073078 | MITCHELL, IN | PIPER | PA-28 | FATAL |
| 3 2323 | N8993W | 062378 | COLUMBUS, NE | PIPER | PA-28 | FATAL |
| 3 2338 | N98720 | 051678 | TRENTON, ME | CESSNA | 402B | FATAL |
| 3 2358 | N9006K | 031578 | SANDGATE, VT | PIPER | PA-28 | FATAL |
| 3 2359 | N200BA | 010578 | COURTNEY, PA | BELL | 206L | FATAL |
| 3 2375 | N8559Y | 040778 | MONTPELIER, VT | PIPER | PA-30 | FATAL |
| 3 2393 | N4331S | 081178 | NIDAHO FALLS, ID | AIR TRACTOR | AT-300 | FATAL |
| 3 2424 | N5254S | 070978 | WESTERLY, RI | PIPER | PA-32 | FATAL |
| 3 2435 | N5851S | 050178 | PALMDALE, CA | BEECH | S35 | FATAL |
| 3 2444 | N9908K | 083078 | NINTRACSTL CITY, LA | BELL | 206B | FATAL |
| 3 2473 | N66744 | 071578 | NCANTWELL, AK | CESSNA | 150M | FATAL |
| 3 2483 | N2319Y | 081278 | PLAINVILLE, KS | CESSNA | 177 | FATAL |
| 3 2523 | N5877U | 091478 | NRAINIER, OR | PIPER | PA-28 | FATAL |
| 3 2524 | N736XU | 081578 | NEUGENE, OR | CESSNA | 172XP | FATAL |
| 3 2559 | N7245W | 081278 | BRIGHTON, MO | PIPER | PA-28 | FATAL |
| 3 2569 | N13AV | 062378 | POTOSI, MO | BEECH | E35 | FATAL |
| 3 2601 | N9237G | 091578 | NDUPONT, PA | CESSNA | 182 | FATAL |
| 3 2608 | N49MC | 042378 | ARLINGTON, IN | PIPER | PA-31 | FATAL |

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|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 2620 | N47975 | 070178 | NCOURTLAND,AL | PIPER | PA-28R | FATAL |
| 3 2627 | N759LZ | 082178 | EUREKA,CA | CESSNA | 1820 | FATAL |
| 3 2642 | N4122C | 081078 | ENUMCLAW,WA | STINSON | 108E | FATAL |
| 3 2651 | N9809A | 070478 | NGRAND CANYON,AZ | CESSNA | 195 | FATAL |
| 3 2657 | N24257 | 041578 | NCHATSWORTH,CA | CESSNA | 152 | FATAL |
| 3 2662 | N5403A | 072078 | NCAMERON,LA | CESSNA | 310B | FATAL |
| 3 2664 | N299F | 052778 | NCALUMET,OK | AERO COMDR | 690A | FATAL |
| 3 2687 | N320Z | 050478 | NWHEATLAND,WY | BEECH | D50C | FATAL |
| 3 2726 | N55002 | 090478 | NFORT ROSS,CA | PIPER | PA-28 | FATAL |
| 3 2756 | N9366E | 091078 | NWRAY,CO | AERONCA | 11AC | FATAL |
| 3 2777 | N43177 | 082678 | ST GEORGE,MN | PIPER | PA-28 | FATAL |
| 3 2781 | N53360 | 082778 | GRAND ISLAND,NE | CESSNA | 188 | FATAL |
| 3 2788 | N205HL | 081078 | PRINCETON,KY | BELLANCA | 8KCAB | FATAL |
| 3 2820 | N3873D | 070278 | NRED BLUFF,CA | CESSNA | 182A | FATAL |
| 3 2836 | N756LV | 081078 | NCHALLIS,ID | CESSNA | T206 | FATAL |
| 3 2837 | N24P | 081878 | ANACONDA,MT | CESSNA | 320 | FATAL |
| 3 2838 | N6112X | 090678 | GREAT FALLS,MT | AERO COMDR | 500B | FATAL |
| 3 2861 | N6018R | 100878 | BRIDGEPORT,TX | CESSNA | 172 | FATAL |
| 3 2862 | N6244B | 092378 | LAREDO,TX | AERO COMDR | 500 | FATAL |
| 3 2869 | N1333Y | 102078 | NPROVO,UT | CESSNA | 172 | FATAL |

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|-------------------------|------------------------------|---------------|--------------------|---------------------------|----------------|--------------------------|
| 3 2909 | N80172 | 091178 | RIGGINS, ID | CESSNA | 185F | FATAL |
| 3 2911 | N1661J | 081478 | MISSING AIRCRAFT | PIPER | PA-28 | FATAL |
| 3 2914 | N28924 | 102178 | ROCHE HARBOR, WA | GRUM AMER | AA-5B | FATAL |
| 3 2946 | N114TA | 122578 | MISSING AIRCRAFT | PIPER | PA-31 | FATAL |
| 3 2947 | N8010P | 010678 | NGLENDEVEY, CO | PIPER | PA-24 | FATAL |
| 3 2996 | N8805V | 070478 | NLAKE CITY, FL | BELLANCA | 17-31A | FATAL |
| 3 3036 | N8719W | 081278 | NSILVERPLUME, CO | PIPER | PA-28 | FATAL |
| 3 3040 | N9360T | 040778 | PARK CITY, UT | PIPER | PA-38 | FATAL |
| 3 3058 | N878T | 022778 | BIG PINEY, WY | BEECH | A90 | FATAL |
| 3 3069 | N9504U | 052378 | CHAMPION, PA | STOL | UC-1 | FATAL |
| 3 3093 | N86100 | 052178 | NSANTA BARBARA, CA | CESSNA | 337D | FATAL |
| 3 3100 | N8359C | 091978 | NHALL, MT | PIPER | PA-28 | FATAL |
| 3 3108 | N39499 | 090778 | NSISTERS, OR | PIPER | PA-28 | FATAL |
| 3 3115 | N2734V | 102078 | WILLIAMS, AZ | BEECH | 35 | FATAL |
| 3 3168 | N9812U | 091678 | BEAR VALLEY, CA | GRUM AMER | AA-1C | FATAL |
| 3 3171 | N210CC | 102978 | NGROVELAND, CA | CESSNA | T210G | FATAL |
| 3 3177 | N5753S | 102878 | HAILEY, ID | SCHWEIZER | SGS232 | FATAL |
| 3 3184 | N2411A | 102878 | NJOSEPH, OR | PIPER | PA-20 | FATAL |
| 3 3199 | N5642S | 091078 | ALEXANDRIA, LA | BEECH | V35 | FATAL |
| 3 3232 | N6135N | 110578 | LYNDON, KS | BEECH | A23-24 | FATAL |

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|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 3240 | N34487 | 081478 | CHATHAM,MA | CESSNA | 177 | FATAL |
| 3 3242 | N9544U | 062578 | TAMSWORTH,NH | GRUM AMER | AA1-C | FATAL |
| 3 3243 | N5808M | 073178 | SUSSEX,NJ | CESSNA | 310P | FATAL |
| 3 3252 | N39817 | 041178 | NGULFPORT,MS | BELLANCA | 17-30A | FATAL |
| 3 3271 | N2211R | 042878 | NRENO,NV | CESSNA | T210H | FATAL |
| 3 3310 | N5504H | 060178 | NKING SALMON,AK | PIPER | PA-11 | FATAL |
| 3 3354 | N5NP | 030878 | GREENUP,KY | AERO COMDR | 681 | FATAL |
| 3 3375 | N8774R | 050578 | CARRIZOZO,NM | BELLANCA | BL-J4 | FATAL |
| 3 3383 | N3976Z | 071878 | NPETERSVILLE,AK | PIPER | PA-18 | FATAL |
| 3 3388 | N71947 | 010678 | MARION,IL | CESSNA | 337G | FATAL |
| 3 3407 | N18FK | 073078 | OSHKOSH,WI | THORP | T-18 | FATAL |
| 3 3418 | N8037M | 110778 | NPORTLAND,TN | CESSNA | 310I | FATAL |
| 3 3424 | N8789W | 081378 | HEMLOCK,WV | PIPER | PA-28 | FATAL |
| 3 3435 | N11606 | 110978 | NKIMBERLY,OR | CESSNA | 177B | FATAL |
| 3 3445 | N1396J | 101478 | YUCCA VALLEY,CA | ROCKWELL | 112A | FATAL |
| 3 3457 | N978V | 081378 | NFAIRFIELD,UT | BEECH | 55 | FATAL |
| 3 3502 | N789CC | 091078 | HONESDALE,PA | PIPER | PA-32 | FATAL |
| 3 3505 | N11DK | 082078 | NWHITESBURG,KY | CESSNA | 195 | FATAL |
| 3 3509 | N5013W | 120178 | EUGENE,OR | PIPER | PA-14 | FATAL |
| 3 3510 | N3686P | 110278 | TOUTLE,WA | CESSNA | P210 | FATAL |

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|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 3517 | N71182 | 092478 | NSANTA BARBARA,CA | CESSNA | 182M | FATAL |
| 3 3532 | N1789U | 063078 | NOMALIK,AK | CESSNA | 207 | FATAL |
| 3 3556 | N1552R | 031778 | SANDUSKY,OH | GRUM AMER | AA5-B | FATAL |
| 3 3558 | N18952 | 081878 | PORTAGE,WI | BEECH | C23 | FATAL |
| 3 3584 | N7320V | 111978 | NMEDFORD,OR | BELLANCA | 17-30 | FATAL |
| 3 3620 | N1690H | 101178 | PARSIPPANY,NJ | PIPER | PA-28R | FATAL |
| 3 3622 | N3930F | 091678 | ROBBINSVILLE,NJ | PIPER | PA-32R | FATAL |
| 3 3623 | N9655V | 091678 | VENICE CENTER,NY | CESSNA | R172K | FATAL |
| 3 3629 | N25955 | 100178 | NLINDEN,TN | CESSNA | 152 | FATAL |
| 3 3682 | N1040W | 112278 | NGEORGE WEST,TX | BEECH | 58 | FATAL |
| 3 3684 | N49755 | 111278 | SABINE PASS,TX | BELL | 206B | FATAL |
| 3 3691 | N886G | 102478 | NTORREON,NM | BEECH | 65-80 | FATAL |
| 3 3706 | N1041V | 073078 | NBETTLES,AK | CESSNA | U206F | FATAL |
| 3 3730 | N901PC | 111678 | HAYS,KS | BEECH | G18S | FATAL |
| 3 3731 | N777HH | 071278 | FARIBAULT,MN | BEECH | 60 | FATAL |
| 3 3738 | N8140T | 112178 | RILEYVILLE,VA | CESSNA | 175B | FATAL |
| 3 3756 | N3708M | 082978 | LAVERNE,CA | PIPER | PA-32 | FATAL |
| 3 3790 | N4638Q | 121978 | MORTON,IL | CESSNA | 210L | FATAL |
| 3 3801 | N761GV | 052778 | BLOOMER,WI | CESSNA | T210M | FATAL |
| 3 3837 | N8307 | 112978 | NHANCEVILLE,AL | SIKORSKY | S55B | FATAL |

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| ----- | ----- | ---- | ----- | ----- | ----- | ----- |
| 3 3859 | N59456 | 120178 | NPORT OCONNER, TX | BELL | 206B | FATAL |
| 3 3877 | N8872A | 010578 | TELL CITY, IN | BEECH | BE-35 | FATAL |
| 3 3883 | N3610Z | 052878 | SAINT HELEN, MI | PIPER | PA-22 | FATAL |
| 3 3888 | N93627 | 071278 | RHINELANDER, WI | BELLANCA | 17-30A | FATAL |
| * 3 3900 | N7330V | 112078 | ORMOND BEACH, FL | CESSNA | 172N | FATAL |
| 3 3905 | N4757S | 121878 | VIRGINIA, NE | PIPER | PA-32 | FATAL |
| 3 3906 | N63731 | 091878 | GRANVILLE, MA | PIPER | PA-31 | FATAL |
| 3 3909 | N2301N | 112278 | MEMPHIS, TN | SWEARINGEN | SA26-T | FATAL |
| 3 3911 | N1104X | 110878 | MELFA, VA | PIPER | PA-32 | FATAL |
| 3 3913 | N28649 | 113078 | NMARIANNA, FL | GRUMMAN | AA-5B | FATAL |
| 3 3925 | N5641Y | 041578 | NTRABUCO CANYON, CA | PIPER | PA-23 | FATAL |
| 3 3927 | N9584U | 111278 | NKERNVILLE, CA | GRUM AMER | AA1-G | FATAL |
| 3 3928 | N400EW | 103078 | NMOJAVE, CA | PIPER | PA-32 | FATAL |
| 3 3933 | N6902J | 121578 | TEXARKANA, AR | PIPER | PA-28 | FATAL |
| 3 3937 | N204CC | 112078 | BROWNSVILLE, TX | BEECH | H18 | FATAL |
| 3 3949 | N8497Q | 090478 | TWIN LAKES, AK | CESSNA | 206 | FATAL |
| 3 3970 | N25RM | 120478 | NSTEAMBOAT SPGS, CO | DEHAVILLAND | DHC-6 | FATAL |
| 3 3971 | N4121Q | 092578 | MONROE, MA | CESSNA | 310N | FATAL |
| 3 3976 | N4291D | 112278 | NBRIDGEWATER, VA | BEECH | G35 | FATAL |
| 3 3984 | N6118V | 122978 | FLAGSTAFF, AZ | BEECH | 95-55 | FATAL |

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|----------------|---------------------|--------|---------------------|------------------|-------------------|-----------------|
| 3 3988 | N310BJ | 111378 | LUBBOCK, TX | CESSNA | 310J | FATAL |
| 3 3995 | N6275V | 073178 | NPRT WASHINGTON, WI | BEECH | E-33A | FATAL |
| 3 4002 | N79029 | 121978 | AUSTIN, TX | CESSNA | 172K | FATAL |
| 3 4004 | N3JE | 082578 | HOT SPRINGS, VA | CESSNA | 210L | FATAL |
| 3 4005 | N7856P | 111978 | AMARILLO, TX | PIPER | PA-24 | FATAL |
| 3 4010 | N1078W | 081378 | NWITTIER, AK | BEECH | 95-B55 | FATAL |
| 3 4013 | N758CA | 122978 | ABILENE, TX | CESSNA | 172XP | FATAL |
| 3 4018 | N2029N | 123078 | HOUSTON, TX | BEECH | C-90 | FATAL |
| 3 4028 | N40MA | 091178 | HAMMONDSPORT, NY | AERO COMDR | 500S | FATAL |
| 3 4033 | N8050Q | 111278 | EDEN PRAIRIE, MN | CESSNA | 310Q | FATAL |
| 3 4034 | N3436M | 120678 | HEMPSTEAD, TX | PIPER | PA-28 | FATAL |
| 3 4037 | N7170L | 111078 | NORWAY, MI | GRUMMAN | AA-5 | FATAL |
| 3 4038 | N15899 | 120178 | NPEACH SPRINGS, AZ | PIPER | PA-28 | FATAL |
| 3 4071 | N608T | 122978 | LEWISVILLE, TX | BEECH | 95-B55 | FATAL |
| 3 4083 | N1058U | 103078 | NTITUSVILLE, FL | PIPER | PA-34 | FATAL |
| 3 4084 | N428T | 121878 | NSINTON, TX | BEECHCRAFT | N35 | FATAL |
| 3 4089 | N9555E | 122378 | NSAN RAFAEL, CA | BELLANCA | 17-31 | FATAL |
| 3 4114 | N736TH | 120178 | DAYTON, WA | CESSNA | R172K | FATAL |
| 3 4122 | N7187L | 111278 | RENO, OH | GRUM AMER | AA-5 | FATAL |
| 3 4126 | N777FT | 110178 | NDAYTON, NV | CESSNA | T-210L | FATAL |

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| 3 4130 | N43167 | 081278 | BEDFORD, IN | PIPER | PA-28 | FATAL |
| 3 4169 | N8485T | 112278 | EUREKA, MO | CESSNA | 182C | FATAL |
| 3 4172 | N777RN | 121878 | FERNDAL, AR | CESSNA | 140A | FATAL |
| 3 4178 | N7299C | 031478 | ROCK FALLS, IL | PIPER | PA-32R | FATAL |
| 3 4186 | N338J | 100378 | LEXINGTON, KY | PIPER | PA-31P | FATAL |
| 3 4189 | N739DN | 121978 | NOSHKOSH, NE | CESSNA | 172 | FATAL |
| 3 4198 | N9372T | 102878 | WEST TOWNSHEND, VT | PIPER | PA-38 | FATAL |
| 3 4201 | N4853F | 071578 | CAMPBELL, NY | PIPER | PA-28 | FATAL |
| 3 4205 | N5696P | 101078 | BARABOO, WI | PIPER | PA-24 | FATAL |
| 3 4209 | N36792 | 102078 | NGREEN VLY LK, CA | PIPER | PA32RT | FATAL |
| 3 4212 | N5979R | 120578 | NCUYAMACA, CA | CESSNA | 172G | FATAL |
| 3 4216 | N602PD | 051778 | WANTAGH, NY | BELL | 47G-3B | FATAL |
| 3 4219 | N2168Q | 090178 | FAIRBANKS, AK | CESSNA | 177RG | FATAL |
| 3 4221 | N7678T | 122778 | PARK VALLEY, UT | CESSNA | 172A | FATAL |
| 3 4234 | N5170F | 112378 | MCADOO, PA | CESSNA | 172F | FATAL |
| 3 4237 | N8478Q | 070378 | NCANYON, WY | CESSNA | TU206 | FATAL |
| 3 4238 | N5362W | 112278 | NOSTEEN, FL | PIPER | PA-28 | FATAL |
| 3 4245 | N7615K | 080978 | NCHANDALAR LAKE, AK | PIPER | PA-22 | FATAL |
| 3 4254 | N2714Y | 060878 | WATERFORD, CT | BEECH | 95 | FATAL |
| 3 4256 | N3024R | 121678 | BLOUNTVILLE, TN | PIPER | PA-34 | FATAL |

LISTING OF FATAL ACCIDENTS
INVOLVING

WEATHER AS A CAUSE/FACTOR

U.S. GENERAL AVIATION
1978
(IN FILE ORDER SEQUENCE)

| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ----- | LOCATION ----- | AIRCRAFT MAKE ----- | MODEL ----- | INJURY INDEX ----- |
|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 4275 | N71206 | 122178 | PANAMA,NY | CESSNA | 182 | FATAL |
| 3 4284 | N135D | 110678 | NJACKSON,MS | BEECH | 60 | FATAL |
| 3 4299 | N3712T | 123078 | GRISSOM AFB,IN | PIPER | PA-28R | FATAL |
| 3 4301 | N44JH | 081378 | VALPARAISO,IN | MOONEY | M20C | FATAL |
| 3 4302 | N7063F | 113078 | ALBANY,GA | PIPER | PA-32R | FATAL |
| 3 4307 | N41786 | 082678 | BOLTON,NC | PIPER | PA-28R | FATAL |
| 3 4315 | N9771C | 112978 | NCHARLESTON,SC | PIPER | PA32RT | FATAL |
| 3 4317 | N8203V | 100578 | NANCHORAGE,AK | CESSNA | 180H | FATAL |
| 3 4318 | N86540 | 112178 | NDAYTONA BEACH,FL | CESSNA | 337E | FATAL |
| 3 4319 | N75819 | 122078 | ADA,OK | CESSNA | 172N | FATAL |
| 3 4323 | N5895B | 111078 | NRENO,NV | CESSNA | 182A | FATAL |
| 3 4324 | N82271 | 051378 | PELLSTON,MI | PIPER | PA-31T | FATAL |
| 3 4325 | N84380 | 091078 | NMACKINAW CITY,MI | CESSNA | 172K | FATAL |
| 3 4327 | N2230L | 071978 | NKENAI,AK | BEECH | C24R | FATAL |
| 3 4328 | N257Q | 101278 | BAKERTOWN,PA | ENSTROM | F-28A | FATAL |
| 3 4336 | N9427C | 070878 | NILIAMNA,AK | CESSNA | 180 | FATAL |
| 3 4340 | N9470U | 090978 | MILLBURY,MA | CESSNA | 150M | FATAL |
| 3 4348 | N765MA | 082878 | BEDFORD,NH | MITSUBISHI | MU-2P | FATAL |
| 3 4352 | N3485P | 112078 | NORMOND BEACH,FL | PIPER | PA-23 | FATAL |
| 3 4356 | N735NZ | 082978 | KETCHIKAN,AK | CESSNA | 182Q | FATAL |

LISTING OF FATAL ACCIDENTS
INVOLVING

WEATHER AS A CAUSE/FACTOR

U.S. GENERAL AVIATION
1978
(IN FILE ORDER SEQUENCE)

| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ----- | LOCATION ----- | AIRCRAFT MAKE ---- | MODEL ----- | INJURY INDEX ----- |
|-------------------------|------------------------------|---------------|-------------------|--------------------------|----------------|--------------------------|
| 3 4357 | N4048B | 101378 | BARROW, AK | DEHAVND CAN | DHC-6 | FATAL |
| 3 4358 | N444W | 103178 | NCORDOVA, AK | GRUMMAN | G-44A | FATAL |
| 3 4361 | N57452 | 031078 | ANCHORAGE, AK | BELLANCA | 7GCBC | FATAL |
| 3 4373 | N114TA | 122578 | NSARANAC LAKE, NY | PIPER | PA-31 | FATAL |
| 3 4374 | N45369 | 080678 | JEFFERSON, OH | CESSNA | 177RG | FATAL |
| 3 4380 | N17593 | 083178 | KETCHIKAN, AK | BEECH | A36 | FATAL |
| 3 4383 | N37741 | 091378 | NWHITTIER, AK | DEHAVILLAND | DHC-2 | FATAL |
| 3 4403 | N9BW | 010778 | NEATONTON, GA | BEECH | C23 | FATAL |
| 3 4404 | N7031Y | 123178 | NLAFAYETTE, GA | PIPER | PA-30 | FATAL |
| 3 4413 | N37906 | 112578 | NHYDABURG, AK | DEHAVILLAND | DHC-2 | FATAL |
| 3 4418 | N9016V | 111078 | NSILVER CITY, NM | BEECH | A36 | FATAL |
| 3 4420 | N40439 | 081478 | NEDGERTON, WY | PIPER | PA-28 | FATAL |
| 3 4421 | N28406 | 110878 | NMEETEETSE, WY | GRUM-AMER | AA-5B | FATAL |
| 3 4429 | N6DF | 120378 | WHEELING, IL | BEECH | V35A | FATAL |
| 3 4430 | N8215C | 010278 | NMELLEN, WI | PIPER | PA-28 | FATAL |
| 3 4433 | N427Q | 031478 | WHITELAKE, MI | BEECH | D18 | FATAL |
| 3 4436 | N58JM | 032578 | CENTREVILLE, IL | BEECH | H18 | FATAL |
| 3 4438 | N8666P | 102578 | ASHTON, IL | PIPER | PA-24 | FATAL |
| 3 4452 | N6576P | 090678 | NMARIPOSA, CA | PIPER | PA-24 | FATAL |
| 3 4453 | N9530K | 090478 | AUBURN, CA | PIPER | PA-28R | FATAL |

LISTING OF FATAL ACCIDENTS
INVOLVING

WEATHER AS A CAUSE/FACTOR

U.S. GENERAL AVIATION
1978
(IN FILE ORDER SEQUENCE)

| FILE NUMBER ----- | AIRCRAFT REGIST. ----- | DATE ----- | LOCATION ----- | AIRCRAFT MAKE ----- | MODEL ----- | INJURY INDEX ----- |
|-------------------------|------------------------------|---------------|-------------------|---------------------------|----------------|--------------------------|
| 3 4454 | N77RS | 120478 | ANCHORAGE,AK | LEAR JET | 25C | FATAL |
| 3 4477 | N7147Z | 040878 | NCHEHALIS,WA | CESSNA | 152 | FATAL |

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF FATAL ACCIDENTS

INVOLVING

WEATHER AS A CAUSE/FACTOR

U.S. GENERAL AVIATION

1978

(IN STATE AND DATE ORDER)

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------------------------|-----------------------|-------------------------------------------------------|------------------------------------------------------------------------|------------------------|-------------------------------------------|--------------------------------------------------------------------------|
| 3-0331 | 2/1/78 TIME - 2022 | NR.TUSCALOOSA,AL | CESSNA 402B N8210Q DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 58, 7000 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TUSCALOOSA MUNI | | | | |
| | | DEPARTURE POINT MONTGOMERY,AL | INTENDED DESTINATION TUSCALOOSA,AL | | | |
| | | TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH TREES | PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| FACTOR(S) WEATHER - RAIN WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 300 | | | |
| VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | | | PRECIPITATION AT ACCIDENT SITE DRIZZLE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | RELATIVE BEARING OF WIND RIGHT QUARTERING TAIL WIND 203-247 DEGREES | | | |
| TEMPERATURE-F 37- | | | WIND DIRECTION-DEGREES 80 | | | |
| WIND VELOCITY-KNOTS 4 | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN IFR | | | | | | |
| REMARKS- Rwy 4 ALSO HAS SEQUENTIAL FLASHER AND STEADY BURNER TYPE APPROACH LIGHTS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------------------------|----------------------|------------------|--------------------------------|--------------------------|-------------------------|
| 3-2620 | 7/1/78 | NR.COURTLAND,AL | PIPER PA-28R | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 47, 160 |
| | TIME - 1515 | | N47975 | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 5 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | CHATTANOOGA,TN | MESQUITE,TX | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | AIRFRAME FAILURE | IN FLIGHT | | IN FLIGHT UNCONTROLLED DESCENT | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - RAIN | | | | | |
| | WEATHER - THUNDERSTORM ACTIVITY | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | OVERCAST | | | UNKNOWN/NOT REPORTED | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | UNKNOWN/NOT REPORTED | | | RAIN, THUNDERSTORM | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TYPE OF WEATHER CONDITIONS | | |
| | UNKNOWN/NOT REPORTED | | | IFR | | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | VFR | | | | | |
| | REMARKS- ACFT FELL IN TENNESSEE RIVER AFTER SUSTAINING IN-FLIGHT BREAKUP IN THUNDERSTORM. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|---------------------------------------|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------------------------------------------------------------------|
| 3-3837 | 11/29/78 TIME - 1910 | NR.HANCEVILLE,AL | SIKORSKY S55B N8307 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 30, 2175 TOTAL HOURS, 28 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT ORLANDO,FL | INTENDED DESTINATION HUNTSVILLE,AL | | LAST ENROUTE STOP CLANTON,AL | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 360 TYPE OF WEATHER CONDITIONS IFR | | | | CEILING AT ACCIDENT SITE 200 PRECIPITATION AT ACCIDENT SITE DRIZZLE TEMPERATURE-F 50 WIND VELOCITY-KNOTS 4 TYPE OF FLIGHT PLAN VFR | | |
| REMARKS- WITNESSES RPTD OBSERVING BRIGHT LNDG LIGHT ON BFR ACCIDENT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------------------------------|--------------------------------------------------|-----------------------------------------------|------------------------------|------------------------------------------------------------------------------------------|
| 3-0351 | 1/20/78 TIME - 0920 | NR.TOKSOOK BAY,AK | BRITTNORMAN BN-2A N869JA DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 30, 1783 TOTAL HOURS, 179 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT BETHEL,AK | INTENDED DESTINATION TANUNAK,AK | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - SNOW MISCELLANEOUS ACTS,CONDITIONS - WHITEOUT WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE SNOW | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN VFR | | | | |
| REMARKS- ACFT IN AREA DURING SAME TIME PERIOD REPORTED POOR VIS DUE TO SNOW SQUALLS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------|------------------------|-----------------------------------------------------------------|--------------------------------------------|------------------------------------------------------|------------------------------|---------------------------------------------------------------------------------------|
| 3-2116 | 2/27/78 TIME - 1325 | MERRILL PASS, AK | EVANGEL 4500 N4508L DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 35, 5500 TOTAL HOURS, 1203 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT DILLINGHAM, AK | INTENDED DESTINATION ANCHORAGE, AK | LAST ENROUTE STOP STONY RIVER, AK | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER BRIEFING - SELF-HELP, PILOT CHECKED WEATHER DATA | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 0 | | | |
| | | VISIBILITY AT ACCIDENT SITE ZERO | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN VFR | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- WX CONDITION IN PASS RPTD BY PIREP. RECOVERY DATE 2/28/78. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|------------------------------------------|--------------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------|
| 3-1049 | 3/7/78 TIME - 1630 | NR. TRADING BAY, AK | PIPER PA-20 N7151 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 49, 518 TOTAL HOURS, 277 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT SNIPE LAKE, AK | INTENDED DESTINATION LAKE HOOD, AK | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | PHASE OF OPERATION IN FLIGHT | NORMAL CRUISE | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER - SNOW | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION OBSCURATION | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE SNOW | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 27 | | |
| | WIND VELOCITY-KNOTS CALM | | | TYPE OF WEATHER CONDITIONS VFR | | |
| | TYPE OF FLIGHT PLAN NONE | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------|------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-------------------------------------------------------------------------------------------|
| 3-4361 | 3/10/78 TIME - 0946 | ANCHORAGE, AK | BELLANCA 7GCBC N57452 DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 31, 6800 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - ANCHORAGE INTL DEPARTURE POINT INTENDED DESTINATION CAMPBELL LAKE, AK TALKEETNA, AK TYPE OF ACCIDENT TURBULENCE COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS - VORTEX TURBULENCE FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. WEATHER - LOW CEILING WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 30 TYPE OF WEATHER CONDITIONS VFR REMARKS- PILOT FAILED TO MAKE RADIO CONTACT IN CONTROL ZONE. ENCOUNTERED TURB 1 1/2 MILES SW RWY 6R. | | | | | | |
| | | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT UNCONTROLLED DESCENT CEILING AT ACCIDENT SITE 800 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 34 WIND VELOCITY-KNOTS 4 TYPE OF FLIGHT PLAN NONE | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------------------------------------------------|----------------------------------------------------|------------------------------------------------------|-------------------------------------------|--------------------------------------------------------------------------------------|
| 3-0907 | 4/16/78 | NR.LONELY,AK TIME - 1050 | BELL 206B N49757 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, AGE 29, 4019 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LONELY,AK | INTENDED DESTINATION DEADHORSE,AK | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION MISCELLANEOUS ACTS,CONDITIONS - WHITEOUT | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER - SNOW TERRAIN - SNOW-COVERED WEATHER BRIEFING - OTHER WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION PARTIAL OBSCURATION | CEILING AT ACCIDENT SITE 2000 | | | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE SNOW | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 24 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN VFR | | | |
| REMARKS- WX BRIEF FROM PVT SOURCE. | | | | | | |
| 3-3310 | 6/1/78 | NR.KING SALMON,AK TIME - UNK/NR | PIPER PA-11 N5504H DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 24, 86 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT UNKNOWN/NOT REPORTED | INTENDED DESTINATION UNKNOWN/NOT REPORTED | LAST ENROUTE STOP UNKNOWN/NOT REPORTED | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------|--------------------------------------------|------------------------|-------------------------------------------|--------------------------------------------------------------------------------------|
| 3-3532 | 6/30/78 TIME - 1418 | NR.OMALIK,AK | CESSNA 207 N1789U DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | AIRLINE TRANSPORT, AGE 45, 6528 TOTAL HOURS, 473 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - OMALIK AIR STRIP DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP OMALIK,AK FAIRBANKS,AK GALENA,AK TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST/LOWER SCATTERED 1500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS RAIN SHOWERS OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED VFR TYPE OF FLIGHT PLAN VFR REMARKS- PIREP STATED CLOUDS OBSCD WINDY CREEK DRAINAGE AREA. | | | | | | |
| 3-4336 | 7/8/78 TIME - 1345 | NR.ILIAMNA,AK | CESSNA 180 N9427C DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 44, 494 TOTAL HOURS, 137 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION ANCHORAGE,AK KAKHONAK BAY,AK TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - CARBON MONOXIDE POISONING WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE 135 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 25 VFR TYPE OF FLIGHT PLAN VFR REMARKS- FLOAT EQUIPPED,SWAMPY,GUSTS TO 42 KNOTS.CARBON MONOXIDE LEVEL 19.1 PERCENT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------|-----------------------------|----------------------|--------------------|--------------------------------|--------------------------|---------------------------|
| 3-2473 | 7/15/78 | NR, CANTWELL, AK | CESSNA 150M | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 51, 134 |
| | TIME - 2030 | | N66744 | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 111 IN TYPE, |
| | | | DAMAGE-SUBSTANTIAL | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | LAST ENROUTE STOP | | |
| | TANANA, AK | ANCHORAGE, AK | | TALKEETNA, AK | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | IN FLIGHT | NORMAL CRUISE | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| TERRAIN - OTHER | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OVERCAST | | | | UNKNOWN/NOT REPORTED | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| UNKNOWN/NOT REPORTED | | | | DRIZZLE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | |
| FOG | | | | 48 | | |
| WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | | |
| 250 | | | | 8 | | |
| TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | | |
| UNKNOWN/NOT REPORTED | | | | VFR | | |
| REMARKS- MOUNTAINOUS TERRAIN. WRECKAGE FOUND OFF INTENDED COURSE STATED ON FLT PLAN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------|---------|-----------------------------------------------------|-----------------------------------------------|-----------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------------|
| 3-3383 | 7/18/78 | NR. PETERSVILLE, AK | PIPER PA-18 N3976Z DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 700 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT TALKEETNA, AK | INTENDED DESTINATION UPPER CACHE CREEK, AK | LAST ENROUTE STOP UNKNOWN/NOT REPORTED | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, ALTITUDE OR CLEARANCE | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FLEW INTO BLIND CANYON | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 100 | | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | WIND VELOCITY-KNOTS 15 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- STEEP TURN OUT OF BOX CANYON. WINDS GUSTING TO 25KTS. PLT BLOOD ALCOHOL LEVEL 74MG/DL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------------------------------------------------------------------------------------|-------------|----------------------|--------------------------------|--------------------------|--------------------------|
| 3-4327 | 7/19/78 | NR.KENAI,AK | BEECH C24R | CR- 1 0 0 | NONCOMMERCIAL | COMMERCIAL, AGE 38, 511 |
| | TIME - 0345 | | N2230L | PX- 3 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 23 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | ANCHORAGE,AK | | ILIAMNA,AK | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | IN FLIGHT | NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - RAIN | | | | | |
| | WEATHER - FOG | | | | | |
| | WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, IN PERSON, LIMITED BY PILOT ACTION | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | OVERCAST | | | UNKNOWN/NOT REPORTED | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | UNKNOWN/NOT REPORTED | | | RAIN | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TYPE OF WEATHER CONDITIONS | | |
| | FOG | | | UNKNOWN/NOT REPORTED | | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | VFR | | | | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- PLT ASKED ONLY FOR HOMER & KENAI WX.LOW CEILINGS FORECASTED IN AREA. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--------------------------------------------------------------------------|---------------|----------------------|--------------------------------|-------------------------|--------------------------|
| 3-3706 | 7/30/78 | NR.BETTLES,AK | CESSNA U206F | CR- 1 0 0 | COMMERCIAL | COMMERCIAL, AGE 31, 2671 |
| | TIME - 1100 | | N1041V | PX- 0 0 0 | AIR TAXI-CARGO | TOTAL HOURS, 80 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | FAIRBANKS,AK | | KOTZERBUE,AK | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | | IN FLIGHT NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING | | | | | |
| | FACTOR(S) | | | | | |
| | PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | | | | | |
| | POWERPLANT - ENGINE ACCESSORIES VACUUM PUMPS | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | OVERCAST | | | 3000 | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | UNKNOWN/NOT REPORTED | | | UNKNOWN/NOT REPORTED | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TYPE OF WEATHER CONDITIONS | | |
| | UNKNOWN/NOT REPORTED | | | IFR | | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | VFR | | | | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- VACUM PUMP REPORTED TO BE INOPERATIVE. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----------------------|---------------------------------------------|------------------------|-------------------------------------------|----------------------------------------------------------------------------------------|
| 3-4245 | 8/9/78 TIME - UNK/NR | NR-CHANDALAR LAKE, AK | PIPER PA-22 N7615K DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 37, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GRAVEL BAR DEPARTURE POINT INTENDED DESTINATION EAGLE, AK CHANDALAR LAKE, AK TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 1000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F UNKNOWN/NOT REPORTED 56 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 60 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN UNKNOWN/NOT REPORTED NONE REMARKS- LANDING STRIP WAS A CLEARED RIVER GRAVEL BAR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------|---------|------------------------------------------------------------------|---------------------------------------------------------------------------------|--------------------------------|-------------------------------------------|--------------------------------------------------------------------------------------|
| 3-4010 | 8/13/78 | NR.WITTIER,AK | BEECH 95-B55 N1078W DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 42, 5000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT VALDEZ,AK | INTENDED DESTINATION ANCHORAGE,AK | | | |
| | | TYPE OF ACCIDENT: ENGINE FAILURE OR MALFUNCTION STALL SPIN | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - MISMANAGEMENT OF FUEL | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OVERCAST/LOWER SCATTERED | | | | UNKNOWN/NOT REPORTED | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| UNKNOWN/NOT REPORTED | | | | RAIN | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TYPE OF WEATHER CONDITIONS | | |
| FOG | | | | IFR | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- FLAT SPIN.R ENG FUEL SEL IN OFF POSITION.RECOVERY DATE 9/16/78. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------|-------------------------------------------|----------------------------------|--------------------------------------------------------|------------------------------------------------------------------------------|
| 3-4356 | 8/29/78 TIME - 1510 | KETCHIKAN, AK | CESSNA 182Q N735NZ DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - KETCHIKAN INTL DEPARTURE POINT KETCHIKAN, AK INTENDED DESTINATION WRANGLE, AK TYPE OF ACCIDENT COLLIDED WITH TREES PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - SELF-HELP, PILOT CHECKED WEATHER DATA WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED SKY CONDITION BROKEN/LOWER SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING DUST WIND DIRECTION-DEGREES 150 TYPE OF WEATHER CONDITIONS VFR REMARKS- HIT MTN 2200FT MSL 2MI EAST OF DEPARTURE COURSE. RECOVERY DATE 9/1/78. | | | | | | |
| | | | | CEILING AT ACCIDENT SITE 1500 | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | TEMPERATURE-F 60 |
| | | | | WIND VELOCITY-KNOTS 17 | TYPE OF FLIGHT PLAN IFR | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4380 | 8/31/78 TIME - 1709 | KETCHIKAN, AK | BEECH A36 N17593 DAMAGE-DESTROYED | CR- 1 0 0 PX- 5 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - INTERNATIONAL DEPARTURE POINT INTENDED DESTINATION PRINCE GEORGE, BC KETCHIKAN, AK TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED SKY CONDITION CEILING AT ACCIDENT SITE BROKEN/LOWER SCATTERED 1300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F UNKNOWN/NOT REPORTED 55 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 150 16 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR VFR FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4219 | 9/1/78 TIME - 2130 | FAIRBANKS,AK | CESSNA 177RG N2168Q DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 24, 289 TOTAL HOURS, 32 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PHILLIPS FIELD DEPARTURE POINT INTENDED DESTINATION FAIRBANKS,AK FAIRBANKS,AK TYPE OF ACCIDENT COLLIDED WITH TREES STALL SPIN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RUNWAY LIGHTING AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS HIGH VEGETATION WEATHER - RAIN WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED WIND DIRECTION-DEGREES 160 TYPE OF WEATHER CONDITIONS VFR FIRE AFTER IMPACT REMARKS- LMTD VSBY LDG.REF 2 RED LITES EACH SIDE APCH END,1 ROW WHITE LITES PARALLEL TO RWY.TREES BY RWY. | | | | | | |
| | | | | CEILING AT ACCIDENT SITE 4500 PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS TEMPERATURE-F 57 WIND VELOCITY-KNOTS 7 TYPE OF FLIGHT PLAN NONE | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| 3-3949 | 9/4/78 TIME - 1400 | TWIN LAKES,AK | CESSNA 206 N8497Q DAMAGE-SUBSTANTIAL INTENDED DESTINATION TWIN LAKES,AK | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 2650 TOTAL HOURS, 350 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ANCHORAGE,AK TYPE OF ACCIDENT MISCELLANEOUS | | | PHASE OF OPERATION TAXI OTHER | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF WEATHER CONDITIONS VFR | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED WIND VELOCITY-KNOTS 45 TYPE OF FLIGHT PLAN NONE | |
| REMARKS- A/C FLOAT EQUIPPED.WINDS GUSTING TO 50 KTS.WIND AND WAVES FLIPPED A/C DURING WATER TAXI. | | | | | | |
| 3-4383 | 9/13/78 TIME - 1130 | NR.WHITTIER,AK | DEHAVILLAND DHC-2 N37741 DAMAGE-SUBSTANTIAL INTENDED DESTINATION WHITTIER,AK | CR- 1 0 0 PX- 5 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 26, 3125 TOTAL HOURS, 106 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT ANCHORAGE,AK TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | PHASE OF OPERATION UNKNOWN/NOT REPORTED | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) WEATHER - SUDDEN WINDSHIFT WEATHER - DOWNDRAFT,UPDRAFTS MISCELLANEOUS ACTS,CONDITIONS - FLEW INTO BLIND CANYON MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TEMPERATURE-F 53 TYPE OF FLIGHT PLAN VFR | |
| REMARKS- FLOAT EQUIPPED NO ANT FOR ELT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------------------------------------------------------------|---------|-----------------------------------------------------------------|---------------------------------------------|-----------------------------------------------|--------------------------|-----------------------------------------------------------------------------------|
| 3-4317 | 10/5/78 | NR. ANCHORAGE, AK | CESSNA 180H N8203V DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS HUNTING | PRIVATE, AGE 45, 1000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT RIVER SAND BAR | INTENDED DESTINATION ANCHORAGE, AK | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| | | SKY CONDITION SCATTERED | CEILING AT ACCIDENT SITE 300 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|------------|---------------------------------------------------|------------------------|------------------------------|--------------------------------------------------------------------------------------|
| 3-4357 | 10/13/78 TIME - 1644 | BARROW, AK | DEHAVND CAN DHC-6 N4048B DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 1 0 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 32, 4302 TOTAL HOURS, 892 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - POST/ROGERS MEM'L DEPARTURE POINT INTENDED DESTINATION BARROW, AK BARROW, AK TYPE OF ACCIDENT PHASE OF OPERATION STALL LANDING FINAL APPROACH | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION AIRFRAME - FLIGHT CONTROL SURFACES OTHER MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS | | | | | | |
| FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE FLIGHT TRAINING-PROCEDURES PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY, COMPANY MAINTAINED EQPMT, SERVICES, REGULATION WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 900 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT QUARTERING HEAD WIND 023-067 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 26 270 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 7 VFR TYPE OF FLIGHT PLAN VFR FIRE AFTER IMPACT REMARKS- IMPROPERLY INSTALLED DE-ICE BOOTS ON HORIZONTAL STABILIZER. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------|----------------------|------------------|--------------------------------|-------------------|-------------------------|
| 3-4358 | 10/31/78 | NR.CORDOVA,AK | GRUMMAN G-44A | CR- 1 0 0 | NONCOMMERCIAL | COMMERCIAL, AGE 38, |
| | TIME - UNK/NR | | N444W | PX- 2 0 0 | BUSINESS | UNK/NR TOTAL HOURS, |
| | | | DAMAGE-DESTROYED | | | UNK/NR IN TYPE, INSTRU- |
| | | | | | | MENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | CORDOVA,AK | JUNEAU,AK | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | COLLISION WITH GROUND/WATER | UNCONTROLLED | | IN FLIGHT UNCONTROLLED DESCENT | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - FOG | | | | | |
| | WEATHER - SNOW | | | | | |
| | WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | UNKNOWN/NOT REPORTED | | | UNKNOWN/NOT REPORTED | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | UNKNOWN/NOT REPORTED | | | UNKNOWN/NOT REPORTED | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | |
| | UNKNOWN/NOT REPORTED | | | 36 | | |
| | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | |
| | UNKNOWN/NOT REPORTED | | | VFR | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- RECOVERY DATE-5/21/79. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------|----------|-------------------------------------------------|--------------------------------------------------|-----------------------------------------------|------------------------------|----------------------------------------------------------------------------|
| 3-4413 | 11/25/78 | NR. HYDABURG, AK | DEHAVILLAND DHC-2 N37906 | CR- 1 0 0 PX- 4 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 36, 2632 TOTAL HOURS, 990 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT KETCHIKAN, AK | INTENDED DESTINATION HYDABURG, AK | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION UNKNOWN/NOT REPORTED | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN OTHER | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- FLOAT EQUIPPED. COMPANY FLT PLAN. WITNESS STATED CEILING LOW & CLOSING DOWN IN AREA. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------|--------------------------------------------------------------|------------------------|----------------------------|-------------------------------------------------------------------------|
| 3-4454 | 12/4/78 TIME - 1450 | ANCHORAGE, AK | LEAR JET 25C N77RS DAMAGE-DESTROYED | CR- 2 0 0 PX- 3 2 0 | NONCOMMERCIAL CORP/EXEC | PRIVATE, AGE 45, 7000 TOTAL HOURS, 650 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - ANCHORAGE INTL | | | | | | |
| DEPARTURE POINT JUNEAU, AK | | | INTENDED DESTINATION ANCHORAGE, AK | | | |
| TYPE OF ACCIDENT STALL | | | PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | | |
| SKY CONDITION BROKEN/LOWER SCATTERED | | | CEILING AT ACCIDENT SITE 23000 | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES | | | |
| TEMPERATURE-F 34 | | | WIND DIRECTION-DEGREES 160 | | | |
| WIND VELOCITY-KNOTS 14 | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN IFR | | | | | | |
| REMARKS- RWY PEAK GUSTS 31K. SUSPECTED LIGHT ICE ACCUMULATION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------|----------------------|------------------|--------------------------------|--------------------------|--------------------------|
| 3-0987 | 3/11/78 | NR. MORMON LAKE, AZ | PIPER PA-28 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 56, 273 |
| | TIME - 0925 | | N9028W | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 19 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | PRESCOTT, AZ | DALHART, TX | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | IN FLIGHT | NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - SNOW | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | OBSCURATION | | | UNKNOWN/NOT REPORTED | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | UNKNOWN/NOT REPORTED | | | SNOW | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | |
| | FOG | | | 34 | | |
| | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | |
| | 190 | | | 8 | | |
| | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | |
| | IFR | | | VFR | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------|---------------------------------------------------------------------------------------|------------------------|-------------------------------------------|---------------------------------------------------------------------------|
| 3-1774 | 3/12/78 TIME - 1912 | NR.BENSON,AZ | CESSNA 182P N6955M DAMAGE-DESTROYED INTENDED DESTINATION FORT HUACHUCA,AZ | CR- 2 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 113 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT TUCSON,AZ | | | | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) COPILOT - EXERCISED POOR JUDGMENT WEATHER - LOW CEILING WEATHER - RAIN WEATHER - SNOW | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 100 | | | |
| VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE RAIN, SNOW | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN VFR | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- COPILOT HAD BEEN INSTRUCTOR PILOT FOR PIC. | | | | | | |
| 3-2651 | 7/4/78 TIME - 0730 | NR.GRAND CANYON,AZ | CESSNA 195 N9809A DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 1986 TOTAL HOURS, 446 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - NORTH RIM STRIP | | | | | | |
| DEPARTURE POINT GRAND CANYON,AZ | | | INTENDED DESTINATION SCOTTSDALE,AZ | | | |
| TYPE OF ACCIDENT STALL | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| SKY CONDITION CLEAR | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TEMPERATURE-F 50 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- ACFT OBSERVED TO MAKE STEEP TURN AFT TKOF. D/A 10700FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------|------------------------|-----------------------------|-------------------------------------------|------------------------|-------------------------------------------|---------------------------------------------------------------------------------------|
| 3-2082 | 7/21/78 TIME - 1838 | NR. FLAGSTAFF, AZ | MIDGET MUSTNG N6KW DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 45, 15500 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FLAGSTAFF | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | FLAGSTAFF, AZ | LOCAL | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | STALL | | | IN FLIGHT ACROBATICS | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| PILOT IN COMMAND - MISJUDGED CLEARANCE | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| SCATTERED | | | UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 5 OR OVER (UNLIMITED) | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| NONE | | | 80 | | | |
| WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | | |
| 180 | | | 8 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| VFR | | | NONE | | | |
| REMARKS- DENSITY ALTITUDE 9800FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------|-------------------------|----------------------|----------------------------------------|--------------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-3115 | 10/20/78 TIME - 1205 | WILLIAMS, AZ | BEECH 35 N2734V DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 46, 974 TOTAL HOURS, 622 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WILLIAMS MUNI | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| ALBUQUERQUE, NM | | LAS VEGAS, NM | | | | |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | |
| STALL SPIRAL | | | | TAKEOFF INITIAL CLIMB | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - PREMATURE LIFT-OFF | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - FAILED TO USE ALL AVAILABLE RUNWAY | | | | | | |
| WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OVERCAST | | | | 1500 | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 5 OR OVER(UNLIMITED) | | | | NONE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | |
| NONE | | | | 53 | | |
| WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | | |
| 190 | | | | 10 | | |
| TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | | |
| VFR | | | | VFR | | |
| REMARKS- 346LBS OVER MAX WT, 2.1 INCHES AFT CG LIMITS, DA 7500FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------|-----------------------|----------------------|---------------------|--------------------------------|----------------------------------------------------|
| 3-4038 | 12/1/78 | NR. PEACH SPRINGS, AZ | PIPER PA-28 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 42, 164 |
| | TIME - 1838 | | N15899 | PX- 2 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 162 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-DESTROYED | | | |
| | PHOENIX, AZ | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | LAS VEGAS, NV | | | |
| | STALL | | | | PHASE OF OPERATION | |
| | | | | | IN FLIGHT EMERGENCY DESCENT | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - RAIN | | | | | |
| | WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | |
| | WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OVERCAST | | | | 500 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 1/2 MILE OR LESS | | | | FREEZING RAIN, SNOW | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | NONE | | | | 30 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | VFR | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------|-------------------------|---------------------------------------------------------------|------------------------------------------------|------------------------|-------------------------------------------|-------------------------------------------------------------------------|
| 3-3984 | 12/29/78 TIME - 1851 | FLAGSTAFF, AZ | BEECH 95-55 N6118V DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 2659 TOTAL HOURS, 857 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - FLAGSTAFF DEPARTURE POINT PHOENIX, AZ | INTENDED DESTINATION FLAGSTAFF, AZ | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER - SNOW | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OBSCURATION | CEILING AT ACCIDENT SITE 900 | | | |
| | | VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | PRECIPITATION AT ACCIDENT SITE SNOW SHOWERS | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 31 | | | |
| | | WIND DIRECTION-DEGREES 210 | WIND VELOCITY-KNOTS 4 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN IFR | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------|----------------------|------------------|--------------------------------|--------------------------|---------------------------|
| 3-0539 | 3/11/78 | NR.HIWASSE,AR | PIPER PA-28 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 22, 65 TOTAL |
| | TIME - 2000 | | N4513X | PX- 3 0 0 | PLEASURE/PERSONAL TRANSP | HOURS, 28 IN TYPE, NOT |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | HOT SPRINGS,AR | MIAMI,OK | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | COLLIDED WITH TREES | | | IN FLIGHT | NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE | | | | | |
| | FACTOR(S) | | | | | |
| | TERRAIN - HIGH OBSTRUCTIONS | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | OVERCAST | | | 1100 | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | 5 OR OVER(UNLIMITED) | | | NONE | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | |
| | NONE | | | 39 | | |
| | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | |
| | 310 | | | 15 | | |
| | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | |
| | IFR | | | NONE | | |
| | REMARKS- RECOVERY DATE 3/17/78. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------|-----------------------|------------------------------------------------|------------------------------------------------------|--------------------------------------------------|---------------------------|-------------------------------------------------------------------------|
| 3-1789 | 6/7/78 TIME - 1152 | NR.MT.IDA,AR | CESSNA 210L N732HY DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 42, 741 TOTAL HOURS, 5 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT TULSA,OK | INTENDED DESTINATION HOT SPRINGS,AR | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| PERSONNEL - WEATHER PERSONNEL INCORRECT WEATHER FORECAST | | | | | | |
| WEATHER - THUNDERSTORM ACTIVITY | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST | | | | | | |
| SKY CONDITION OVERCAST | | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | PRECIPITATION AT ACCIDENT SITE THUNDERSTORM | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | TEMPERATURE-F 80 | | |
| WIND DIRECTION-DEGREES 210 | | | | WIND VELOCITY-KNOTS 8 | | |
| TYPE OF WEATHER CONDITIONS IFR | | | | TYPE OF FLIGHT PLAN IFR | | |
| REMARKS- PLT CANCELLED IFR,STATED HE WOULD COME IN UNDER THE CLOUDS VFR.GENERAL DISINTEGRATION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3933 | 12/15/78 TIME - 2252 | TEXARKANA, AR | PIPER PA-28 N6902J DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 107 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WEBB FIELD DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP COLORADO CITY, TX MEMPHIS, TN TEXARKANA, AR TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT OTHER COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL WEATHER - LOW CEILING WEATHER - FOG MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 47 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM IFR TYPE OF FLIGHT PLAN NONE REMARKS- PLT WORKED NORMAL DAY SHIFT, FLEW TO PICK UP ACFT, FLEW 3/4HR PICK UP FAMILY BFR FLYING 4 1/2HR FLT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4172 | 12/18/78 TIME - 1900 | FERNDAL, AR | CESSNA 140A N777RN DAMAGE-DESTROYED INTENDED DESTINATION BOULDER, CO | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 19, 396 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT LITTLE ROCK, AR TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 210 TYPE OF WEATHER CONDITIONS IFR REMARKS- SHIPPING SCREW NOT REMOVED FROM ELT PREVENTED ACTIVATION. | | | | | | |
| | | | | CEILING AT ACCIDENT SITE 1000 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 52 WIND VELOCITY-KNOTS 7 TYPE OF FLIGHT PLAN NONE | | |
| 3-0384 | 1/2/78 TIME - 1617 | NR.MOJAVE, CA | BEECH C-23 N9723L DAMAGE-DESTROYED INTENDED DESTINATION SANTA BARBARA, CA | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 150 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT MAMMOUTH, CA TYPE OF ACCIDENT STALL SPIN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 100 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| | | | | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 52 WIND VELOCITY-KNOTS 4 TYPE OF FLIGHT PLAN NONE | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------------------------------------------|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------------------|
| 3-0480 | 1/4/78 TIME - 0951 | NR.DEVORE,CA | PIPER PA-22 N1511P DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 29, 1550 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ONTARIO,CA | INTENDED DESTINATION CHICO,CA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION 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 - LOW CEILING WEATHER - RAIN | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION BROKEN/LOWER SCATTERED VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED WIND DIRECTION-DEGREES 150 TYPE OF WEATHER CONDITIONS IFR | | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE RAIN, RAIN SHOWERS TEMPERATURE-F 57 WIND VELOCITY-KNOTS 4 TYPE OF FLIGHT PLAN VFR | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-1665 | 1/10/78 TIME - 2045 | BISHOP,CA | CESSNA T210L N30053 DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 1 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 50, 6500 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BISHOP DEPARTURE POINT BISHOP,CA INTENDED DESTINATION SAN DIEGO,CA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION IN FLIGHT OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS GROUND FOG IFR TYPE OF FLIGHT PLAN VFR FIRE AFTER IMPACT REMARKS- FOG IN FORCAST,DEPT END OF RWY CLEAR,PLT ATTMPTD RETURN TO A/P,IMPACTED GROUND BELOW RWY ELEVATION | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------|-------------------|----------------------|---------------------|--------------------------------|----------------------------------------------------|
| 3-1474 | 1/16/78 | NR. KERNVILLE, CA | PIPER PA-32 | CR- 0 1 0 | NONCOMMERCIAL | PRIVATE, AGE 43, 965 |
| | TIME - 0910 | | N3350W | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-DESTROYED | | | |
| | INYOKERN, CA | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | FRESNO, CA | | | |
| | COLLIDED WITH TREES | | | | PHASE OF OPERATION | |
| | | | | | IN FLIGHT NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OVERCAST | | | | 200 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 1/4 MILE OR LESS | | | | RAIN, SNOW | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | WIND DIRECTION-DEGREES | |
| | NONE | | | | 229 | |
| | WIND VELOCITY-KNOTS | | | | TYPE OF WEATHER CONDITIONS | |
| | 34 | | | | IFR | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | VFR | | | | | |
| | REMARKS- RECOVERY DATE 1/18/78. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-0081 | 1/29/78 TIME - 1102 | TURLOCK, CA | CESSNA 182 N5472B DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 44, 375 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TURLOCK MUNI DEPARTURE POINT INTENDED DESTINATION TURLOCK, CA SALT LAKE CITY, UT TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 100 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE--F FOG 43 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM IFR TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------------------|------------------------------------------------------------------------------------|-----------------------------------------------|-------------------------------------------|--------------------------------------------------------------------------------|
| 3-1001 | 2/6/78 TIME - 0547 | NR.ROWLAND HEIGHTS,CA | PIPER PA-24 N6390P DAMAGE-DESTROYED INTENDED DESTINATION TORRANCE,CA | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 55, 1610 TOTAL HOURS, 747 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT BERMUDA DUNES,CA | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION BROKEN | | CEILING AT ACCIDENT SITE 900 | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE RAIN | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TEMPERATURE-F 58 | | |
| | | WIND DIRECTION-DEGREES 130 | | WIND VELOCITY-KNOTS 8 | | |
| | | TYPE OF WEATHER CONDITIONS IFR | | TYPE OF FLIGHT PLAN NONE | | |
| REMARKS- HIT HILL 1100FT MSL. | | | | | | |
| 3-1002 | 2/12/78 TIME - 1715 | NR.GLEN IVY,CA | PIPER PA-30 N7558Y DAMAGE-DESTROYED INTENDED DESTINATION LONG BEACH,CA | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 49, 2408 TOTAL HOURS, 1062 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT GOODYEAR,AZ | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE 2000 | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE RAIN | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | TEMPERATURE-F 52 | | |
| | | WIND DIRECTION-DEGREES 260 | | WIND VELOCITY-KNOTS 5 | | |
| | | TYPE OF WEATHER CONDITIONS IFR | | TYPE OF FLIGHT PLAN VFR | | |
| REMARKS- HIT MTN 5300FT MSL.RECOVERY DATE 2/15/78. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-0338 | 2/12/78 | NR.VACAVILLE,CA | CESSNA 150 N6539T DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 55, 32 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 1054 | DEPARTURE POINT CHICO,CA | INTENDED DESTINATION LIVERMORE,CA | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | |
| | | FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG | | | | |
| | | SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE ZERO OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT | | | CEILING AT ACCIDENT SITE 1200 PRECIPITATION AT ACCIDENT SITE RAIN TYPE OF WEATHER CONDITIONS IFR | |
| 3-1824 | 2/12/78 | NR.FONTANA,CA | GRUM AMER AA-5A N9842U DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 2 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 17, 111 TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 1530 | DEPARTURE POINT EL MONTE,CA | INTENDED DESTINATION EL MONTE,CA | | LAST ENROUTE STOP APPLE VALLEY,CA | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | |
| | | FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL WEATHER - LOW CEILING WEATHER - RAIN WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | |
| | | SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN NONE | | | CEILING AT ACCIDENT SITE 0 PRECIPITATION AT ACCIDENT SITE RAIN, SNOW TYPE OF WEATHER CONDITIONS IFR | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------|------------------------|-----------------------------|--------------------------------------------|--------------------------------|---------------------------|------------------------------------------------------------------------|
| 3-0880 | 2/22/78 TIME - 0608 | BAKERSFIELD, CA | CESSNA T2101 N59313 DAMAGE-DESTROYED | CR- 1 0 0 PX- 5 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 38, 656 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - AIR PARK | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | BAKERSFIELD, CA | TONOPAH, NV | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLISION WITH GROUND/WATER | UNCONTROLLED | IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OBSCURATION | | | | 0 | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| ZERO | | | | NONE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | |
| FOG | | | | 50 | | |
| WIND VELOCITY-KNOTS | | | | TYPE OF WEATHER CONDITIONS | | |
| CALM | | | | IFR | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------------------------------------|------------------------|--------------------------------------------------------|--------------------------------------------------------------------------------------------|
| 3-1512 | 2/26/78 TIME - 1802 | NR.SANTA SUSANA,CA | PIPER PA-28 N4467J DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 39. 137 TOTAL HOURS, 42 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT GROVER CITY,CA | INTENDED DESTINATION VAN NUYS,CA | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - OBSTRUCTIONS TO VISION WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION OVERCAST | | | | CEILING AT ACCIDENT SITE 200 | |
| | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | | | | TYPE OF WEATHER CONDITIONS IFR | |
| | TYPE OF FLIGHT PLAN NONE | | | | | |
| | REMARKS- 3HRS TOTAL NIGHT TIME.BULB IN MAG COMPASS MISSING,FLASHLIGHT IN GLOVE BOX.HIT MTN 2600FT MSL. | | | | | |
| 3-1161 | 2/28/78 TIME - 1030 | NR.SOLVANG,CA | AERO COMDR 500A N6143X DAMAGE-DESTROYED | CR- 3 0 0 PX- 4 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL.INSTR., AGE 48, 17770 TOTAL HOURS, 2440 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT VISALIA,CA | INTENDED DESTINATION SANTA BARBARA,CA | | | LAST ENROUTE STOP SANTA MARIA,CA | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | PHASE OF OPERATION IN FLIGHT DESCENDING | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION OVERCAST/LOWER SCATTERED | | | | CEILING AT ACCIDENT SITE 1500 | |
| | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE GROUND FOG | | | | TEMPERATURE-F 61 | |
| | WIND DIRECTION-DEGREES 110 | | | | WIND VELOCITY-KNOTS 11 | |
| | TYPE OF WEATHER CONDITIONS IFR | | | | TYPE OF FLIGHT PLAN NONE | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------|-----------------------|-----------------------------------------------------|--------------------------------------------------|------------------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------|
| 3-2066 | 3/3/78 TIME - 1940 | NR.CHILCOOT,CA | CESSNA 411 N3212R DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, 151 TOTAL HOURS, 69 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SAN JOSE,CA | INTENDED DESTINATION TRUCKEE,CA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| | | FIRE AFTER IMPACT | | | | |
| REMARKS- VFR FLIGHT NOT RECOMMENDED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------------------------------------------------------------------------------------|----------------------|------------------|--------------------------------|-------------------|--------------------------|
| 3-0339 | 3/6/78 | NR.EUREKA,CA | CESSNA 150 | CR- 0 1 0 | NONCOMMERCIAL | PRIVATE, AGE 31, 150 |
| | TIME - 1530 | | N8991U | PX- 1 0 0 | AERIAL SURVEY | TOTAL HOURS, 83 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | EUREKA,CA | LOCAL | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | ENGINE FAILURE OR MALFUNCTION | | | IN FLIGHT OTHER | | |
| | STALL | | | IN FLIGHT OTHER | | |
| | 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 | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | |
| | WEATHER BRIEFING - SELF-HELP,PILOT CHECKED WEATHER DATA | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | OVERCAST/LOWER SCATTERED | | | 1700 | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | 5 OR OVER(UNLIMITED) | | | RAIN SHOWERS | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | |
| | NONE | | | 54 | | |
| | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | |
| | 330 | | | 10 | | |
| | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | |
| | VFR | | | NONE | | |
| | REMARKS- MISHAP OCCURRED WHILE OBSERVING & PHOTOGRAPHING WHALES AT LOW ALTITUDE & AIRSPEED. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------|--------------------|----------------------|---------------------|--------------------------------|----------------------------------------------------|
| 3-0656 | 3/12/78 | NR.FRAZIER PARK,CA | PIPER PA-28 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 49, 340 |
| | TIME - 1125 | | N6594W | PX- 1 1 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-DESTROYED | | | |
| | OXNARD,CA | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | BAKERSFIELD,CA | | | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | | PHASE OF OPERATION | |
| | | | | | IN FLIGHT NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE | | | | | |
| | WEATHER - SNOW | | | | | |
| | WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OVERCAST | | | | UNKNOWN/NOT REPORTED | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | UNKNOWN/NOT REPORTED | | | | SNOW | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | FOG | | | | 18 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | NONE | |
| | FIRE AFTER IMPACT | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------|------------------------|--------------------------------------------------------------|--------------------------------------------------------------------------------------|------------------------|---------------------------|----------------------------------------------------------------------------|
| 3-0456 | 3/21/78 TIME - 1100 | RED BLUFF, CA | GRUMMAN AA-5A N9740U DAMAGE-DESTROYED INTENDED DESTINATION RED BLUFF, CA | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 62, 300 TOTAL HOURS, 224 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT STOCKTON, CA | | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OBSCURATION | | | 500 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 2 MILES OR LESS | | | RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| FOG | | | 61 | | | |
| WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | | |
| 160 | | | 8 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| IFR | | | NONE | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------|----------------------|------------------|---------------------|--------------------------------|--------------------------|
| 3-0991 | 3/22/78 | NR. RIVERSIDE, CA | CESSNA T207A | CR- 1 0 0 | COMMERCIAL | COMMERCIAL, AGE 63, 6300 |
| | TIME - 2042 | | N7354U | PX- 5 0 0 | AIR TAXI-PASSG | TOTAL HOURS. 30 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | SANTA ANA, CA | LAKE HAVASU CITY, AZ | | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | | IN FLIGHT NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | |
| | FACTOR(S) | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - FOG | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | BROKEN | | | | 1200 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER (UNLIMITED) | | | | DRIZZLE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | FOG | | | | 54 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 40 | | | | 2 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | OTHER | |
| | REMARKS- VFR FLT PLAN FILED BUT NOT OPENED. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------|-------------------------------------------|--------------------------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------------------|
| 3-1777 | 3/30/78 TIME - 1545 | BEAR VALY SPRG,CA | BEECH 95-B55 N718X DAMAGE-DESTROYED | CR- 2 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 48, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT BAKERSFIELD,CA | INTENDED DESTINATION LAS VEGAS,NV | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| TYPE OF ACCIDENT STALL SPIN | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST | | | | CEILING AT ACCIDENT SITE 500 | | |
| VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS, SNOW SHOWERS | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | TYPE OF WEATHER CONDITIONS IFR | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- ACFT OBSERVED DESCENDING FROM CLOUDS IN A FLAT SPIN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------------------|-------------------------------------------|--------------------------------------------------|---------------------------|-----------------------------------------------------------------------------------------|
| 3-2657 | 4/15/78 TIME - 1243 | NR.CHATSWORTH,CA | CESSNA 152 N24257 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, FL.INSTR., AGE 28, 1029 TOTAL HOURS, 57 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT SANTA MONICA,CA | INTENDED DESTINATION VAN NUYS,CA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OBSCURATION | | CEILING AT ACCIDENT SITE 0 | | |
| | | VISIBILITY AT ACCIDENT SITE ZERO | | PRECIPITATION AT ACCIDENT SITE RAIN | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | TEMPERATURE-F 54 | | |
| | | WIND DIRECTION-DEGREES 160 | | WIND VELOCITY-KNOTS. 12 | | |
| | | TYPE OF WEATHER CONDITIONS IFR | | TYPE OF FLIGHT PLAN IFR | | |
| REMARKS- PLT HAD FLOWN ACFT ONE TIME-DAY VFR.THIS ACFT HAD NEW NAV/COM RADIO,SQUELCH & VOL CNTLS REVERSED. | | | | | | |
| 3-3925 | 4/15/78 TIME - 1514 | NR.TRABUCO CANYON,CA | PIPER PA-23 N5641Y DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | AIRLINE TRANSPORT, AGE 58, 21217 TOTAL HOURS, 800 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT SANTA MONICA,CA | INTENDED DESTINATION PHOENIX,AZ | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - RAIN TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | PRECIPITATION AT ACCIDENT SITE RAIN | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TYPE OF WEATHER CONDITIONS IFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- NEAREST WEATHER STATION REPORTED 600 FT OVERCAST AND 1 MILE VISIBILITY IN HEAVY RAIN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------|------------------|----------------------|---------------------|--------------------------------|-------------------------|
| 3-1764 | 4/20/78 | NR.LAKE TAHOE,CA | CESSNA 310R | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 39, 500 |
| | TIME - 1033 | | N3502G | PX- 3 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, UNK/NR IN |
| | | | DAMAGE-DESTROYED | | | TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | MODESTO,CA | | SALT LAKE CITY,UT | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLISION WITH GROUND/WATER | UNCONTROLLED | | | IN FLIGHT UNCONTROLLED DESCENT | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OBSCURATION | | | | 0 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | ZERO | | | | SNOW | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | BLOWING SNOW | | | | 29 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 180 | | | | 20 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | IFR | |
| | REMARKS- PLT STATED HE WAS PICKING UP RIME ICE | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------|------------------------------------------------------------------------------|------------------------|----------------------------|------------------------------------------------------------------------------|
| 3-1778 | 4/25/78 TIME - 1616 | RAMOMA, CA | BEECH 76 N176LD DAMAGE-DESTROYED INTENDED DESTINATION RAMONA, CA | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 54, 17660 TOTAL HOURS, 64 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT LONG BEACH, CA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE ZERO OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS IFR FIRE AFTER IMPACT CEILING AT ACCIDENT SITE 1000 PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS TEMPERATURE-F 70 TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-0972 | 4/28/78 TIME - 0815 | NR. ALTURAS, CA | PIPER PA-28R N9653C DAMAGE-DESTROYED INTENDED DESTINATION RETURN | CR- 1 0 0 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 47, 60 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT RENO, NV TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT LAST ENROUTE STOP WINNEMUCCA, NV PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT FACTOR(S) WEATHER - SQUALL LINE MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT REMARKS- WINGS, HORIZ STAB SEPARATED. CEILING AT ACCIDENT SITE 6000 PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM TYPE OF WEATHER CONDITIONS VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------|---------|-----------------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------------------------|-------------------------------------------|-------------------------------------------------------------------------------------|
| 3-0978 | 4/29/78 | NR.INDEPENDENCE,CA | BEECH C23 N9147S DAMAGE-SUBSTANTIAL INTENDED DESTINATION FURNACE CREEK,CA | CR- 0 1 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 54, 72 TOTAL HOURS, 38 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SAN JOSE,CA | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT STALL MUSH | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION SCATTERED | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TYPE OF WEATHER CONDITIONS VFR | | |
| | | TYPE OF FLIGHT PLAN VFR | | | | |
| 3-2435 | 5/1/78 | PALMDALE,CA | BEECH S35 N5851S DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 66, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT BAKERSFIELD,CA | INTENDED DESTINATION PARKER,AZ | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE | IN FLIGHT | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - OTHER | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION BROKEN | | CEILING AT ACCIDENT SITE 8000 | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | TYPE OF WEATHER CONDITIONS VFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- ACFT OBSERVED BELOW BASE OF CLOUDS SPINNING WITH LEFT WING & TAIL SURFACES MISSING. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------------------|-------------------------------------------|--------------------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------------|
| 3-1776 | 5/16/78 TIME - 0018 | WEBER PEAK,CA | CESSNA 182Q N735FR DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 297 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT RENO,NV | INTENDED DESTINATION SACRAMENTO,CA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| | | SKY CONDITION BROKEN | | CEILING AT ACCIDENT SITE 5000 | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TEMPERATURE-F 58 | | |
| | | WIND DIRECTION-DEGREES 180 | | WIND VELOCITY-KNOTS 27 | | |
| | | TYPE OF WEATHER CONDITIONS IFR | | TYPE OF FLIGHT PLAN NONE | | |
| REMARKS- MOUNTAIN TOPS OBSCURED. | | | | | | |
| 3-3093 | 5/21/78 TIME - 0915 | NR.SANTA BARBARA,CA | CESSNA 337D N86100 DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | PRIVATE, AGE 37, 583 TOTAL HOURS, 83 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT SANTA MONICA,CA | INTENDED DESTINATION SANTA BARBARA,CA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION LANDING INITIAL APPROACH | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION MISCELLANEOUS ACTS,CONDITIONS - INSTRUMENTS-MISREAD OR FAILED TO READ | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE 900 | | |
| | | VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS | | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | TEMPERATURE-F 58 | | |
| | | WIND DIRECTION-DEGREES 50 | | WIND VELOCITY-KNOTS 5 | | |
| | | TYPE OF WEATHER CONDITIONS IFR | | TYPE OF FLIGHT PLAN IFR | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------|----------------------|------------------|--------------------------------|--------------------------|--------------------------|
| 3-1555 | 5/22/78 | NR,UPLAND,CA | PIPER PA-18 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 28, 254 |
| | TIME - UNK/NR | | N1256A | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 15 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - CABLE | | | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | LAST ENROUTE STOP | | |
| | MESA,AZ | UPLAND,CA | | CHIRIACO SUMMIT,CA | | |
| | TYPE OF ACCIDENT | | | PHASE 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) | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | |
| | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | |
| | MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | OVERCAST | | | 1800 | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | 2 MILES OR LESS | | | NONE | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | |
| | FOG | | | 61 | | |
| | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | |
| | 170 | | | 5 | | |
| | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | |
| | IFR | | | NONE | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- HIT MTN 2900FT MSL.RECOVERY DATE 4/15/79. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-1759 | 6/24/78 TIME - 1137 | S LAKE TAHOE, CA | CESSNA 182P N8257M DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 58, 901 TOTAL HOURS, 64 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - LAKE TAHOE DEPARTURE POINT S LAKE TAHOE, CA TYPE OF ACCIDENT STALL INTENDED DESTINATION LIVERMORE, CA PHASE OF OPERATION TAKOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED WEATHER - DOWNDRAFT, UPDRAFTS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 220 TYPE OF WEATHER CONDITIONS VFR FIRE AFTER IMPACT REMARKS- WIND GUSTS TO 35K. CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 59 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN VFR | | | | | | |
| 3-2820 | 7/2/78 TIME - 2205 | NR. RED BLUFF, CA | CESSNA 182A N3873D DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 135 TOTAL HOURS, 55 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT SOUTH LAKE TAHOE, CA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED INTENDED DESTINATION REDDING, CA PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 350 TYPE OF WEATHER CONDITIONS IFR CEILING AT ACCIDENT SITE 5000 PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS, THUNDERSTORM TEMPERATURE-F 67 WIND VELOCITY-KNOTS 8 TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-1469 | 7/23/78 TIME - 2146 | PETALUMA,CA | PIPER PA-28 N2831M DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 90 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SKY RANCH DEPARTURE POINT STOCKTON,CA INTENDED DESTINATION PETALUMA,CA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PHASE OF OPERATION 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 - LOW CEILING WEATHER - FOG SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF WEATHER CONDITIONS IFR CEILING AT ACCIDENT SITE 400 PRECIPITATION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-2085 | 7/31/78 TIME - 1555 | NR.BIG BEAR,CA | CESSNA 172N N711RH DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 35, 562 TOTAL HOURS, 172 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT TORRANCE,CA INTENDED DESTINATION BIG BEAR,CA TYPE OF ACCIDENT STALL MUSH PHASE OF OPERATION IN FLIGHT OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - FLEW INTO BLIND CANYON WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS VFR REMARKS- ACCIDENT SITE 9350FT MSL.DENS ALT 12500FT. CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 80 TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-2627 | 8/21/78 TIME - 0145 | EUREKA, CA | CESSNA 1820 N759LZ DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 760 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MURRAY DEPARTURE POINT INTENDED DESTINATION FULLERTON, CA EUREKA, CA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST : 400 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN VFR FIRE AFTER IMPACT REMARKS- VFR FLT NOT RECOMMENDED BY FSS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3756 | 8/29/78 TIME - 0520 | LAVERNE, CA | PIPER PA-32 N3708M DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 25, 140 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BRACKETT FIELD DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP LAVERNE, CA PHOENIX, AZ LAS VEGAS, NV TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 63 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 350 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE FIRE AFTER IMPACT | | | | | | |
| 3-2726 | 9/4/78 TIME - 1530 | NR.FORT ROSS, CA | PIPER PA-28 N55002 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 123 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE 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 - LOW CEILING WEATHER - FOG MISCELLANEDUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------|-----------------------|------------------------------------------------|---------------------------------------------------------------------------------|----------------------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-4453 | 9/4/78 TIME - 2145 | AUBURN, CA | PIPER PA-28R N9530K DAMAGE-DESTROYED INTENDED DESTINATION CHICO, CA | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 41, 428 TOTAL HOURS, 328 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT AUBURN, CA | | PHASE OF OPERATION IN FLIGHT OTHER | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - THUNDERSTORM ACTIVITY | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | | PRECIPITATION AT ACCIDENT SITE RAIN | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | TEMPERATURE-F 65 | | |
| | | TYPE OF WEATHER CONDITIONS IFR | | TYPE OF FLIGHT PLAN NONE | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------------------------------------|-----------------------|------------------------------------------------|-----------------------------------------------|------------------------|-------------------------------------------|--------------------------------------------------------------------------------------|
| 3-4452 | 9/6/78 TIME - 1830 | NR.MARIPOSA,CA | PIPER PA-24 N6576P DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 41, 1269 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT PORTERVILLE,CA | INTENDED DESTINATION RENO,NV | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| AIRFRAME - FLIGHT CONTROL SURFACES AILERON SURFACES,ATTACHMENTS | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - LACK OF LUHRICATION-SPECIFIC PART,NOT SYSTEM | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - MISSING | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | | | |
| WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| UNKNOWN/NOT REPORTED | | | UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 4 MILES OR LESS | | | RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TYPE OF WEATHER CONDITIONS | | | |
| UNKNOWN/NOT REPORTED | | | IFR | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| VFR | | | | | | |
| REMARKS- VFR FLT NOT RCMD.BALLS MISSING FM BOTH AILERON BRG ASSEMBLIES.LEFT AILERON SEPARATED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|----------------|---------------------------|------------------------|---------------------------|---------------------------------------------------------------------------|
| 3-3168 | 9/16/78 | BEAR VALLEY,CA | GRUM AMER AA-1C N9812U | CR- 1 0 0 PX- 1 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 24, 43 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BEAR VALLEY DEPARTURE POINT INTENDED DESTINATION COLUMBIA,CA BEAR VALLEY,CA TYPE OF ACCIDENT COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN NONE REMARKS- DA APRX 9600FT. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 75 TYPE OF WEATHER CONDITIONS VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3517 | 9/24/78 TIME - 2113 | NR.SANTA BARBARA,CA | CESSNA 182M N71182 DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 56, 250 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SANTA BARBARA DEPARTURE POINT INTENDED DESTINATION APPLE VALLEY,CA SANTA BARBARA,CA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) WEATHER - WIND SHEAR WEATHER - TURBULENCE IN FLIGHT,CLEAR AIR MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 20 TYPE OF WEATHER CONDITIONS VFR REMARKS- ACFT NOT RECOVERED.INJURY INDEX PRESUMED. | | | | | | |
| PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 97 WIND VELOCITY-KNOTS 6 TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|------------------|---------------------------------------------|------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-3445 | 10/14/78 TIME - 1616 | YUCCA VALLEY, CA | ROCKWELL 112A N1396J DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 300 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - YUCCA VALLEY DEPARTURE POINT INTENDED DESTINATION FALLBROOK, CA FALLBROOK, CA 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. PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND | | | | | | |
| FACTOR(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM SPARK PLUG WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND WEATHER BRIEFING - 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 89 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 60 8 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE FIRE AFTER IMPACT REMARKS- 215 LBS OVER GROSS. SPARK PLUGS EXCESSIVELY WORN. DA APPROX 5800FT. CG 18IN AFT OF MAX. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------|--------------------------------------------|-------------------------------------------------|----------------------------------------------|-----------------------------------------------|------------------------|-------------------------------------------------------------------------------------|
| 3-4209 | 10/20/78 NR.GREEN VLY LK.CA TIME - 1010 | | PIPER PA32RT N36792 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL OTHER | PRIVATE, AGE 43, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT UNKNOWN/NOT REPORTED | INTENDED DESTINATION UNKNOWN/NOT REPORTED | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - WIND SHEAR | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| BROKEN/LOWER SCATTERED | | | | 7000 | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 4 MILES OR LESS | | | | RAIN | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | |
| HAZE | | | | 65 | | |
| TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | | |
| IFR | | | | NONE | | |
| REMARKS- STOLEN ACFT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--------------------------------------------------------------------------------------------|----------------------|---------------------|----------------------------------|---------------------------|
| 3-3171 | 10/29/78 | NR.GROVELAND,CA | CESSNA T210G | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 63, 220 |
| | TIME - 0015 | | N210CC | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, ALL IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - PINE MOUNTAIN LK | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | AUBURN,CA | GROVELAND,CA | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLISION WITH GROUND/WATER | CONTROLLED | | LANDING TRAFFIC PATTERN-CIRCLING | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - OBSTRUCTIONS TO VISION | | | | |
| | | 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 | | | TEMPERATURE-F | |
| | | SMOKE | | | 54 | |
| | | WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | |
| | | CALM | | | VFR | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | NONE | | | | |
| | | FIRE AFTER IMPACT | | | | |
| | | REMARKS- CRASHED NEAR EDGE OF LARGE CANYON ON DARK NIGHT WITH NO MOON,LIGHT SMOKE IN AREA. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------|--------------------------------------|------------------------------------------------|------------------------------------------------------|--------------------------------|-------------------------------------------|----------------------------------------------------------------------------------|
| 3-3928 | 10/30/78 NR.MOJAVE,CA TIME - 1236 | | PIPER PA-32 N400EW DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 59, 700 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT PORTERVILLE,CA | INTENDED DESTINATION KINGMAN,AZ | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | | | |
| WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | | |
| WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE | | | | | | |
| WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| BROKEN/LOWER SCATTERED | | | | 3500 | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 5 OR OVER(UNLIMITED) | | | | UNKNOWN/NOT REPORTED | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | |
| UNKNOWN/NOT REPORTED | | | | 59 | | |
| WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | | |
| 220 | | | | 14 | | |
| TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | | |
| VFR | | | | NONE | | |
| REMARKS- GENERAL DISINTEGRATION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------|------------------------------------------------------|---------------------------------------------------------------------------|
| 3-3927 | 11/12/78 | NR. KERNVILLE, CA | GRUM AMER AAI-G N9584U | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 22, 105 TOTAL HOURS, 17 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT VAN NUYS, CA | DAMAGE-DESTROYED INTENDED DESTINATION VAN NUYS, CA | | LAST ENROUTE STOP KERNVILLE, CA | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| | | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | |
| | | FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE WEATHER - LOW CEILING WEATHER - RAIN WEATHER - SNOW WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | |
| | | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | |
| | | SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 2500 | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | PRECIPITATION AT ACCIDENT SITE RAIN, SNOW | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | | | TEMPERATURE-F 32 | |
| | | WIND DIRECTION-DEGREES 290 | | | WIND VELOCITY-KNOTS 13 | |
| | | TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN NONE | |
| | | REMARKS- ACFT DECENDED VERTICALLY THROUGH TREES IN A FLAT UPRIGHT ATTITUDE WHILE ROTATING. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------------------------------------------------------------------------------|----------------------|------------------|--------------------------------|-------------------|---------------------------|
| 3-4212 | 12/5/78 | NR.CUYAMACA,CA | CESSNA 172G | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 54, 759 |
| | TIME - 1115 | | N5979R | PX- 0 0 0 | BUSINESS | TOTAL HOURS, 726 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | SAN DIEGO,CA | LAS VEGAS,NV | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | IN FLIGHT | NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) | | | | | |
| | POWERPLANT - ENGINE ACCESSORIES | VACUUM PUMPS | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - ERRATIC | | | | | |
| | WEATHER - DOWNDRAFT,UPDRAFTS | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER BRIEFING - RECIEVED RECORDED BRIEFING BY TELEPHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | BROKEN | | | 2300 | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | 5 OR OVER(UNLIMITED) | | | NONE | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | |
| | NONE | | | 59 | | |
| | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | |
| | 180 | | | 11 | | |
| | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | |
| | IFR | | | NONE | | |
| | REMARKS- SCT TO BKN CLOUDS AND MOD TO SEVERE TURB BELOW 20000FT,ESP OVR MTNS,FORECAST IN AREA. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------|----------|-----------------------------------------|-----------------------------------------------|------------------------|-------------------------------------------|--------------------------------------------------------------------------------------|
| 3-4089 | 12/23/78 | NR.SAN RAFAEL,CA TIME - 1720 | BELLANCA 17-31 N9555E DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 56, 1982 TOTAL HOURS, 850 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT SAN FRANCISCO,CA | INTENDED DESTINATION NOVATO,CA | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER - OBSTRUCTIONS TO VISION | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| UNKNOWN/NOT REPORTED | | | UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 1/4 MILE OR LESS | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| FOG | | | 48 | | | |
| WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | | |
| 80 | | | 15 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| IFR | | | NONE | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- RECOVERY DATE 1/24/78. PLANE & 1/4 ACRE OF WOODED AREA BURNED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|----------------------------------------------|--------------------------------------------------|-----------------------------------------------|------------------------------------------------------------------------------|
| 3-2947 | 1/6/78 | NR.GLENDEVEY,CO | PIPER PA-24 N8010P DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 418 TOTAL HOURS, 54 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - UNK/NR | | INTENDED DESTINATION STEAMBOAT SPRINGS.CO | | | |
| | DEPARTURE POINT FT.COLLINS.CO | | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | |
| | FACTOR(S) WEATHER - SNOW | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION BROKEN | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | PRECIPITATION AT ACCIDENT SITE SNOW | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | TEMPERATURE-F 33 | | |
| | TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN VFR | | |
| | REMARKS- RECOVERY DATE 7/4/78 | | | | | |
| 3-2261 | 2/25/78 | NR.WALDEN.CO | BEECH 35-B33 N8932M DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 24, 530 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 1050 | | INTENDED DESTINATION ASPEN.CO | | | |
| | DEPARTURE POINT LARAMIE,WY | | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - SNOW WEATHER - DOWNDRAFT,UPDRAFTS | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 0 | | |
| | VISIBILITY AT ACCIDENT SITE ZERO | | | PRECIPITATION AT ACCIDENT SITE SNOW | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | | | TYPE OF WEATHER CONDITIONS IFR | | |
| | TYPE OF FLIGHT PLAN VFR | | | | | |
| | REMARKS- FOUND 3-13-78.LENTICULAR CLOUDS IN ACCIDENT AREA WITH MTN TOPS OBSCURED. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------------------------------|------------------------------------|-------------------------------------------|--------------------------------------------------|-------------------------------------------|-------------------------------------------------------------------------|
| 3-0401 | 2/25/78 TIME - 1930 | NR.YODER.CO | CESSNA 206 N5205U DAMAGE-DESTROYED | CR- 1 0 0 PX- 4 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 54, 2234 TOTAL HOURS, 69 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT DURBUQUE,IA | INTENDED DESTINATION ASPEN.CO | | | LAST ENROUTE STOP COLORADO SPRINGS.CO | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | PHASE OF OPERATION IN FLIGHT OTHER | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - FOG | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION PARTIAL OBSCURATION | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TYPE OF WEATHER CONDITIONS IFR | | |
| | TYPE OF FLIGHT PLAN NONE | | | | | |
| | REMARKS- WX BRIEFINGS RECVD BY RADIO,TELEPHONE & IN PERSON. | | | | | |
| 3-0676 | 3/2/78 TIME - 2026 | DURANGO.CO | BEECH 95-C55 N885M DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 1207 TOTAL HOURS, 275 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - | DURANGO LAPLATA | | | | |
| | DEPARTURE POINT ARLINGTON,TX | INTENDED DESTINATION DURANGO.CO | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | PHASE OF OPERATION LANDING OTHER | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | |
| | FACTOR(S) WEATHER - SNOW | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 1500 | | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | PRECIPITATION AT ACCIDENT SITE SNOW | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TEMPERATURE-F 37 | | |
| | TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN IFR | | |
| | REMARKS- CIRCLED VICINITY A/P APPROX 4MIN.PLT ACTIVATED RWY LIGHTS NOT ON.RECOVERY DATE 3/3/78. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------|------------------------|----------------------|-------------------------------------------|------------------------|-------------------------------------------|------------------------------------------------------------------------|
| 3-0900 | 3/10/78 TIME - 2034 | AURORA,CO | BEECH S35 N5818S DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 860 TOTAL HOURS, 765 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BUCKLEY ANG FIELD | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| TUSCON,AZ | | DENVER,CO | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | LANDING MISSED APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - ICE-WINDSHIELD | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OVERCAST/LOWER SCATTERED | | | 800 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 3 MILES OR LESS | | | SNOW | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| BLOWING SNOW | | | 29 | | | |
| WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | | |
| 360 | | | 10 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| IFR | | | IFR | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------------------------------------|------------------------|-------------------------------------------------|--------------------------------------------|------------------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------|
| 3-1548 | 3/10/78 TIME - 1605 | NR.WOODLAND PARK,CO | CESSNA T210L N22443 DAMAGE-DESTROYED | CR- 1 0 0 PX- 4 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 1309 TOTAL HOURS, 1146 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT EAGLE,CO | INTENDED DESTINATION RETURN | LAST ENROUTE STOP COLORADO SPRINGS,CO | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - SNOW | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 300 | | | |
| | | VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS | PRECIPITATION AT ACCIDENT SITE SNOW | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN VFR | | | | |
| REMARKS- PLT ADVISED BY GND CTL THAT MTNS TO WEST OBSCURED.WINGS,STABS SEPARATED.RECOVERY DATE 3/11/78. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|----------------------------------------------------------------------------|---------------|----------------------|---------------------|--------------------------------|---------------------------------------------------|
| 3-1802 | 5/14/78 | NR.GRANITE.CO | BEECH 36 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 19, 189 |
| | TIME - 1405 | | N7452N | PX- 3 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-DESTROYED | | | |
| | GLENWOOD SPRINGS.CO | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | DENVER.CO | | | |
| | STALL MUSH | | | | PHASE OF OPERATION | |
| | | | | | IN FLIGHT OTHER | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | |
| | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| | FACTOR(S) | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - FLEW INTO BLIND CANYON | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING | | | | | |
| | WEATHER - HIGH DENSITY ALTITUDE | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | 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 | | | | 75 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 220 | | | | 7 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | VFR | | | | VFR | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- DENS ALT 14500FT.ACCIDENT SITE 11500FT MSL.RECOVERY DATE 5/17/78. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------------------|-------------------------------------------|-----------------------------------------------|-------------------------------------------|-------------------------------------------------------------------------------------|
| 3-2262 | 6/11/78 TIME - 1430 | NR.SILVERTON,CO | PIPER PA-28 N9669J DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT DURANGO,CO | INTENDED DESTINATION GRAND JUNCTION,CO | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| | | SKY CONDITION SCATTERED | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 72 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- ACCIDENT SITE 11000FT MSL.DENS ALT COMPUTED TO BE 14000FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------|----------------------------------------------|---------------------------------------|-------------------------------------------|------------------------------------------------------------------------------------------------|
| 3-3036 | 8/12/78 TIME - 1315 | NR. SILVER PLUME, CO | PIPER PA-28 N8719W DAMAGE-DESTROYED | CR- 1 0 0 PX- 4 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 37, 1846 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | | DEPARTURE POINT BROOMFIELD, CO | INTENDED DESTINATION UNKNOWN/NOT REPORTED | PHASE OF OPERATION IN FLIGHT OTHER | | |
| TYPE OF ACCIDENT STALL | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED MISCELLANEOUS ACTS, CONDITIONS - FLEW INTO BLIND CANYON | | | | | | |
| FACTOR(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN POWERPLANT - IGNITION SYSTEM LEADS MISCELLANEOUS ACTS, CONDITIONS - FRAYED MISCELLANEOUS ACTS, CONDITIONS - GROUNDED WEATHER - HIGH TEMPERATURE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION | | CEILING AT ACCIDENT SITE | | | | |
| OVERCAST | | 14000 | | | | |
| VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | | | |
| 5 OR OVER (UNLIMITED) | | NONE | | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | TEMPERATURE-F | | | | |
| NONE | | 65 | | | | |
| TYPE OF WEATHER CONDITIONS | | TYPE OF FLIGHT PLAN | | | | |
| VFR | | NONE | | | | |
| REMARKS- ACDNT SITE 11000FT MSL. D/A APRX 13500FT. L MAG CAPACITOR LEAD SHORTED TO MAG CAM. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------------------------------------------------|------------|----------------------|---------------------|--------------------------------|----------------------------------------------------|
| 3-2756 | 9/10/78 | NR.WRAY,CO | AERONCA 11AC | CR- 0 1 0 | NONCOMMERCIAL | PRIVATE, AGE 57, 470 |
| | TIME - 1356 | | N9366E | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 145 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-DESTROYED | | | |
| | JULESBERG,CO | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | WRAY,CO | | | |
| | STALL SPIN | | | | PHASE OF OPERATION | |
| | | | | | IN FLIGHT BUZZING | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| | FACTOR(S) | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | WEATHER - HIGH DENSITY ALTITUDE | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING | | | | | |
| | 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 | | | | TEMPERATURE-F | |
| | NONE | | | | 90 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 180 | | | | 20 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | VFR | | | | NONE | |
| | REMARKS- DENSITY ALTITUDE APPROX 7000FT. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|---------------------------------------------------------|--------------------------------------------------|-----------------------------------------------|----------------------------------------------------------|---------------------------------------------------------------------------------------|
| 3-3970 | 12/4/78 TIME - 1945. | NR. STEAMBOAT SPGS, CO | DEHAVILLAND DHC-6 N25RM DAMAGE-DESTROYED | CR- 1 1 0 PX- 1 13 6 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-D | AIRLINE TRANSPORT, AGE 29, 7340 TOTAL HOURS, 3904 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT STEAMBOAT SPGS, CO | INTENDED DESTINATION DENVER, CO | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER - DOWNDRAFT, UPDRAFTS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | PRECIPITATION AT ACCIDENT SITE SNOW | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | TEMPERATURE-F 26 | | | |
| | | WIND DIRECTION-DEGREES 270 | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN IFR | | | | |
| REMARKS- WX EXCEEDED ACFT CAPABILITY TO MAINTAIN FLT. HIT MTN 10530FT MSL. RECOVERY DATE 12/5/78. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4254 | 6/8/78 TIME - 1820 | WATERFORD,CT | BEECH 95 N2714Y DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 56, 5000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT POUGHKEEPSIE,NY | | | INTENDED DESTINATION GROTON,CT | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED | | | PHASE OF OPERATION IN FLIGHT DESCENDING IN FLIGHT DESCENDING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL SELECTOR POSITIONED BETWEEN TANKS MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS ATTITUDE GYRO MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND VELOCITY-KNOTS 6 TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- PLT HAD VISION IN ONE EYE ONLY. | | | CEILING AT ACCIDENT SITE 200 PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 270 TYPE OF WEATHER CONDITIONS IFR | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-0055 | 1/2/78 TIME - 0900 | CLEWISTON,FL | PIPER PA-28 N8005N DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, 700 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MIAMI,FL | INTENDED DESTINATION WELLBORN,FL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 300 | | | |
| | | VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 68 | | | |
| | | WIND DIRECTION-DEGREES 360 | WIND VELOCITY-KNOTS 8 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN NONE | | | |
| FIRE AFTER IMPACT REMARKS- COLLIDED WITH SUPPORT CABLES FOR 600 FOOT TALL CABLE TELEVISION COMPANY'S ANTENNA. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-0056 | 1/25/78 TIME - 1330 | NEW PRT RICHEY, FL | PIPER PA-28 N9386W DAMAGE-DESTROYED | CR- 2 0 0 PX- 1 1 0 | INSTRUCTIONAL TRAINING | COMMERCIAL, FL. INSTR.. AGE 26, 1322 TOTAL HOURS. UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - W PASCO AIRPARK DEPARTURE POINT INTENDED DESTINATION POMPANO BEACH, FL - NEW PRT RICHEY, FL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE STALL PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING GO-AROUND PROBABLE CAUSE(S) DUAL STUDENT - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 80 WIND VELOCITY-KNOTS 25 TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT REMARKS- STUDENT PILOT IN LEFT SEAT MADE LANDING-PIC ATTEMPTED GO-AROUND WHEN ACFT RAN OFF SIDE OF RUNWAY. | | | | | | |
| CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGREES WIND DIRECTION-DEGREES 180 TYPE OF WEATHER CONDITIONS VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-1588 | 3/16/78 TIME - 0345 | LEESBURG,FL | PIPER PA-31 N7488L DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 0 0 | MISCELLANEOUS FERRY | PRIVATE, AGE 33, 500 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - FLYING BARON DEPARTURE POINT INTENDED DESTINATION LEESBURG,FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 70 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM IFR TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-1446 | 6/1/78 TIME - 2200 | NR.HERNANDO BEACH,FL | PIPER PA-28R N2291M DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL BUSINESS | STUDENT, AGE 31, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION SARASOTA,FL PANAMA CITY,FL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED THUNDERSTORM OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED IFR TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-2996 | 7/4/78 TIME - 1419 | NR.LAKE CITY,FL | BELLANCA 17-31A N8805V DAMAGE-DESTROYED INTENDED DESTINATION TITUSVILLE,FL | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 42, 407 TOTAL HOURS, 284 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT TALLAHASSEE,FL | | | | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | | PHASE OF OPERATION 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 - LOW CEILING WEATHER - THUNDERSTORM ACTIVITY | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN VFR | | | | | | |
| 3-4083 | 10/30/78 TIME - 2000 | NR.TITUSVILLE,FL | PIPER PA-34 N1058U DAMAGE-DESTROYED INTENDED DESTINATION MERRITT ISLAND,FL | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 59, 2978 TOTAL HOURS, 696 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT ASHEVILLE,NC | | | | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | PHASE OF OPERATION IN FLIGHT DESCENDING | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | | |
| FACTOR(S) PILOT IN COMMAND - IMPROPER IFR OPERATION WEATHER - RAIN WEATHER - THUNDERSTORM ACTIVITY | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN IFR | | | | | | |
| REMARKS- PLT DSND BLO ASGN ALT-RPTD GYRO INSTR INOP-VFR-LOST CTL UNKN RSN-ALL WRECKGE NOT RCVD FM SWAMP. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3900 | 11/20/78 TIME - 2037 | ORMOND BEACH, FL | CESSNA 172N N733QV DAMAGE-DESTROYED | CR- 2 0 0 PX- 1 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 23, 922 TOTAL HOURS, 315 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT DAYTONA BEACH, FL | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT DUAL STUDENT - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL FAILURE TO PROVIDE ADEQ. DIRECTIVES, MANUAL, EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER - LOW CEILING WEATHER BRIEFING - OTHER WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE 800 | | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | | TEMPERATURE-F 70 | | |
| | | WIND DIRECTION-DEGREES 360 | | WIND VELOCITY-KNOTS 13 | | |
| | | TYPE OF WEATHER CONDITIONS IFR | | TYPE OF FLIGHT PLAN IFR | | |
| REMARKS- WX BRIEF RCVD VIA ARPT ATIS INFO. COMPANY DID NOT PROHIBIT ACTUAL PARTIAL PANEL FLT TNG IN WX. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4352 | 11/20/78 NR. ORMOND BEACH, FL TIME - 1903 | PIPER PA-23 N3485P DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL. INSTR., AGE 21, 947 TOTAL HOURS, 74 IN TYPE, INSTRUMENT RATED. | |
| | | DEPARTURE POINT ORLANDO, FL | INTENDED DESTINATION ORMOND BEACH, FL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | PHASE OF OPERATION LANDING INITIAL APPROACH | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | | |
| FACTOR(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION SYSTEMS - OTHER SYSTEMS VACUUM SYSTEM WEATHER - LOW CEILING | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 600 | | | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN IFR | | | | |
| REMARKS- LAST STATIC SYSTEM CHECK 6/6/75. ATTITUDE IND TUMBLED ON PRIOR FLT WHEN L ENG SHUT DOWN. | | | | | | |
| 3-4318 | 11/21/78 NR. DAYTONA BEACH, FL TIME - 2137 | CESSNA 337E N86540 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 56, 6250 TOTAL HOURS, 38 IN TYPE, INSTRUMENT RATED. | |
| | | NAME OF AIRPORT - DAYTONA BEACH | | | | |
| | | DEPARTURE POINT FT. MEYERS, FL | INTENDED DESTINATION DAYTONA BEACH, FL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 400 | | | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN IFR | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-423R | 11/22/78 | NR.OSTEEN,FL TIME - 2101 | PIPER PA-28 N5362W DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 1238 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT DAYTONA BEACH,FL TYPE OF ACCIDENT COLLIDED WITH TREES | INTENDED DESTINATION MIAMI,FL | PHASE OF OPERATION IN FLIGHT OTHER | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| | | SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE WIND DIRECTION-DEGREES 10 TYPE OF WEATHER CONDITIONS IFR | CEILING AT ACCIDENT SITE 1100 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 71 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE | | | |
| 3-3913 | 11/30/78 | NR.MARIANNA,FL TIME - 1150 | GRUMMAN AA-5B N28649 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 238 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT JACKSON,MS TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | INTENDED DESTINATION FT. MEYERS,FL | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED WIND VELOCITY-KNOTS 6 TYPE OF FLIGHT PLAN NONE REMARKS- ELT WAS DEMOLISHED. | CEILING AT ACCIDENT SITE 300 PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS WIND DIRECTION-DEGREES 360 TYPE OF WEATHER CONDITIONS IFR | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4403 | 1/7/78 TIME - 1415 | NR.EATONTON,GA | BEECH C23 N9BW DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 35, 180 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SAVANNA,GA | INTENDED DESTINATION ATLANTA,GA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | PHASE OF OPERATION 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 - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION BROKEN | CEILING AT ACCIDENT SITE 954 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 63 | | | |
| | | WIND DIRECTION-DEGREES 80 | WIND VELOCITY-KNOTS 5 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN NONE | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- RECOVERY DATE 12/29/78.FSS ADVISED VFR FLT NOT RECOMMENDED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-1904 | 2/18/78 TIME - 1543 | NR.JEKYLL ISLAND,GA | PIPER PA-28 N620FL DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 291 TOTAL HOURS, 25 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - JEKYL ISLAND DEPARTURE POINT INTENDED DESTINATION FLORENCE,SC JEKYL ISLAND,GA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING INITIAL APPROACH COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS OTHER MISCELLANEOUS ACTS,CONDITIONS - ERRATIC WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 400 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 56 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 310 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- INJ INDEX & DMG PRESUMED,1 BODY RCVD.PLT ADVISED INSTRUMENT PROBLEMS DURING FLT,ELECTED CONTINUE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-0568 | 2/18/78 TIME - 1245 | MOULTRIE, GA | BEECH A45 N7747C DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 44, 500 TOTAL HOURS, 460 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SPENCE | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | VALDOSTA, GA | TYLER, TX | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLISION WITH GROUND/WATER UNCONTROLLED | | | IN FLIGHT UNCONTROLLED DESCENT | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | OVERCAST | | | 200 | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 5 OR OVER(UNLIMITED) | | | NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | |
| | | FOG | | | 56 | |
| | | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | |
| | | 310 | | | 4 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | IFR | | | NONE | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-0964 | 3/2/78 TIME - 1945 | NR.WACO,GA | PIPER PA-30 N7428Y DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 36, 371 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WEST GEORGIA DEPARTURE POINT INTENDED DESTINATION CARROLLTON,GA ALABASTER,AL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE FACTOR(S) WEATHER - LOW CEILING WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 33 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 90 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- ACFT NOT EQUIPPED WITH ANTI-ICING OR DE-ICING SYSTEMS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------------|-------------------------------------------|------------------------|-------------------------------------------|-----------------------------------------------------------------------------|
| 3-2047 | 3/7/78 TIME - 1847 | NR.GRIFFING,GA | CESSNA 172M N13304 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 3072 TOTAL HOURS, 572 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BEAR CREEK DEPARTURE POINT INTENDED DESTINATION TAMPA,FL TOCCOA,GA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED LAST ENROUTE STOP UNKNOWN/NOT REPORTED PHASE OF OPERATION IN FLIGHT LOW PASS | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 110 TYPE OF WEATHER CONDITIONS IFR REMARKS- PERSON ON LF SEAT WAS A NONCERTIFICATED STUDENT PILOT.PLT BLOOD ALCOHOL LEVEL 0.18% | | | | | | |
| CEILING AT ACCIDENT SITE 700 PRECIPITATION AT ACCIDENT SITE RAIN TEMPERATURE-F 47 WIND VELOCITY-KNOTS 7 TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|-------------------------------------------------------------------------|----------------------|---------------------|--------------------------------|---------------------------|
| 3-1905 | 4/26/78 | NR.KENNESAW,GA | BEECH N35 | CR- 1 0 0 | NONCOMMERCIAL | COMMERCIAL. AGE 56, 700 |
| | TIME - 1533 | | N9495Y | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 133 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | NAPLES,FL | CARROLLTON,GA | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | AIRFRAME FAILURE IN FLIGHT | | | IN FLIGHT UNCONTROLLED DESCENT | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | |
| | | PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | |
| | | FACTOR(S) | | | | |
| | | PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | |
| | | WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | BROKEN/LOWER SCATTERED | | | 10000 | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 5 OR OVER(UNLIMITED) | | | RAIN | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | WIND DIRECTION-DEGREES | |
| | | NONE | | | 320 | |
| | | WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | |
| | | 15 | | | IFR | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | IFR | | | | |
| | | REMARKS- NO LOGGED ACT INST TIME SINCE 1974.AIRMET FOR ICING IN CLOUDS. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------|-------------------------------------------|------------------------|-------------------------------------------|--------------------------------------------------------------------------|
| 3-1334 | 5/7/78 TIME - 2250 | NR. JEKYLL ISLAND, GA | PIPER PA-28 N47638 DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 103 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - JEKYLL ISLAND DEPARTURE POINT INTENDED DESTINATION CHARLESTON, SC UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE 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 - LOW CEILING WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 1200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 72 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 130 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE REMARKS- BRUNSWICK 2255 WX. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|-------------------------------------------------------------------------|----------------------|---------------------|--------------------------------|--------------------------|
| 3-2199 | 7/10/78 | NR. ALBANY, GA | PIPER PA-30 | CR- 1 0 0 | NONCOMMERCIAL | COMMERCIAL, AGE 45, |
| | TIME - 1915 | | N41AC | PX- 2 0 0 | PLEASURE/PERSONAL TRANSP | UNK/NR TOTAL HOURS, |
| | | | DAMAGE-DESTROYED | | | UNK/NR IN TYPE, NOT |
| | | | | | | INSTRUMENT RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | MARIANNA, FL | ATLANTA, GA | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | AIRFRAME FAILURE IN FLIGHT | | | IN FLIGHT NORMAL CRUISE | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | |
| | | PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | |
| | | WEATHER - THUNDERSTORM ACTIVITY | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | |
| | | WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | SCATTERED | | | 12000 | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 5 OR OVER (UNLIMITED) | | | RAIN, THUNDERSTORM | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | |
| | | UNKNOWN/NOT REPORTED | | | 76 | |
| | | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | |
| | | 220 | | | 8 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | VFR | | | NONE | |
| | | REMARKS- PILOT DID NOT MAINTAIN PILOT LOGBOOK. | | | | |
| 3-4302 | 11/30/78 | ALBANY, GA | PIPER PA-32R | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 57, 1160 |
| | TIME - 2006 | | N7063F | PX- 4 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 60 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ALBANY | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | COLUMBUS, GA | ALBANY, GA | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLISION WITH GROUND/WATER UNCONTROLLED | | | LANDING FINAL APPROACH | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | |
| | | PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | |
| | | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - LOW CEILING | | | | |
| | | WEATHER - FOG | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | OBSCURATION | | | 200 | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 3 MILES OR LESS | | | NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TYPE OF WEATHER CONDITIONS | |
| | | FOG | | | IFR | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | IFR | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE * | PILOT DATA |
|--------|-------------|-------------------------------------------------------------------------|----------------------|--------------------------------|--------------------------|--------------------------|
| 3-4404 | 12/31/78 | NR.LAFAYETTE,GA | PIPER PA-30 | CR- 1 0 0 | NONCOMMERCIAL | COMMERCIAL, AGE 69, 5156 |
| | TIME - 1130 | | N7031Y | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 2700 IN |
| | | | DAMAGE-DESTROYED | | | TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | TULLAHOMA,TN | JACKSONVILLE,FL | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | COLLIDED WITH TREES | | IN FLIGHT NORMAL CRUISE | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - LOW CEILING | | | | |
| | | WEATHER - FOG | | | | |
| | | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | |
| | | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | |
| | | MISSING AIRCRAFT - LATER RECOVERED | | | | |
| | | SKY CONDITION | | CEILING AT ACCIDENT SITE | | |
| | | OVERCAST | | 100 | | |
| | | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | |
| | | 1/2 MILE OR LESS | | NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | TEMPERATURE-F | | |
| | | FOG | | 51 | | |
| | | WIND DIRECTION-DEGREES | | WIND VELOCITY-KNOTS | | |
| | | 210 | | 6 | | |
| | | TYPE OF WEATHER CONDITIONS | | TYPE OF FLIGHT PLAN | | |
| | | IFR | | NONE | | |
| | | REMARKS- RECOVERY DATE 1/3/79. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|-------------------------------------------|--------------------------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-1770 | 6/9/78 TIME - 1305 | FEATHERVILLE, ID | CESSNA 182A N2719G DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 300 TOTAL HOURS, 230 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT NAMPA, ID | INTENDED DESTINATION RETURN | | | | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | | | PHASE OF OPERATION LANDING GO-AROUND LANDING GO-AROUND | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ENGINE LOADED UP | | | | | |
| | FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE WEATHER - UNFAVORABLE WIND CONDITIONS TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | |
| | SKY CONDITION CLEAR | | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TEMPERATURE-F 63 | | |
| | WIND VELOCITY-KNOTS 15 | | | TYPE OF WEATHER CONDITIONS VFR | | |
| | TYPE OF FLIGHT PLAN NONE | | | | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- LONG DESCENT WITH LOW PWR. INADVERTENTLY TOUCHED DOWN ON ROAD, ATTEMPTED GO AROUND 5700 FT. GUSTS 30 K. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------|---------|------------------------------------------------------|-------------------------------------------|------------------------|-----------------------------------------------|------------------------------------------------------------------------------------------------|
| 3-1488 | 6/29/78 | NR. NEW MEADOWS, ID | HUGHES 369D N8380F DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | MISCELLANEOUS TEST | COMMERCIAL, FL. INSTR., AGE 45, 4587 TOTAL HOURS, 31 IN TYPE, NOT INSTRU- MENT RATED. |
| | | DEPARTURE POINT NEW MEADOWS, ID | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | | |
| PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - OTHER | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 1500 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TYPE OF WEATHER CONDITIONS VFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- NO HORIZON OR GROUND REFERENCE LIGHTS. ATTEMPTED BLADE TRACKING WITH HAND-HELD STROBE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-2836 | 8/10/78 TIME - 1745 | NR.CHALLIS,ID | CESSNA T206 N756LV DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 1 2 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - THOMAS CREEK DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP BOISE,ID RETURN CHALLIS,ID TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT CLIMB TO CRUISE PROBARLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OTHER TERRAIN - HIGH OBSTRUCTIONS WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 90 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE FIRE AFTER IMPACT REMARKS- DIDNT FOLLOW PUBLISHED DEPARTURE FROM CANYON STRIP.UN OUTCLIMB RISING TERRAIN.DENSITY ALT 9900FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-2393 | 8/11/78 | NR.IDAHO FALLS,ID | AIR TRACTOR AT-300 N4331S DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, FL.INSTR., AGE 32, 5025 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - NO NAME DEPARTURE POINT INTENDED DESTINATION IDAHO FALLS,ID LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS,CONDITIONS - LOAD NOT JETTISONED 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 70 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 213 16 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 3000 KIND OF CROP - POTATOES PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- DENSITY ALT 7000FT.SETTLED INTO TALL WHEAT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|--------------------------------------------------------|---------------------------------------|------------------------------|--------------------------------------------------------------------------|
| 3-2909 | 9/11/78 TIME - 1215 | RIGGINS, ID | CESSNA 185F N80172 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 24, 824 TOTAL HOURS, 95 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT CASCADE, ID | INTENDED DESTINATION LOCAL | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | PHASE OF OPERATION IN FLIGHT OTHER | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FLEW INTO BLIND CANYON | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - OTHER | | | | | |
| | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE 6500 | | | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TYPE OF WEATHER CONDITIONS VFR | | | |
| | TYPE OF FLIGHT PLAN NONE | | | | | |
| | FIRE AFTER IMPACT REMARKS- MTN TOPS OBS. WX BRIEFING OBTND FM SHORT WAVE RADIO. | | | | | |
| 3-3177 | 10/28/78 TIME - 1540 | HAILEY, ID | SCHWEIZER SGS232 N5753S DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 31, 8 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT HAILEY, ID | INTENDED DESTINATION LOCAL | | | | |
| | TYPE OF ACCIDENT STALL SPIN | | PHASE OF OPERATION IN FLIGHT OTHER | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | |
| | FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE | | | | | |
| | SKY CONDITION CLEAR | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TEMPERATURE-F 67 | | | |
| | TYPE OF WEATHER CONDITIONS VFR | | TYPE OF FLIGHT PLAN NONE | | | |
| | REMARKS- SINGLE WHEEL ACFT. DENSITY ALT AROUT 10000FT. PLT WAS RIDGE SOARING. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3388 | 1/6/78 TIME - 1850 | MARION,IL | CESSNA 337G N71947 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 28, 1500 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WILLIAMSON COUNTY DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP GREENVILLE,KY MARION,IL MADISONVILLE,KY TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH ELECTRONIC TOWERS IN FLIGHT NORMAL CRUISE COLLISION WITH GROUND/WATER UNCONTROLLED LANDING FINAL APPROACH | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS MISCELLANEOUS ACTS,CONDITIONS - INTERFERENCE WITH FLIGHT CONTROLS MISCELLANEOUS ACTS,CONDITIONS - PREVIOUS DAMAGE FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG AIRFRAME - FLIGHT CONTROL SURFACES AILERON SURFACES,ATTACHMENTS MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 400 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 42 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE FIRE AFTER IMPACT REMARKS- HIT TWR AT 100FT AGL LVL 27MI FRM DESTN,R AIL SEPD.CRASHED 1MI FRM DESTN.125FT GUY WIRE,R WING. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|--------------------------------------------------------------------------------------|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| 3-1056 | 3/12/78 TIME - 1329 | BEECHER,IL | CESSNA T210M N761EJ DAMAGE-DESTROYED INTENDED DESTINATION SPRINGFIELD,IL | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 412 TOTAL HOURS, 42 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT CHICAGO,IL | | | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF FLIGHT PLAN NONE | | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS IFR | |
| 3-4178 | 3/14/78 TIME - 1921 | ROCK FALLS,IL | PIPER PA-32R N7299C DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 252 TOTAL HOURS, 51 IN TYPE, NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - WHITESIDE COUNTY DEPARTURE POINT ROCK FALLS,IL | INTENDED DESTINATION PEKIN,IL | | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 290 TYPE OF WEATHER CONDITIONS VFR | | | | CEILING AT ACCIDENT SITE 1300 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 34 WIND VELOCITY-KNOTS 8 TYPE OF FLIGHT PLAN NONE | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4436 | 3/25/78 TIME - 1052 | CENTREVILLE, IL | BEECH H18 N58JM DAMAGE-DESTROYED | CR- 0 2 0 PX- 3 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 42, 865 TOTAL HOURS, 80 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - RI-STATE PARKS | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| PINE BLUFF, AR | | EAST ST. LOUIS, IL | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| COLLIDED WITH WIRES/POLES | | | LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OVERCAST | | | | 800 | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 3 MILES OR LESS | | | | DRIZZLE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | |
| FOG | | | | 35 | | |
| WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | | |
| 340 | | | | 12 | | |
| TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | | |
| IFR | | | | IFR | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- HIT WIRE DURING LOCALIZER APPROACH. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4438 | 10/25/78 TIME - 0710 | ASHTON,IL | PIPER PA-24 N8666P DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 47, 192 TOTAL HOURS, 29 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT DIXON,IL | INTENDED DESTINATION DECATUR,IL | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION BROKEN/LOWER SCATTERED | CEILING AT ACCIDENT SITE 600 | | | |
| | | VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | WIND DIRECTION-DEGREES 200 | | | |
| | | WIND VELOCITY-KNOTS 11 | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| | | FIRE AFTER IMPACT | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4429 | 12/3/78 TIME - 1653 | WHEELING, IL | BEECH V35A N6DF DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 1164 TOTAL HOURS, 494 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PALWAUKEE DEPARTURE POINT INTENDED DESTINATION LONDON, KY CRYSTAL LAKE, IL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 32 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 240 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- PILOT REPORTED HEAVY STRUCTURAL ICING. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3790 | 12/19/78 TIME - 1658 | MORTON, IL | CESSNA 210L N46380 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 35, 1425 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT TERRA HAUTE, IN | INTENDED DESTINATION MOLINE, IL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 400 | | | |
| VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE DRIZZLE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 35 | | | |
| TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- COLLIDED WITH WIRES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3877 | 1/5/78 TIME - 1840 | TELL CITY, IN | BEECH BE-35 N8872A DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 56, 2500 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PERRY COUNTY MUNI DEPARTURE POINT INTENDED DESTINATION SOUTH BEND, IN HARDENSBURG, KY TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 600 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- PIC DESCENDED BELOW MDA. | | | | | | |
| 3-2608 | 4/23/78 TIME - 2147 | ARLINGTON, IN | PIPER PA-31 N49MC DAMAGE-DESTROYED | CR- 1 0 0 PX- 8 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 54, 32784 TOTAL HOURS, 1510 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT INTENDED DESTINATION TRENTON, NJ INDIANAPOLIS, IN TYPE OF ACCIDENT PHASE OF OPERATION TURBULENCE IN FLIGHT DESCENDING COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT 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 TYPE OF WEATHER CONDITIONS NONE VFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-2294 | 7/30/78 TIME - 2038 | MITCHELL, IN | PIPER PA-28. N7638W DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 48, 416 TOTAL HOURS, 84 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SOUTH HAVEN, MI | INTENDED DESTINATION LOUISVILLE, KY | PHASE OF OPERATION LANDING FINAL APPROACH | | |
| | | TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER - FOG | | | | | | |
| EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 600 | | | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | WIND DIRECTION-DEGREES 90 | | | |
| | | WIND VELOCITY-KNOTS 5 | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- HIT STATIC CABLES ON HIGH VOLTAGE LINE. | | | | | | |
| 3-4130 | 8/12/78 TIME - 0954 | BEDFORD, IN | PIPER PA-28 N43167 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 57, 378 TOTAL HOURS, 57 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LOUISVILLE, KY | INTENDED DESTINATION IOWA CITY, IOWA | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TYPE OF WEATHER CONDITIONS VFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4301 | 8/13/78 TIME - 0815 | VALPARAISO, IN | MOONEY M20C N44JH DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 54, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PORTER COUNTY DEPARTURE POINT INTENDED DESTINATION PONTIAC, MI VALPARAISO, IN TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT FACTOR(S) WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF WEATHER CONDITIONS IFR REMARKS- NO PILOT LICENSE OR MEDICAL ON FILE. | | | | | | |
| PHASE OF OPERATION LANDING FINAL APPROACH CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 0 TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4299 | 12/30/78 TIME - 1835 | GRISOM AFB, IN | PIPER PA-28R N3712T DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 46, 1100 TOTAL HOURS, 341 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GRISOM AFB DEPARTURE POINT INTENDED DESTINATION OMAHA, NE KOKOMO, IN TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH BUILDING(S) LANDING OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND ADVERSE/UNFAVORABLE WEATHER SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 39 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN BELOW MINIMUMS NONE REMARKS- MANEUVER AFTER MISSED APPROACH. COLLIDED WITH AMMO BUNKER. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-0559 | 3/19/78 TIME - 1420 | LEAWOOD,KS | CESSNA 172 N6892A DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 54, 193 TOTAL HOURS, 53 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - STATE LINE ARPK | | | INTENDED DESTINATION LEAWOOD,KS | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH | |
| DEPARTURE POINT GARDNER,KS | | | | | | |
| TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH WIRES/POLES | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE | | | | | | |
| FACTOR(S) WEATHER - TURBULENCE IN FLIGHT,CLEAR AIR PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM CARBURETOR | | | | | | |
| SKY CONDITION BROKEN | | | CEILING AT ACCIDENT SITE 25000 | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES | | | |
| WIND DIRECTION-DEGREES 60 | | | WIND VELOCITY-KNOTS 12 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- HIT PWR LINE,FULL THROTTLE FUEL FLOW 17.5#/HR OUT OF RICH LMT.PLUGS WORN,CARBON FOULED. | | | | | | |
| 3-0829 | 4/16/78 TIME - 1600 | WICHITA,KS | BEECH A23-24 N7934L DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 421 TOTAL HOURS, 330 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT WICHITA,KS | | | INTENDED DESTINATION IOLA,KS | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST/LOWER SCATTERED | | | CEILING AT ACCIDENT SITE 500 | | | |
| VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | | | PRECIPITATION AT ACCIDENT SITE DRIZZLE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TYPE OF WEATHER CONDITIONS VFR | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/W | FLIGHT PURPOSE | PILOT DATA |
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| 3-2149 | 5/19/78 TIME - 0030 | SCOTT CITY,KS | PIPER PA-28 N9395W DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 30, 140 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - SCOTT CITY MUNI DEPARTURE POINT SCOTT CITY,KS INTENDED DESTINATION GREELEY,CO TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED SKY CONDITION PARTIAL OBSCURATION VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 130 TYPE OF WEATHER CONDITIONS IFR CEILING AT ACCIDENT SITE 300 PRECIPITATION AT ACCIDENT SITE DRIZZLE TEMPERATURE-F 62 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE | | | | | | |
| 3-2483 | 8/12/78 TIME - 1535 | PLAINVILLE,KS | CESSNA 177 N2319Y DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 19, 68 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - PLAINVILLE DEPARTURE POINT PLAINVILLE,KS INTENDED DESTINATION MCCOOK,NE TYPE OF ACCIDENT STALL PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS VFR REMARKS- DENSITY ALTITUDE 5300FT. CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 100 TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3232 | 11/5/78 TIME - 2030 | LYNDON,KS | BEECH A23-24 N6135N DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 229 TOTAL HOURS, 93 IN TYPE. NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT TULSA,OK | INTENDED DESTINATION TOPEKA,KS | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION 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 - RAIN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST/LOWER SCATTERED VISIBILITY AT ACCIDENT SITE ZERO OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN VFR FIRE AFTER IMPACT | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE RAIN TYPE OF WEATHER CONDITIONS IFR | | | |
| 3-3730 | 11/16/78 TIME - 0300 | HAYS,KS | BEECH G18S N901PC DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | COMMERCIAL, FL.INSTR., AGE 34, 2574 TOTAL HOURS, 1095 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT WICHITA,KS | INTENDED DESTINATION HAYS,KS | | | |
| | | TYPE OF ACCIDENT STALL SPIN | PHASE OF OPERATION LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 10 TYPE OF WEATHER CONDITIONS IFR FIRE AFTER IMPACT | CEILING AT ACCIDENT SITE 200 PRECIPITATION AT ACCIDENT SITE FREEZING DRIZZLE TEMPERATURE-F 31 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN IFR | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-0002 | 1/6/78 TIME - 1949 | LEXINGTON, KY | BEECH 55 N25N DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 42, 6000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BLUE GRASS DEPARTURE POINT INTENDED DESTINATION COLUMBIA, SC LEXINGTON, KY TYPE OF ACCIDENT COLLIDED WITH RUNWAY OR APPROACH LIGHTS PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG BELOW MINIMUMS TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- ILS APCH, VISIBILITY 1/16 MILE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3354 | 3/8/78 TIME - 1008 | GREENUP, KY | AERO COMDR 681 N5NP DAMAGE-DESTROYED | CR- 2 0 0 PX- 1 0 0 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, AGE 62, 9154 TOTAL HOURS, 1395 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT MILWAUKEE, WI | INTENDED DESTINATION HUNTINGTON, WV | | | LAST ENROUTE STOP MANCHESTER, IA | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED | | | | PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH | |
| PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 90 TYPE OF WEATHER CONDITIONS BELOW MINIMUMS | | | | | | |
| CEILING AT ACCIDENT SITE 200 PRECIPITATION AT ACCIDENT SITE DRIZZLE TEMPERATURE-F 33 WIND VELOCITY-KNOTS 5 TYPE OF FLIGHT PLAN IFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-1221 | 3/17/78 TIME - 1615 | LEITCHFIELD, KY | CESSNA 172E N5615T DAMAGE-DESTROYED INTENDED DESTINATION BOWLING GREEN, KY | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 46, 157 TOTAL HOURS, 99 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT INDIANAPOLIS, IN | | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - SNOW | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OBSCURATION | | | | 500 | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 1/4 MILE OR LESS | | | | SNOW SHOWERS | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | |
| BLOWING SNOW | | | | 32 | | |
| WIND DIRECTION-DEGREES | | | | TYPE OF WEATHER CONDITIONS | | |
| 270 | | | | IFR | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| REMARKS- FLEW INTO INTENSE SNOWSHOWER, CRASHED INTO RIVER. WRECKAGE FND 3/18/78. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------|------------------------------------------------------|------------------------|---------------------------------------------------|-------------------------------------------------------------------------------|
| 3-2788 | 8/10/78 TIME - 1910 | PRINCETON, KY | BELLANCA 8KCAR N205HL DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS FERRY | PRIVATE, AGE 44, 419 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT VANDALIA, IL | | | INTENDED DESTINATION HUNTSVILLE, AL | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | | | CONTROLLED | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| SKY CONDITION BROKEN/LOWER SCATTERED | | | CEILING AT ACCIDENT SITE 1000 | | | |
| VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| REMARKS- RECOVERY DATE 10/01/78. | | | | | | |
| 3-3505 | 8/20/78 TIME - UNK/NR | NR. WHITESBURG, KY | CESSNA 195 N110K DAMAGE-DESTROYED | CR- 2 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | CUMMERICAL, AGE 50, 5000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WHITESBURG | | | INTENDED DESTINATION SAVANNAH, GA | | LAST ENROUTE STOP ASHEVILLE, NC | |
| DEPARTURE POINT CINCINNATI, OH | | | | | PHASE OF OPERATION IN FLIGHT EMERGENCY DESCENT | |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | | | | |
| PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - LUBRICATING SYSTEM LINES, HOSES, FITTING MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OBSCURATION | | | CEILING AT ACCIDENT SITE 0 | | | |
| VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| REMARKS- RUBBER HOSE FROM OIL SUMP TO MAIN SCREEN FRACTURED. BOTTOM OF FUSELAGE COVERED WITH OIL. MTN TERRAIN | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4186 | 10/3/78 TIME - 2145 | LEXINGTON,KY | PIPER PA-31P N338J DAMAGE-DESTROYED | CR- 3 0 0 PX- 2 0 0 | NONCOMMERCIAL CORP/EXEC | ATP, FLIGHT INSTR., AGE 48, 11226 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - BLUE GRASS DEPARTURE POINT INTENDED DESTINATION LEXINGTON,KY FT SMITH,AR TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE COLLIDED WITH TREES LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CRANKSHAFT MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. MISCELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGENCY PROCEDURES FACTOR(S) WEATHER - RAIN WEATHER - FOG COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 59 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- BOTH PRNP BLADE ANGLES FOUND AT 30DEG SETTINGS,FLAPS FOUND EXTENDED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-2662 | 7/20/78 | NR. CAMERON, LA | CESSNA 310B N5403A DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 41, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT BROWNSVILLE, TX | INTENDED DESTINATION NEW ORLEANS, LA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| SKY CONDITION BROKEN | | | CEILING AT ACCIDENT SITE 3500 | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TEMPERATURE-F 88 | | | |
| WIND DIRECTION-DEGREES 180 | | | WIND VELOCITY-KNOTS 15 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- RECOVERY DATE 8/13/78. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-----------------------------------------------------------------|-----------------------------------------|------------------------------------------------------|------------------------------|--------------------------------------------------------------------------------|
| 3-2444 | 8/30/78 | NR. INTRACSTL CITY, LA | BELL 206B N9908K DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 32, 4154 TOTAL HOURS, 126 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT INTRACSTL CITY, LA | INTENDED DESTINATION SMI BLOCK 142 | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY WEATHER - RAIN MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | TYPE OF WEATHER CONDITIONS IFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- ACFT CRASHED IN GULF OF MEX 40 MI SOUTH INTRACSTL CITY, LA. ONE PAX FATAL, PLT & 2 PAX ASSUMED FATAL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------|--------------------------------|-------------------------------------|-----------------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------------------------------|
| 3-3199 | 9/10/78 TIME - 1431 | ALEXANDRIA, LA | BEECH V35 N5642S DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 41, 675 TOTAL HOURS, 491 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT MANNING, SC | INTENDED DESTINATION HOUSTON, TX | | LAST ENROUTE STOP HATTIESBURG, MS | | |
| | TYPE OF ACCIDENT STALL SPIN | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | | |
| WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | | |
| WEATHER - THUNDERSTORM ACTIVITY | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OVERCAST | | | | UNKNOWN/NOT REPORTED | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| UNKNOWN/NOT REPORTED | | | | THUNDERSTORM | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | |
| BLOWING SAND | | | | 83 | | |
| WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | | |
| 150 | | | | 7 | | |
| TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | | |
| IFR | | | | IFR | | |
| REMARKS- BLOOD ALCOHOL LEVEL 70MG PERCENT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-2338 | 5/16/78 TIME - 2210 | TRENTON,ME | CESSNA 402B N98720 DAMAGE-DESTROYED | CR- 2 0 0 PX- 2 0 0 | NONCOMMERCIAL CORP/EXEC | AIRLINE TRANSPORT, AGE 39, 7866 TOTAL HOURS, 2365 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BAR HARBOR DEPARTURE POINT INTENDED DESTINATION BANGOR,ME TRENTON,ME TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - FAILED TO RETRACT LANDING GEAR WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - OTHER WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 80 TYPE OF WEATHER CONDITIONS IFR FIRE AFTER IMPACT REMARKS- PIC NOT DETERMINED. | | | | | | |
| PHASE OF OPERATION LANDING FINAL APPROACH LANDING MISSED APPROACH CEILING AT ACCIDENT SITE 600 PRECIPITATION AT ACCIDENT SITE RAIN TEMPERATURE-F 51 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN IFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------|---------------------------------------------------------------------------------------|------------------------|-------------------------------------------|---------------------------------------------------------------------------|
| 3-0383 | 2/27/78 TIME - 1329 | MYERSVILLE, MD | PIPER PA-32 N40012 DAMAGE-DESTROYED INTENDED DESTINATION COLLEGE PARK, MD | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 50, 2030 TOTAL HOURS, 7 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT HAGERSTOWN, MD | | | | | | |
| TYPE OF ACCIDENT TURBULENCE COLLISION WITH GROUND/WATER UNCONTROLLED | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) WEATHER - TURBULENCE IN FLIGHT, CLEAR AIR PILOT IN COMMAND - INCAPACITATION | | | | | | |
| FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION SCATTERED | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TYPE OF WEATHER CONDITIONS VFR | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| REMARKS- AIRMET IN EFFECT PREDICTING MODERATE TURBULENCE. PLT STRUCK HEAD AGAINST AIRFRAME - BLINDED. | | | | | | |
| 3-3240 | 8/14/78 TIME - 0955 | CHATHAM, MA | CESSNA 177 N34487 DAMAGE-SUBSTANTIAL INTENDED DESTINATION NANTUCKET, MA | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 250 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT CHATHAM, MA | | | | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) WEATHER - FOG | | | | | | |
| SKY CONDITION CLEAR | | | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TYPE OF WEATHER CONDITIONS VFR | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------|-----------------------|------------------------------------------|-------------------------------------------|------------------------|-------------------------------------------|--------------------------------------------------------------------------|
| 3-4340 | 9/9/78 TIME - 0045 | MILLBURY, MA | CESSNA 150M N9470U DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 26, 99 TOTAL HOURS, 71 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - OXFORD | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | MILLBURY, MA | TEWKSBURY, MA | | | |
| | | TYPE OF ACCIDENT | PHASE OF OPERATION | | | |
| | | COLLISION WITH GROUND/WATER UNCONTROLLED | IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| UNKNOWN/NOT REPORTED | | | UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| UNKNOWN/NOT REPORTED | | | DRIZZLE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| FOG | | | 51 | | | |
| WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | | |
| 240 | | | 4 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| VFR | | | NONE | | | |
| REMARKS- BLOOD ALCOHOL LVL 0.19 PCT. BLOOD CONTAMINATED WITH BODY FLUIDS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------------------------------|-------------------------------------------|----------------------------------------|------------------------------|--------------------------------------------------------------------------------------------|
| 3-3906 | 9/18/78 TIME - 1042 | GRANVILLE, MA | PIPER PA-31 N63731 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-CARGO | ATP, FLIGHT INSTR., AGE 34, 6500 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | | DEPARTURE POINT PONTIAC, MI | INTENDED DESTINATION RETURN | LAST ENROUTE STOP WESTFIELD, MA | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT OTHER | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE 1700 | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE RAIN | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TEMPERATURE-F 52 | | |
| | | WIND VELOCITY-KNOTS CALM | | TYPE OF WEATHER CONDITIONS IFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| | | FIRE AFTER IMPACT | | | | |
| REMARKS- ACFT COLLIDED WITH HILL. ACFT WRECKAGE FOR 500 FT. WX AT SCENE RPTD FOG & RAIN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------------------------------------------------------|----------------------|------------------|--------------------------------|----------------------|---------------------------|
| 3-3971 | 9/25/78 | MONROE, MA | CESSNA 310N | CR- 1 0 0 | COMMERCIAL | COMMERCIAL, AGE 35, 3973 |
| | TIME - UNK/NR | | N4121Q | PX- 2 0 0 | COMMUTER AIR CARRIER | TOTAL HOURS, 252 IN TYPE, |
| | | | DAMAGE-DESTROYED | | AIR TAXI-PASSG S-D | INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | BRIDGPORT, CT | ALBANY, NY | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | IN FLIGHT | NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) | | | | | |
| | PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | | | | | |
| | PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - FOG | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | UNKNOWN/NOT REPORTED | | | 200 | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | 1/4 MILE OR LESS | | | NONE | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | WIND DIRECTION-DEGREES | | |
| | FOG | | | 70 | | |
| | WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | | |
| | 4 | | | IFR | | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | REMARKS- LANDING GEAR WOULD NOT RETRACT. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------|----------------------------------------|------------------------|------------------------------|-------------------------------------------------------------------------------------------|
| 3-4433 | 3/14/78 TIME - 0413 | WHITELAKE, MI | BEECH D18 N427Q DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL. INSTR., AGE 54, 5443 TOTAL HOURS, 421 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - OAKLAND-PONTIAC DEPARTURE POINT INTENDED DESTINATION FLINT, MI WHITELAKE, MI TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) WEATHER - WIND SHEAR FACTOR(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 400 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 37 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 130 30 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- LOCAL RESIDENTS REPORTED TORNADO LIKE WINDS IN AREA. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------|------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------|-----------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------------|
| 3-4324 | 5/13/78 TIME - 1650 | PELLSTON, MI | PIPER PA-31T N82271 DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 54, 15000 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - EMMET COUNTY DEPARTURE POINT BRIDGEVILLE, PA TYPE OF ACCIDENT COLLIDED WITH TREES | INTENDED DESTINATION ROYNE FALLS, MI | PHASE OF OPERATION LANDING MISSED APPROACH | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE 200 | | |
| | | VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS | | PRECIPITATION AT ACCIDENT SITE DRIZZLE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | TEMPERATURE-F 50 | | |
| | | WIND DIRECTION-DEGREES 60 | | WIND VELOCITY-KNOTS 12 | | |
| | | TYPE OF WEATHER CONDITIONS IFR | | TYPE OF FLIGHT PLAN IFR | | |
| REMARKS- ALTERNATE FORECAST BELOW MINIMUMS. | | | | | | |
| 3-3883 | 5/28/78 TIME - 0825 | SAINT HELEN, MI | PIPER PA-22 N3610Z DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 43, 122 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SAINT HELEN DEPARTURE POINT SAINT HELEN, MI TYPE OF ACCIDENT STALL SPIN | INTENDED DESTINATION UNKNOWN/NOT REPORTED | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| | | SKY CONDITION CLEAR | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | WIND DIRECTION-DEGREES | | |
| | | WIND VELOCITY-KNOTS 0 | | TYPE OF WEATHER CONDITIONS VFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------|-------------------------|-----------------------------------------------------|--------------------------------------------|-----------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------------|
| 3-4325 | 9/10/78 TIME - 1240 | NR.MACKINAW CITY,MI | CESSNA 172K N84380 DAMAGE-DESTROYED | CR- 2 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 225 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT GRAYLING,MI | INTENDED DESTINATION MACKINAC ISLAND,MI | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT COLLIDED WITH OBJECT | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| WEATHER - FOG | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 200 | | | |
| | | VISIBILITY AT ACCIDENT SITE ZERO | PRECIPITATION AT ACCIDENT SITE DRIZZLE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- BRIDGE.NO WX REQUESTED OR PROVIDED FOR IN BRIEFING FOR MACKINAC STRAITS AREA. | | | | | | |
| 3-4037 | 11/10/78 TIME - 1715 | NORWAY,MI | GRUMMAN AA-5 N7170L DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 60 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT WEST CHICAGO,IL | INTENDED DESTINATION IRON MOUNTAIN,MI | LAST ENROUTE STOP ESCANABA,MI | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 700 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------|------------------------|-----------------------------------|-------------------------------------------|--------------------------------|------------------------------|-----------------------------------------------------------------------------------------|
| 3-1683 | 5/19/78 TIME - 2250 | ALEXANDRIA,MN | CESSNA 402B N87143 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 1 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL.INSTR., AGE 35, 1460 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ALEXANDRIA MUNI | | | | |
| | | DEPARTURE POINT | | INTENDED DESTINATION | | |
| | | ST LOUIS,MO | | GRAND FORKS,ND | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | COLLIDED WITH TREES | | LANDING MISSED APPROACH | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OBSCURATION | | | | 700 | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 3 MILES OR LESS | | | | NONE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | |
| FOG | | | | 55 | | |
| WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | | |
| 280 | | | | 18 | | |
| TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | | |
| IFR | | | | IFR | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------|--------------------------------------------|------------------------|-------------------------------------------|---------------------------------------------------------------------------|
| 3-1984 | 5/29/78 TIME - 0400 | HARRIS, MN | BEECH 35-B33 N1320Z DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 46, 650 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - RUSH CITY DEPARTURE POINT SIOUX CITY, IA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF WEATHER CONDITIONS IFR FIRE AFTER IMPACT REMARKS- CANCELLED IFR. | | | | | | |
| INTENDED DESTINATION RUSH CITY, MN PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 63 TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------|-------------------------------------------|------------------------|-------------------------------------------|---------------------------------------------------------------------------|
| 3-1985 | 6/4/78 TIME - 1115 | ISLE,MN | CESSNA 170B N4602C DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 128 TOTAL HOURS, 57 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ISLE MUNI DEPARTURE POINT ISLE,MN TYPE OF ACCIDENT STALL SPIN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - DOWNDRAFT,UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - 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 REMARKS- GUSTS TO 35KT.AIRPORT SURROUNDED BY DENSE WOODS. | | | | | | |
| INTENDED DESTINATION BLAINE,MN PHASE OF OPERATION TAKEOFF INITIAL CLIMB CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 68 WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES | | | FLIGHT PURPOSE | PILOT DATA |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------------------|------------------------|---|-----|------------------------------------------------------|----------------------------------------------------------------------------|
| | | | | F | S | M/N | | |
| 3-3731 | 7/12/78 | FARIBAULT, MN | BEECH 60 N777HH DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 5 0 0 | | | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 51, 3209 TOTAL HOURS, 338 IN TYPE, INSTRUMENT RATED. |
| | TIME - 0758 | | INTENDED DESTINATION LAFAYETTE, IN | | | | | |
| | DEPARTURE POINT OLIVIA, MN | | | | | | | |
| | TYPE OF ACCIDENT AIRFRAME FAILURE | IN FLIGHT | | | | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT WEATHER - THUNDERSTORM ACTIVITY WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | | | |
| | FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | |
| | SKY CONDITION OVERCAST | | | | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | | | | | PRECIPITATION AT ACCIDENT SITE NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | | | | TYPE OF WEATHER CONDITIONS IFR | |
| | TYPE OF FLIGHT PLAN IFR | | | | | | | |
| | FIRE AFTER IMPACT | | | | | | | |
| | REMARKS- WX RADAR INOP. GENERAL DISINTEGRATION. | | | | | | | |
| 3-2777 | 8/26/78 | ST GEORGE, MN | PIPER PA-28 N43177 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | | | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 454 TOTAL HOURS, 340 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 2120 | | INTENDED DESTINATION LAFAYETTE, MN | | | | | |
| | DEPARTURE POINT UNKNOWN/NOT REPORTED | | | | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | | | | | PHASE OF OPERATION 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 - LOW CEILING WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | |
| | SKY CONDITION OVERCAST | | | | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | |
| | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | | | PRECIPITATION AT ACCIDENT SITE NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | | | | TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED | |
| | TYPE OF FLIGHT PLAN NONE | | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4033 | 11/12/78 TIME - 1528 | EDEN PRAIRIE,MN | CESSNA 310Q N8050Q DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 53, 643 TOTAL HOURS, 27 IN TYPF, INSTRUMENT RATED. |
| NAME OF AIRPORT - FLYING CLOUD DEPARTURE POINT INTENDED DESTINATION OSCEDLA,MN EDEN PRAIRIE,MN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL SPIN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS MISCELLANEOUS ACTS,CONDITIONS - ICE-WINDSHIELD FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE WEATHER - RAIN WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 100 TYPE OF WEATHER CONDITIONS IFR REMARKS- PLT EXECUTED MISSED APP DUE ICE ON WINDSHIELD.1/2IN THICK ICE FOUND ON AIRFRAME. | | | | | | |
| PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING LANDING TRAFFIC PATTERN-CIRCLING CEILING AT ACCIDENT SITE 800 PRECIPITATION AT ACCIDENT SITE RAIN TEMPERATURE-F 33 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN IFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------|----------------------|-----------------------|------------------------|-------------------------------------------|------------------------------------------------------------------------|
| 3-0572 | 1/8/78 | NR.TYLER TOWN, MS | BEECH B-58P N7264R | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 40, 1367 TOTAL HOURS, 89 IN TYPE, INSTRUMENT RATED. |
| | TIME - 1616 | | DAMAGE-DESTROYED | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | NEW ORLEANS, LA | ST. LOUIS, MO | | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLISION WITH GROUND/WATER | UNCONTROLLED | | | IN FLIGHT UNCONTROLLED DESCENT | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | |
| | WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OVERCAST | | | | 1000 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER (UNLIMITED) | | | | FREEZING DRIZZLE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | NONE | | | | 40 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 340 | | | | 15 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | IFR | |
| | FIRE AFTER IMPACT | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------|-------------------------------------------|------------------------|------------------------------|------------------------------------------------------------------------------|
| 3-0454 | 3/7/78 TIME - 2045 | LAUREL,MS | CESSNA 310I N8114M DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, AGE 69, 30087 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - HESLER NOBLE DEPARTURE POINT INTENDED DESTINATION JACKSON,MS LAUREL,MS TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE PARTIAL OSCURATION 400 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN IFR REMARKS- PLT FAILED INSTRUMENT CHECK 4 DAYS BEFORE ACCIDENT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------------------------------------------------------|----------------|----------------------|---------------------|--------------------------------|---------------------------|
| 3-3252 | 4/11/78 | NR.GULFPORT,MS | BELLANCA 17-30A | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 57, 1500 |
| | TIME - 0939 | | N39817 | PX- 1 0 0 | BUSINESS | TOTAL HOURS, 300 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | GULFPORT,MS | | HARRISON,AR | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | TURBULENCE | | | | IN FLIGHT CLIMB TO CRUISE | |
| | AIRFRAME FAILURE IN FLIGHT | | | | IN FLIGHT UNCONTROLLED DESCENT | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | |
| | PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | |
| | FACTOR(S) | | | | | |
| | PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - RAIN | | | | | |
| | WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | BROKEN | | | | 700 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER(UNLIMITED) | | | | RAIN, THUNDERSTORM | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | FOG | | | | 71 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 330 | | | | 14 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | IFR | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- GENERAL DISINTEGRATION OF R WING. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4284 | 11/6/78 TIME - 2046 | NR.JACKSON,MS | BEECH 60 N135D DAMAGE-DESTROYED | CR- 1 0 0 PX- 7 0 0 | MISCELLANEOUS DEMONSTRATION | COMMERCIAL, FL.INSTR., AGE 31, 2000 TOTAL HOURS, 60 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - JACKSON MUNI DEPARTURE POINT INTENDED DESTINATION MONTGOMERY,AL TULSA,OK TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLISION WITH GROUND/WATER UNCONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER - FOG COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 5000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 61 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- WX BRIEFING INCLUDED FREEZING LVL 13-15000FT.CRUIISING ALT 14000FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-0560 | 3/9/78 TIME - 0620 | MEMPHIS,MO | CESSNA 172 N7592X DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 215 TOTAL HOURS, 190 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - MEMPHIS MUNI DEPARTURE POINT INTENDED DESTINATION MEMPHIS,MO KANSAS CITY,MO TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG RIGHT QUARTERING TAIL WIND 203-247 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 0 330 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 5 IFR TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------|------------------------|-----------------------------------------------------|--------------------------------------------|------------------------|-------------------------------------------|--------------------------------------------------------------------------------------|
| 3-1560 | 5/12/78 TIME - 1310 | EAST PRAIRIE,MO | BEECH F35 N7365B DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 34, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | | DEPARTURE POINT MACON,MS | INTENDED DESTINATION CAPE GIRARDEAU,MO | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT DESCENDING | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 1000 | | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TYPE OF WEATHER CONDITIONS VFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- OVERCAST AND UNSTABLE WIND CONDITIONS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-2158 | 5/29/78 | PIEDMONT,MO | SWIFT GC-1B N2302B DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 25, 815 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - PIEDMONT MUNI DEPARTURE POINT INTENDED DESTINATION KENTUCKY DAM,KY WICHITA,KS TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES 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. FACTOR(S) WEATHER - HIGH TEMPERATURE 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 TEMPERATURE-F NONE 87 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM VFR TYPE OF FLIGHT PLAN NONE REMARKS- 172LBS OVER MAX GWT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-2569 | 6/23/78 TIME - 1018 | POTOSI,MO | BEECH E35 N13AV DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL BUSINESS | AIRLINE TRANSPORT, AGE 41, 7750 TOTAL HOURS, 245 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT PADUCAH,KY | INTENDED DESTINATION HOLT,MO | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| WEATHER - THUNDERSTORM ACTIVITY | | | | | | |
| WEATHER - RAIN | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE THUNDERSTORM, RAIN SHOWERS | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| 3-2559 | 8/12/78 TIME - 1025 | BRIGHTON,MO | PIPER PA-28 N7245W DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 341 TOTAL HOURS, 275 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT TRENTON,MO | INTENDED DESTINATION ALEDO,IL | LAST ENROUTE STOP FAIRFIELD,IA | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | PHASE OF OPERATION 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 - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------------------------------|--------------------------------------------------------------------------------------|
| 3-4169 | 11/22/78 TIME - 2030 | EUREKA,MO | CESSNA 182C N8485T DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | NO CERTIFICATE, AGE 48, 350 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT FENTON,MO | INTENDED DESTINATION SENECA,OK | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 130 TYPE OF WEATHER CONDITIONS IFR | | | CEILING AT ACCIDENT SITE 100 PRECIPITATION AT ACCIDENT SITE RAIN TEMPERATURE-F 42 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- PILOT CERT. REVOKED 6/16/78 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------------------------------|---------------------------------------------|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------|
| 3-1037 | 5/29/78 TIME - 1815 | PRAY,MT | BELLANCA 7KCAB NR527 DAMAGF-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | ATP, FLIGHT INSTR., AGE 40, 9457 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT PRAY,MT | | INTENDED DESTINATION LOCAL | | | | |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - SQUALL LINE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | |
| VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM | | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | TYPE OF WEATHER CONDITIONS IFR | | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| REMARKS- WITNESSES OBSERVED ACFT FLY TOWARD AREA OF STORM ACTIVITY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------|------------------------|----------------------|-------------------------------------------|-------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------------|
| 3-1771 | 6/30/78 TIME - 1458 | BELGRADE.MT | CESSNA 210L N22195 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 54, 1100 TOTAL HOURS, 114 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - GALLATIN FIELD | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| BILLINGS.MT | | HELENA.MT | | | | |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | |
| COLLISION WITH GROUND/WATER CONTROLLED | | | | LANDING LEVEL OFF/TOUCHDOWN | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - EXERCISED POOR JUDGMENT | | | | | | |
| PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS | | | | | | |
| WEATHER - UNFAVORABLE WIND CONDITIONS | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - THUNDERSTORM ACTIVITY | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OVERCAST | | | | 7000 | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 5 OR OVER(UNLIMITED) | | | | NONE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | RELATIVE BEARING OF WIND | | |
| NONE | | | | LEFT QUARTERING HEAD WIND 293-337 DEGREES | | |
| TEMPERATURE-F | | | | WIND DIRECTION-DEGREES | | |
| 79 | | | | 280 | | |
| WIND VELOCITY-KNOTS | | | | TYPE OF WEATHER CONDITIONS | | |
| 25 | | | | VFR | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- WIND GUSTING 35K. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------|------------------------|----------------------------|----------------------------------------|------------------------|---------------------------------------|----------------------------------------------------------------------------|
| 3-2837 | 8/18/78 TIME - 1546 | ANACONDA, MT | CESSNA 320 N24P DAMAGE-DESTROYED | CR- 1 0 0 PX- 5 0 0 | MISCELLANEOUS UNKNOWN/NOT REPORTED | PRIVATE, AGE 43, 3000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ANACONDA | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | YELM, WA | BUTTE, MT | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | STALL | | | IN FLIGHT OTHER | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| BROKEN | | | 7000 | | | |
| 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 | | | |
| 230 | | | 16 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| VFR | | | NONE | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- LOST CTL IN NR VERTICAL BANK WITH HEAVY ACFT. DENSITY ALT 7100FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-2838 | 9/6/78 TIME - 0251 | GREAT FALLS, MT | AERO COMDR 500B N6112X DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-CARGO S-D | COMMERCIAL, FL. INSTR., AGE 27, 3166 TOTAL HOURS, 650 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GREAT FALLS INTL DEPARTURE POINT INTENDED DESTINATION HELENA, MT GREAT FALLS, MT TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST/LOWER SCATTERED 2800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 59 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 300 4 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- FAILED TO ESTAB ON APP CS, EXCESS SPEED, EXCESS DESCENT RATE, DESCENDED BELOW MINS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3100 | 9/19/78 TIME - 1603 | NR. HALL, MT | PIPER PA-28 N8359C DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 20, 71 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MISSOULA, MT | INTENDED DESTINATION BOZEMAN, MT | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - SNOW MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION BROKEN | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE RAIN, SNOW SHOWERS | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 50 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN VFR | | | |
| REMARKS- FLEW INTO ENROUTE WEA. | | | | | | |
| 3-2166 | 5/31/78 TIME - 1345 | WOLBACH, NE | CESSNA 140 N76011 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 361 TOTAL HOURS, 87 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT FREMONT, NE | INTENDED DESTINATION BOULDER, WY | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | LAST ENROUTE STOP UNKNOWN/NOT REPORTED PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-2323 | 6/23/78 TIME - 1710 | COLUMBUS, NE | PIPER PA-28 N8993W DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 151 TOTAL HOURS, 37 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - COLUMBUS DEPARTURE POINT CHADRON, NE INTENDED DESTINATION COLUMBUS, NE TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PHASE OF OPERATION 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 - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST CEILING AT ACCIDENT SITE 900 VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS PRECIPITATION AT ACCIDENT SITE NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TEMPERATURE-F 72 WIND DIRECTION-DEGREES 60 WIND VELOCITY-KNOTS 10 TYPE OF WEATHER CONDITIONS IFR TYPE OF FLIGHT PLAN VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-2781 | 8/27/78 TIME - 0835 | GRAND ISLAND, NE | CESSNA 188 N53360 DAMAGE-DESTROYED INTENDED DESTINATION UNKNOWN/NOT REPORTED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 42, 5000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT GRAND ISLAND, NE TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT EN ROUTE TO TREAT CROP | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF WEATHER CONDITIONS IFR | CEILING AT ACCIDENT SITE 300 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 67 TYPE OF FLIGHT PLAN NONE | | | |
| | | SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - UNKNOWN/NOT REPORTED PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT | KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TUXIC GLOVES - USED CRASH HELMET - AVAILABLE USED CRASH BAR - INSTALLED | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------|----------|-----------------|----------------------------------------------------------|------------------------|------------------------------------------------------|--------------------------------------------------------------------------------|
| 3-3905 | 12/18/78 | VIRGINIA, NE | PIPER PA-32 N4757S | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 134 TOTAL HOURS, 55 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT BEATRICE, NE | | | DAMAGE-DESTROYED INTENDED DESTINATION TECUMSEH, NE | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | | | UNCONTROLLED | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) WEATHER - OTHER | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| REMARKS- RESTRICTED VIS AT NIGHT-AREA SPARSELY LIGHTED-LOW CLOUDS IN AREA. | | | | | | |
| 3-4189 | 12/19/78 | NR. OSHKOSH, NE | CESSNA 172 N739DN | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL POWER/PIPELINE | COMMERCIAL, AGE 39, 2000 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT OSHKOSH, NE | | | DAMAGE-DESTROYED INTENDED DESTINATION ALLIANCE, NE | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | | | CONTROLLED | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING | | | | | | |
| WEATHER - SNOW | | | | | | |
| WEATHER BRIEFING - OTHER | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION UNKNOWN/NOT REPORTED | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE ZERO | | | PRECIPITATION AT ACCIDENT SITE SNOW | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| REMARKS- PILOT RCVD WX INFO BY PHONE FROM DESTINATION AIRPORT OPERATOR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|-----------------------------------------|------------------------|------------------------------------------------|----------------------------------------------------------------------------|
| 3-0654 | 1/9/78 TIME - 1430 | NR.HAWTHORNE,NV | LAKE LA-4 N6678L DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 35, 2000 TOTAL HOURS, 60 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT LAS VEGAS,NV | INTENDED DESTINATION RENO,NV | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - BECAME LOST/DISORIENTED MISCELLANEOUS ACTS,CONDITIONS - FLFW INTO BLIND CANYON | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - SNOW WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION OVERCAST | | | | CEILING AT ACCIDENT SITE 300 | |
| | VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS | | | | PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | | | | TEMPERATURE-F 37 | |
| | WIND DIRECTION-DEGREES 180 | | | | WIND VELOCITY-KNOTS 10 | |
| | TYPE OF WEATHER CONDITIONS IFR | | | | TYPE OF FLIGHT PLAN NONE | |
| | REMARKS- VFR FLT NOT RCMMDD,TPH WX.MTNS OMSCURED,HIT MTN ABT 6700FT MSL.RECOVERY DATE 2/6/78. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------------------------------------------|-------------------------------------------|-----------------------------------------------|-------------------------------------------|--------------------------------------------------------------------------|
| 3-0206 | 2/2/78 TIME - 0805 | NR. PAHRUMP, NV | PIPER PA-28 N44517 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 47 TOTAL HOURS, 45 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LAS VEGAS, NV | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE | | | | | | |
| FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER - HIGH DENSITY ALTITUDE TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION CLEAR | | | | CEILING AT ACCIDENT SITE UNLIMITED | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | | TEMPERATURE-F 32 | | |
| WIND DIRECTION-DEGREES 310 | | | | WIND VELOCITY-KNOTS 17 | | |
| TYPE OF WEATHER CONDITIONS VFR | | | | TYPE OF FLIGHT PLAN UNKNOWN/NOT REPORTED | | |
| REMARKS- DA 13000FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------------------|----------------------------------------|--------------------------------------------|------------------------------|-------------------------------------------------------------------------------------|
| 3-0653 | 2/18/78 TIME - 0455 | GENOA PEAK,NV | BEECH 58 N4307W DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | COMMERCIAL AIR TAXI-PASSG | AIRLINE TRANSPORT, AGE 35, 2906 TOTAL HOURS, 85 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT LOS ANGELES,CA | INTENDED DESTINATION LAKE TAHOE,CA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT DESCENDING | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION BROKEN | CEILING AT ACCIDENT SITE 3000 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 31 | | | |
| | | WIND DIRECTION-DEGREES 170 | WIND VELOCITY-KNOTS 3 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- TOPS OF MOUNTAINS OBSCURED.RADAR PLOT SHOWED ACFT CIRCLING IN AREA OVER 12MIN.RECOVERED 2/19/78. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|------------------------------------|--------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-3271 | 4/28/78 NR.RENO,NV TIME - 1922 | | CESSNA T210H N2211R DAMAGE-DESTROYED | CR- 1 0 0 PX- 5 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 600 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT BELLINGHAM,WA | INTENDED DESTINATION PHOENIX,AZ | | LAST ENROUTE STOP RENO,NV | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| <p>PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION</p> | | | | | | |
| <p>FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED</p> | | | | | | |
| <p>SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN NONE</p> | | | | <p>CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE OF WEATHER CONDITIONS IFR</p> | | |
| <p>REMARKS- RECOVERY DATE 7/23/78.AIRMET CHARLIE 2 STATED MOD ICING IN CLOUDS & PRECIP,MTNS OCCAS OBSCURED.</p> | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------|------------------------|-------------------------------------------------|---------------------------------------------|------------------------------------------------------|---------------------------|---------------------------------------------------------------------------------|
| 3-4126 | 11/1/78 TIME - 1319 | NR.DAYTON,NV | CESSNA T-210L N777FT DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 42, 2550 TOTAL HOURS, 1900 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT OAKDALE,CA | INTENDED DESTINATION BOISE,ID | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - SNOW | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| SKY CONDITION OVERCAST | | | | CEILING AT ACCIDENT SITE 300 | | |
| VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | PRECIPITATION AT ACCIDENT SITE RAIN, SNOW | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | | TEMPERATURE-F 41 | | |
| WIND DIRECTION-DEGREES 190 | | | | WIND VELOCITY-KNOTS 3 | | |
| TYPE OF WEATHER CONDITIONS IFR | | | | TYPE OF FLIGHT PLAN NONE | | |
| REMARKS- RECOVERY DATE 11/2/78. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------------------------------------------------------------------|----------------------------------------|------------------------------------------------------|---------------------------------------------------------------------------|
| 3-4323 | 11/10/78 NR.RENO,NV TIME - 1809 | | CESSNA 182A N5895B DAMAGE-DESTROYED INTENDED DESTINATION RENO,NV | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 109 TOTAL HOURS, 82 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT PORTLAND,OR | | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | | UNCONTROLLED | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - SNOW WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION OBSCURATION | | | CEILING AT ACCIDENT SITE 1000 | | |
| | VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | | | PRECIPITATION AT ACCIDENT SITE SNOW | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | | | TEMPERATURE-F 24 | | |
| | WIND DIRECTION-DEGREES 90 | | | WIND VELOCITY-KNOTS 10 | | |
| | TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN VFR | | |
| | REMARKS- RECOVERY DATE 11/12/78. CONT FLT IN ADVERSE WX WITH PITOT HEAT INOP. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------------------|-----------------------------------------------|------------------------|-----------------------|-----------------------------------------------------------------------------------------|
| 3-3242 | 6/25/78 TIME - 1751 | TAMSWORTH,NH | GRUM AMER A41-C N9544U DAMAGE-DESTROYED | CR- 1 1 0 PX- 0 0 0 | INSTRUCTIONAL DUAL | COMMERCIAL, FL.INSTR., AGE 21, 831 TOTAL HOURS, 187 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT LA CONIA,NH | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT STALL | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) WEATHER - DOWNDRAFT,UPDRAFTS TERRAIN - ROUGH/UNEVEN WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION BROKEN/LOWER SCATTERED | CEILING AT ACCIDENT SITE 20000 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 78 | | | |
| | | WIND DIRECTION-DEGREES 260 | WIND VELOCITY-KNOTS 8 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- CONT FLT OVR RUGGED.MTNS TRRN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------|------------------------------------------------|------------------------|------------------------|--------------------------------------------------------------------------------------|
| 3-434R | 8/28/78 TIME - 1317 | REDFORD,NH | MITSUBISHI MU-2P N765MA DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | NONCOMMERCIAL OTHER | AIRLINE TRANSPORT, AGE 61, 15679 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MANCHESTER DEPARTURE POINT INTENDED DESTINATION MANCHESTER,NH WINDSOR LOCKS,CT TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FACTOR(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS OTHER WEATHER - LOW CEILING WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECA - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 56 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- PLT RPTD COMPASS PROBLEM. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3243 | 7/31/78 TIME - 1150 | SUSSEX,NJ | CESSNA 310P N5808M DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL.INSTR., AGE 29, 1740 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - SUSSEX DEPARTURE POINT ASHLAND,KY INTENDED DESTINATION SUSSEX,NJ TYPE OF ACCIDENT COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALY CORRECT SKY CONDITION BROKEN/LOWER SCATTERED VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 80 TYPE OF WEATHER CONDITIONS IFR REMARKS- APCH COURSE 345 DEG. ACFT COLLIDED WITH MOUNTAIN FIVE MILES NW OF AIRPORT. | | | | | | |
| CEILING AT ACCIDENT SITE 1200 PRECIPITATION AT ACCIDENT SITE RAIN TEMPERATURE-F 65 WIND VELOCITY-KNOTS 9 TYPE OF FLIGHT PLAN IFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3622 | 9/16/78 TIME - 0555 | ROBBINSVILLE,NJ | PIPER PA-32R N3930F DAMAGE-DESTROYED | CR- 0 1 0 PX- 5 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL.INSTR., AGE 42, 1600 TOTAL HOURS. 200 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TRENTON ROBINSVLE DEPARTURE POINT INTENDED DESTINATION ROBBINSVILLE,NJ FIRST FLIGHT,NC TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. PILOT-FAILED TO MAINTAIN POSITIVE RATE OF CLIMB. FACTOR(S) WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES FOG 260 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 3 IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- ACFT OVER G/W BY 71.9LBS AT TKOF. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-------------------------------------------------|--------------------------------------------|------------------------|---------------------------|------------------------------------------------------------------------------------------------|
| 3-3620 | 10/11/78 TIME - 2122 | PARSIPPANY, NJ | PIPER PA-28R N1690H DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | COMMERCIAL, FL. INSTR., AGE 41, 1390 TOTAL HOURS. UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | | DEPARTURE POINT TETERBORD, NJ | INTENDED DESTINATION LOCAL | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | PHASE OF OPERATION IN FLIGHT LOW PASS | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - OBSTRUCTIONS TO VISION WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 1500 | | | |
| | | VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | WIND VELOCITY-KNOTS CALM | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------|----------------------------------------------|------------------------|---------------------------|----------------------------------------------------------------------------|
| 3-3375 | 5/5/78 TIME - 2130 | CARRIZOZO, NM | BELLANCA BL-J4 N8774R DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 49, 389 TOTAL HOURS, 172 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - CARRIZOZO MUNI DEPARTURE POINT INTENDED DESTINATION TUMCUMCARI, NM PHOENIX, AR TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED LANDING TRAFFIC PATTERN-CIRCLING | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - SPATIAL DISORIENTATION FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - DOWNDRAFT, UPDRAFTS WEATHER - OBSTRUCTIONS TO VISION WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES BLOWING DUST 250 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 35 VFR TYPE OF FLIGHT PLAN NONE REMARKS- RECOVERY DATE 5/13/78. WIND GUSTING 50K. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------------------|-----------------------------------------|----------------------|------------------------------------------|--------------------------------|------------------------------|--------------------------------------------------------------------------------------|
| 3-3691 | 10/24/78 NR. TORREON, NM TIME - 1004 | | BEECH 65-80 N886G DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 53, 3665 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| OBERLIN, KS | | PHOENIX, AZ | | | | |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | |
| COLLISION WITH GROUND/WATER UNCONTROLLED | | | | IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OVERCAST | | | | UNKNOWN/NOT REPORTED | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| UNKNOWN/NOT REPORTED | | | | RAIN | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TYPE OF WEATHER CONDITIONS | | |
| UNKNOWN/NOT REPORTED | | | | IFR | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| REMARKS- AIRCRAFT INVERTED AT IMPACT. NO INST TIME LOGGED SINCE 11/6/76. MTNS & PASSES OBSCURED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|---------------------------------------------------------------------|----------------------|---------------------|--------------------------------|-------------------------|
| 3-4418 | 11/10/78 | NR.SILVER CITY,NM | BEECH A36 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 47, 1697 |
| | TIME - 1916 | | N9016V | PX- 1 0 0 | PRACTICE | TOTAL HOURS, 1000 IN |
| | | | DAMAGE-SUBSTANTIAL | | | TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - TURNER-RIDGEPORT | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | SILVER CITY,NM | EL PASO,TX | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLIDED WITH DITCHES | | | TAKEOFF INITIAL CLIMB | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | |
| | | PILOT IN COMMAND - FAILED TO ABORT TAKEOFF | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - FAILED TO USE ALL AVAILABLE RUNWAY | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - HIGH DENSITY ALTITUDE | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY | | | | |
| | | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | UNKNOWN/NOT REPORTED | | | UNKNOWN/NOT REPORTED | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 5 OR OVER(UNLIMITED) | | | NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TYPE OF WEATHER CONDITIONS | |
| | | NONE | | | VFR | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | NONE | | | | |
| | | REMARKS- USED LAST 1200FT OF 4200FT RWY.DENS ALT APRX 7500FT. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-1429 | 1/9/78 TIME - 1300 | ITHACA,NY | CESSNA 210K N8230M DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 34, 1133 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TOMPKINS CO ARPT DEPARTURE POINT INTENDED DESTINATION DANBURY,CT BUFFALO,NY TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE STALL LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL MISCELLANEOUS ACTS,CONDITIONS - ICE-IN FUEL PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,AND ALTITUDE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE PARTIAL OBSCURATION 900 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES BLOWING SNOW 310 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 15 IFR TYPE OF FLIGHT PLAN IFR REMARKS- HAD ARPT IN SIGHT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------|------------------------|------------|-------------------------------------------------------------------------------------|--------------------------------|------------------------|----------------------------------------------------------------------------|
| 3-1079 | 3/19/78 TIME - 0822 | ONCHOTA,NY | BEECH B95A N28885 DAMAGE-DESTROYED INTENDED DESTINATION SARANAC LAKE,NY | CR- 1 0 0 PX- 4 0 0 | NONCOMMERCIAL OTHER | PRIVATE, AGE 40, 1200 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT FREDERICK,MD TYPE OF ACCIDENT STALL | | | PHASE OF OPERATION LANDING INITIAL APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - ICE-PROPELLER | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - SNOW | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| PARTIAL OBSCURATION | | | | 1000 | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 1 MILE OR LESS | | | | SNOW | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | |
| NONE | | | | 27 | | |
| WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | | |
| 240 | | | | 10 | | |
| TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | | |
| IFR | | | | IFR | | |
| REMARKS- WIND GUSTING 18 KTS.ICING CONDITIONS FORCAST,NO AIRFRAME OR PROP DEICING CAPABILITY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------------|-------------------------------------------|------------------------|--------------------------------|-------------------------------------------------------------------------------------------------|
| 3-4216 | 5/17/78 TIME - 1804 | WANTAGH, NY | BELL 47G-3B N602PD DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS POLICE PATROL | COMMERCIAL, FL. INSTR., AGE 53, 2392 TOTAL HOURS, 300 IN TYPE, NOT INSTRU- MENT RATED. |
| NAME OF AIRPORT - GRUMMAN AIRPORT DEPARTURE POINT INTENDED DESTINATION BETHPAGE, NY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING POWER-OFF AUTOROTATIVE LANDING 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 FACTOR(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS WEATHER - LOW CEILING WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED 1500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 54 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE FIRE AFTER IMPACT REMARKS- HELICOPTER OBSERVED FLYING AT 200 TO 300FT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------------|---------------------------------------------------------------------------------|------------------------|-------------------------------------------|---------------------------------------------------------------------------|
| 3-4201 | 7/15/78 TIME - 0415 | CAMPBELL,NY | PIPER PA-28 N4853F DAMAGE-DESTROYED INTENDED DESTINATION ELMIRA,NY | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 26, 148 TOTAL HOURS, 84 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT LAWTON,OK | | | LAST ENROUTE STOP DAYTON,OH | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - SPATIAL DISORIENTATION MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, BY PHONE/RADIO, LIMITED BY PILOT ACTION WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SKY CONDITION OBSCURATION | | | CEILING AT ACCIDENT SITE 500 | | | |
| VISIBILITY AT ACCIDENT SITE 3/4 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 67 | | | |
| WIND DIRECTION-DEGREES 260 | | | WIND VELOCITY-KNOTS 7 | | | |
| TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN VFR | | | |
| REMARKS- NO FUEL FOUND IN CARB BOWL.L TANK HAD FUEL R NONE.FLT ABV CLDS.AIRBORNE 11 HR,OPERATIONAL 14 & 3/4 | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------|------------------------------------------------|------------------------|----------------------------|--------------------------------------------------------------------------------------------|
| 3-4028 | 9/11/78 TIME - 1925 | HAMMONDSPORT,NY | AERO COMDR 500S N40MA DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 2 2 0 | NONCOMMERCIAL CORP/EXEC | ATP, FLIGHT INSTR., AGE 51, 6300 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - TAYLOR-VAN GELDER DEPARTURE POINT INTENDED DESTINATION RALEIGH,NC HAMMONDSPORT,NY TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH STALL LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - OBSTRUCTIONS TO VISION TERRAIN - OTHER MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE PARTIAL OBSCURATION UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F HAZE 74 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 230 8 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR VFR REMARKS- AIRCRAFT APPROACH TOWARD RISING TERRAIN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------|----------------------|--------------------|---------------------|--------------------------------|----------------------------------------------------|
| 3-3623 | 9/16/78 | VENICE CENTER, NY | CESSNA R172K | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 67, 237 |
| | TIME - 1110 | | N9655V | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 106 IN TYPE, NOT INSTRUMENT RATED. |
| | | | DAMAGE-SUBSTANTIAL | | | |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | PINEHILL, NY | NORWICH, NY | | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | | IN FLIGHT NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - RAIN | | | | | |
| | WEATHER - FOG | | | | | |
| | WEATHER - THUNDERSTORM ACTIVITY | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | UNKNOWN/NOT REPORTED | | | | UNKNOWN/NOT REPORTED | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 1/4 MILE OR LESS | | | | RAIN | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TYPE OF WEATHER CONDITIONS | |
| | FOG | | | | IFR | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | VFR | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------------|-------------------------|--------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-4275 | 12/21/78 TIME - 0030 | PANAMA,NY | CESSNA 182 N71206 DAMAGE-SUBSTANTIAL INTENDED DESTINATION COLUMBUS,OH | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 54, 1025 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT JAMESTOWN,NY | | PHASE OF OPERATION | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | | IN FLIGHT NORMAL CRUISE IN FLIGHT OTHER | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | | |
| 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 | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - CONDITIONS CONDUCTIVE TO CARR./INDUCTION SYSTEM ICING | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OVERCAST | | | | 200 | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 3/4 MILE OR LESS | | | | RAIN | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | |
| FOG | | | | 43 | | |
| WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | | |
| 270 | | | | 12 | | |
| TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | | |
| IFR | | | | NONE | | |
| FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------------------------------------------------|----------------------|--------------------|--------------------------------|--------------------------|--------------------------|
| 3-4373 | 12/25/78 | NR.SARANAC LAKE,NY | PIPER PA-31 | CR- 2 0 0 | NONCOMMERCIAL | COMMERCIAL, AGE 32, 2741 |
| | TIME - 1918 | | N114TA | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, UNK/NR IN |
| | | | DAMAGE-SUBSTANTIAL | | | TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | | | | |
| | DETROIT,MI | SARANAC,NY | | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | IN FLIGHT OTHER | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - SNOW | | | | | |
| | WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | OVERCAST | | | 100 | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | 1 MILE OR LESS | | | SNOW | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | |
| | FOG | | | 19 | | |
| | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | |
| | 200 | | | 6 | | |
| | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | |
| | VFR | | | IFR | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------|-----------------------------------------------|------------------------|-------------------------------------------|-------------------------------------------------------------------------------|
| 3-0561 | 2/13/78 TIME - 2002 | MORRISVILLE, NC | AERO CMDR 680FL N26511 DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 31, 1061 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - RALEIGH-DURHAM | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | BEDFORD, MA | MONROE, NC | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | STALL SPIN | | | LANDING FINAL APPROACH | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | BROKEN | | | 500 | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 1 MILE OR LESS | | | NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | WIND DIRECTION-DEGREES | |
| | | FOG | | | 290 | |
| | | WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | |
| | | 3 | | | IFR | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | IFR | | | | |
| REMARKS- ACFT HEAVY. NO RECORD OF ANY PLT TRNG TYPE ACFT. NARCOTICS & OVER \$24,000 FOUND IN ACFT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-1081 | 4/9/78 TIME - 1848 | EDENTON,NC | PIPER PA-28 N8726W DAMAGE-DESTROYED INTENDED DESTINATION PLYMOUTH,NC | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 59, 2100 TOTAL HOURS, 744 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT KILL DEVIL HILLS,NC TYPE OF ACCIDENT COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - CORRECTING LENSES-NOT USED WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 120 TYPE OF WEATHER CONDITIONS VFR REMARKS- FOG AT DEST ARPT.CRASHED HDG NE,NORTH OF EDENTON ARPT.BLOOD-ALCOHOL LVL 120MG%.ACFT FND 4/10/78. | | | | | | |
| | | | | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 49 WIND VELOCITY-KNOTS 6 TYPE OF FLIGHT PLAN NONE | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------|------------------------|-----------------------------------------|-------------------------------------------|-----------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------------|
| 3-1712 | 5/12/78 TIME - 1405 | NR.LINVILLE,NC | CESSNA 182Q N735MB DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 500 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SEVEN SPRINGS,PA | INTENDED DESTINATION PANAMA CITY,FL | LAST ENROUTE STOP ASHEVILLE,NC | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION BROKEN | | | | CEILING AT ACCIDENT SITE 4000 | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | | PRECIPITATION AT ACCIDENT SITE DRIZZLE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | | TEMPERATURE-F 71 | | |
| WIND DIRECTION-DEGREES 170 | | | | WIND VELOCITY-KNOTS 8 | | |
| TYPE OF WEATHER CONDITIONS IFR | | | | TYPE OF FLIGHT PLAN VFR | | |
| REMARKS- ONE OUTDATED LOW ALT ENROUTE CHART,L19/20,FOUND IN WRECKAGE.MOUNTAIN TOPS OBSCURED. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------------------------------------------|-----------------------|--------------|--------------------------------------------------|------------------------|-----------------------------------------------|------------------------------------------------------------------------|
| 3-1710 | 7/6/78 TIME - 1215 | DEEP GAP, NC | PIPER PA-32 N43087 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 29, 679 TOTAL HOURS, 304 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT KNIGHTDALE, NC | | | INTENDED DESTINATION ROONE, NC | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| SKY CONDITION OBSCURATION | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 72 | | | |
| TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- CONTACTED TREES NR TOP OF RIDGE IN APRX LEVEL FLT. LOW VIS IN FOG AT ARPT & ACFT SITE. FOUND 7/7/78. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------|----------------------------|-------------------------|--------------------------------------------|------------------------|-------------------------------------------|-----------------------------------------------------------------------|
| 3-4307 | 8/26/78 TIME - 1705 | BOLTON, NC | PIPER PA-28R N41786 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 299 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT | INTENDED DESTINATION | LAST ENROUTE STOP | | | |
| | POMPANO BEACH, FL | NEWPORT NEWS, VA | SAVANNAH, GA | | | |
| | TYPE OF ACCIDENT | PHASE OF OPERATION | | | | |
| | AIRFRAME FAILURE IN FLIGHT | IN FLIGHT NORMAL CRUISE | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| PERSONNEL - TRAFFIC CONTROL PERSONNEL OTHER | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | | |
| WEATHER - THUNDERSTORM ACTIVITY | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OVERCAST | | | UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 1/4 MILE OR LESS | | | THUNDERSTORM | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| UNKNOWN/NOT REPORTED | | | 77 | | | |
| WIND DIRECTION-DEGREES | | | TYPE OF WEATHER CONDITIONS | | | |
| 90 | | | VFR | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| IFR | | | | | | |
| REMARKS- IFR REQSTD VECTORS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------|---------------------------------------------------------------------------------|------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-0941 | 2/7/78 TIME - 0320 | AMIDON,ND | BEECH D95A N88GS DAMAGE-DESTROYED INTENDED DESTINATION FARGO,ND | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 36, 2785 TOTAL HOURS, 693 IN TYPF, INSTRUMENT RATED. |
| DEPARTURE POINT EVELETH,MN | | | | | | |
| TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION | | | | | | |
| FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE WEATHER - LOW CEILING WEATHER - SNOW COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, BY PHONE/RADIO, LIMITED BY PILOT ACTION WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SKY CONDITION OBSCURATION | | | CEILING AT ACCIDENT SITE 500 | | | |
| VISIBILITY AT ACCIDENT SITE ZERO | | | PRECIPITATION AT ACCIDENT SITE SNOW | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | | | TEMPERATURE-F 7 | | | |
| WIND DIRECTION-DEGREES 130 | | | WIND VELOCITY-KNOTS 30 | | | |
| TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- NO EVIDENCE PLT SLEPT DURING 18HR PERIOD BFR FLT. BLOOD ALCOHOL LEVEL .097%. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------|------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------|------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-1078 | 3/15/78 TIME - 1218 | BELFIELD,ND | PIPER PA-32R N75089 DAMAGE-DESTROYED INTENDED DESTINATION DEVILS LAKE ND | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 43, 1160 TOTAL HOURS, 280 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT B/ZEMAN,MT | | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS BANK AND TURN | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - ELECTRICAL FAILURE | | | | | | |
| WEATHER - SNOW | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE SNOW SHOWERS | | | |
| | | ORSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | TEMPERATURE-F 35 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN VFR | | | |
| REMARKS- NO EVIDENCE OF ROTATION ON TURN-COORDINATOR GYRO.PLT STATED TROUBLE WITH ARTIFICIAL HORIZON. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------------------------------------------------|----------------------------------------------|------------------------------------------------------|---------------------------|-------------------------------------------------------------------------------------|
| 3-0709 | 4/17/78 TIME - 1645 | MANDAN, ND | BEECH A24R N8051R DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 54, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT BISMARCK, ND | INTENDED DESTINATION SIBLEY, IA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 700 | | | |
| | | VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE RAIN, SNOW | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 36 | | | |
| | | WIND DIRECTION-DEGREES 140 | WIND VELOCITY-KNOTS 4 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- WRECKAGE NOT RECOVERED. PLT FOUND 5/24/78. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------|------------------------|------------------------------------------|-----------------------------------------------|------------------------|-------------------------------------------|-------------------------------------------------------------------------|
| 3-3556 | 3/17/78 TIME - 1400 | SANDUSKY.OH | GRUM AMER AA5-B N1552R DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 34, 46 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - GRIFFING-SANDUSKY | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | SANDUSKY.OH | TOLEDO.OH | | | |
| | | TYPE OF ACCIDENT | PHASE OF OPERATION | | | |
| | | COLLISION WITH GROUND/WATER UNCONTROLLED | IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - WHITEOUT | | | | | | |
| WEATHER - SNOW | | | | | | |
| WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALY CORRECT | | | | | | |
| | | SKY CONDITION | CEILING AT ACCIDENT SITE | | | |
| | | OBSCURATION | 0 | | | |
| | | VISIBILITY AT ACCIDENT SITE | PRECIPITATION AT ACCIDENT SITE | | | |
| | | ZERO | SNOW | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | TYPE OF WEATHER CONDITIONS | | | |
| | | NONE | IFR | | | |
| | | TYPE OF FLIGHT PLAN | | | | |
| | | NONE | | | | |
| REMARKS- NO RECORD OF PLT BEING CHECKED OUT IN ACFT OR X-COUNTRY PROC AS PER CLUB REGS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------|-----------------------|------------------------------------------------|------------------------------------------------------|--------------------------------|-------------------------------------------|--------------------------------------------------------------------------|
| 3-4374 | 8/6/78 TIME - 1525 | JEFFERSON, OH | CESSNA 177RG N45369 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 59, 146 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT WASHINGTON COURT, OH | INTENDED DESTINATION WEST CHICAGO, IL | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OVERCAST | | | | 500 | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 2 MILES OR LESS | | | | RAIN SHOWERS | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TYPE OF WEATHER CONDITIONS | | |
| HAZE | | | | IFR | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------|-------------------------|------------------------------------------------------------|----------------------------------------------|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------|
| 3-4122 | 11/12/78 TIME - 1725 | RENO, OH | GRUM AMER AA-5 N7187L DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 2 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 44, 848 TOTAL HOURS, 287 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT MURRAY, KY | INTENDED DESTINATION PITTSBURGH, PA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | PHASE OF OPERATION LANDING MISSED APPROACH | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 300 | | | |
| | | VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 53 | | | |
| | | WIND DIRECTION-DEGREES 26 | WIND VELOCITY-KNOTS 4 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN IFR | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------------------------------------------------------|------------------|----------------------|---------------------|--------------------------------|---------------------------|
| 3-2664 | 5/27/78 | NR.CALUMET,OK | AERO COMDR 690A | CR- 2 0 0 | NONCOMMERCIAL | CUMMERCIAL, AGE 57, 7000 |
| | TIME - 1010 | | N299F | PX- 0 0 0 | CORP/EXEC | TOTAL HOURS, 500 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | DEPARTURE POINT | OKLAHOMA CITY,OK | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | COLORADO SPRINGS,CO | | | |
| | AIRFRAME FAILURE | IN FLIGHT | | | PHASE OF OPERATION | |
| | | | | | IN FLIGHT CLIMB TO CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | |
| | FACTOR(S) | | | | | |
| | AIRFRAME - WINGS SPARS | | | | | |
| | AIRFRAME - FLIGHT CONTROL SURFACES HORIZONTAL STABILIZER, ATTACHMENTS | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - THUNDERSTORM ACTIVITY | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OVERCAST | | | | 4500 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER (UNLIMITED) | | | | RAIN | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | NONE | | | | 66 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 100 | | | | 6 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | IFR | |
| | REMARKS- GENERAL DISINTEGRATION, EMBEDDED THUNDERSTORMS. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------------------|-------------------------|------------------------------------------|-------------------------------------------|------------------------|-------------------------------------------|---------------------------------------------------------------------------|
| 3-4319 | 12/20/78 TIME - 0300 | ADA,OK | CESSNA 172N N75819 DAMAGE-DESTROYED | CR- 2 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 20, 113 TOTAL HOURS, 22 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ADA MUNICIPAL | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | STILLWATER,OK | ARLINGTON,TX | | | |
| | | TYPE OF ACCIDENT | PHASE OF OPERATION | | | |
| | | COLLISION WITH GROUND/WATER UNCONTROLLED | IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - INCORRECT TRIM SETTING | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - RAIN | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OVERCAST | | | 10000 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 5 OR OVER (UNLIMITED) | | | RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| NONE | | | 64 | | | |
| WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | | |
| 180 | | | 8 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| VFR | | | VFR | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- CRASHED SHORTLY AFTER RPTD CLIMBING THRU 2500FT.FULL NOSE-UP TRIM.PIC BLOOD ALCOHOL LVL 183MG%. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------------------------------|-------------------------------------------|--------------------------------------------|----------------------------|-------------------------------------------------------------------------------------|
| 3-1043 | 1/15/78 TIME - 1950 | MEDFORD, OR | PIPER PA-23 N5675Y DAMAGE-DESTROYED | CR- 1 0 0 PX- 5 0 0 | COMMERCIAL NS CIR PASSG | AIRLINE TRANSPORT, AGE 48, 5277 TOTAL HOURS, 31 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT CORVALLIS, OR | INTENDED DESTINATION MEDFORD, OR | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT DESCENDING | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRWAYS FACILITIES OTHER WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE 4000 | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE RAIN | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | TEMPERATURE-F 44 | | |
| | | WIND DIRECTION-DEGREES 30 | | WIND VELOCITY-KNOTS 3 | | |
| | | TYPE OF WEATHER CONDITIONS IFR | | TYPE OF FLIGHT PLAN IFR | | |
| REMARKS- CLRD FOR STRAIGHT-IN ILS. RPTD NDB INRD. NDB SGL OUT OF TLRNC. MFR WX. HIT MTN 4300FT MSL 22MI NW MFR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------|-------------------------------------------------------------------------|----------------------|--------------------------------|--------------------------|-------------------------|
| 3-1247 | 2/7/78 | NR.CASCADE LOCKS,OR | BEECH 35 | CR- 1 0 0 | NONCOMMERCIAL | COMMERCIAL, AGE 35, 365 |
| | TIME - UNK/NR | | N3087V | PX- 3 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, UNK/NR IN |
| | | | DAMAGE-DESTROYED | | | TYPE, NOT INSTRUMENT |
| | | | | | | RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | SPOKANE,WA | SEATTLE,WA | | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | AIRFRAME FAILURE IN FLIGHT | | IN FLIGHT UNCONTROLLED DESCENT | | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | |
| | | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | |
| | | PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - LOW CEILING | | | | |
| | | WEATHER - RAIN | | | | |
| | | WEATHER - FOG | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | |
| | | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | |
| | | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | |
| | | MISSING AIRCRAFT - LATER RECOVERED | | | | |
| | | SKY CONDITION | | CEILING AT ACCIDENT SITE | | |
| | | BROKEN | | 4000 | | |
| | | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | |
| | | 5 OR OVER(UNLIMITED) | | RAIN | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | TEMPERATURE-F | | |
| | | FOG | | 45 | | |
| | | WIND DIRECTION-DEGREES | | WIND VELOCITY-KNOTS | | |
| | | 280 | | 5 | | |
| | | TYPE OF WEATHER CONDITIONS | | TYPE OF FLIGHT PLAN | | |
| | | VFR | | NONE | | |
| | | FIRE AFTER IMPACT | | | | |
| | | REMARKS- L WING SEPD.RECOVERY DATE 6/24/78. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------------------------------------------------------------------------|---------|------------------------------------------------------|---------------------------------------------------------|------------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-1498 | 6/23/78 | NR. ASHLAND, OR | NAVION A N91504 | CR- 1 0 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 54, 221 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ARLINGTON, WA | DAMAGE-DESTROYED INTENDED DESTINATION VISALIA, CA | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE 1000 | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | WIND DIRECTION-DEGREES | | |
| | | WIND VELOCITY-KNOTS 20 | | TYPE OF WEATHER CONDITIONS VFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| | | FIRE AFTER IMPACT | | | | |
| REMARKS- ATT FLT THRU SISKIYOU PASS OVER I-5 AT 100 AGL. STRONG WINDS IN AREA. POWER LINES ACROSS HWY. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------|------------------------|------------------------------------------------|--------------------------------------------|----------------------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-1499 | 6/24/78 TIME - 2212 | BAKER,OR | PIPER PA-28R N40048 DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, 195 TOTAL HOURS, 120 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - BAKER MUNI | | | | |
| | | DEPARTURE POINT PACKWOOD,WA | INTENDED DESTINATION CALDWELL, ID | | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | PHASE OF OPERATION IN FLIGHT DESCENDING | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE | | | | | | |
| WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| SKY CONDITION BROKEN | | | | CEILING AT ACCIDENT SITE 5500 | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | | TEMPERATURE-F 53 | | |
| WIND DIRECTION-DEGREES 350 | | | | WIND VELOCITY-KNOTS 12 | | |
| TYPE OF WEATHER CONDITIONS VFR | | | | TYPE OF FLIGHT PLAN VFR | | |
| REMARKS- BOTH WGS & STABILATOR FAILED IN FLT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|----------------------------------------------|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| 3-2079 | 8/11/78 NR.RLY,NR TIME - UNK/NR | | AERO COMDR 100 N4179X DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 41, 200 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT LAKEVIEW,NR TYPE OF ACCIDENT STALL | INTENDED DESTINATION LOCAL | | | PHASE OF OPERATION IN FLIGHT OTHER | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 180 TYPE OF WEATHER CONDITIONS VFR | | | | CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 75 WIND VELOCITY-KNOTS 15 TYPE OF FLIGHT PLAN NONE | |
| | REMARKS- LOOKING FOR HUNTING SITES. DENSITY ALT 6800FT. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|-------------------------------------------------------------------------|----------------------|---------------------|--------------------------------|--------------------------------------------------------------|
| 3-2524 | 8/15/78 | NR.EUGENE,OR | CESSNA 172XP | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 25, 239 |
| | TIME - 1600 | | N736XU | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 26 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT | DAMAGE-DESTROYED | | | |
| | | OLYMPIA,WA | INTENDED DESTINATION | | | |
| | | TYPE OF ACCIDENT | KLAMATH FALLS,OR | | | |
| | | COLLISION WITH GROUND/WATER | CONTROLLED | | PHASE OF OPERATION | |
| | | | | | IN FLIGHT NORMAL CRUISE | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | |
| | | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - LOW CEILING | | | | |
| | | WEATHER - RAIN | | | | |
| | | TERRAIN - HIGH OBSTRUCTIONS | | | | |
| | | WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONNEL, IN PERSON | | | | |
| | | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | |
| | | MISSING AIRCRAFT - LATER RECOVERED | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | OVERCAST | | | 600 | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 1 MILE OR LESS | | | RAIN SHOWERS | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | |
| | | UNKNOWN/NOT REPORTED | | | 78 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | IFR | | | NONE | |
| | | REMARKS- RECOVERY DATE 8/17/78. | | | | |
| 3-3108 | 9/7/78 | NR.SISTERS,OR | PIPER PA-28 | CR- 2 0 0 | INSTRUCTIONAL | ATP, FLIGHT INSTR., AGE |
| | TIME - 1001 | | N39499 | PX- 2 0 0 | DUAL | 59, 12961 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED. |
| | | | DAMAGE-DESTROYED | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | SALEM,OR | REDMOND,OR | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLISION WITH GROUND/WATER | CONTROLLED | | IN FLIGHT NORMAL CRUISE | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - LOW CEILING | | | | |
| | | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | |
| | | MISSING AIRCRAFT - LATER RECOVERED | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | OBSCURATION | | | 8000 | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | 1/2 MILE OR LESS | | | RAIN | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | |
| | | UNKNOWN/NOT REPORTED | | | 40 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | IFR | | | IFR (VFR CONDITIONS ON TOP) | |
| | | REMARKS- RECOVERY DATE 9/12/78.MOUNTAIN TOPS OBSCURED. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|----------------------------------------------------------|------------------------|-----------------------------------------------|-------------------------------------------------------------------------------|
| 3-2523 | 9/14/78 | NR.RAINIER,OR | PIPER PA-28 N5877U | CR- 1 1 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 41, 55 TOTAL HOURS, 29 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 0217 | | DAMAGE-DESTROYED INTENDED DESTINATION VANCOUVER,WA | | | |
| | DEPARTURE POINT SEASIDE,OR | | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| | TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | |
| | FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - RAIN WEATHER - FOG | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | |
| | SKY CONDITION OVERCAST/LOWER SCATTERED | | | | CEILING AT ACCIDENT SITE 1500 | |
| | VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | | | | PRECIPITATION AT ACCIDENT SITE DRIZZLE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | | TEMPERATURE-F 57 | |
| | TYPE OF WEATHER CONDITIONS IFR | | | | TYPE OF FLIGHT PLAN NONE | |
| | REMARKS- PLT BLOOD ALCOHOL LEVEL .163%. | | | | | |
| 3-3184 | 10/28/78 | NR.JOSEPH,OR | PIPER PA-20 N2411A | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 53, 5000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | TIME - UNK/NR | | DAMAGE-DESTROYED INTENDED DESTINATION MONTAGUE,CA | | | |
| | DEPARTURE POINT JOSEPH,OR | | | | PHASE OF OPERATION IN FLIGHT OTHER | |
| | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - FLEW INTO BLIND CANYON | | | | | |
| | FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - HIGH DENSITY ALTITUDE | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION CLEAR | | | | CEILING AT ACCIDENT SITE UNLIMITED | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | | PRECIPITATION AT ACCIDENT SITE NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | | TYPE OF WEATHER CONDITIONS VFR | |
| | TYPE OF FLIGHT PLAN NONE | | | | | |
| | REMARKS- RECOVERY DATE 11/2/78. HIT TREES DURING ATTEMPTD TURN AROUND. DENSITY ALT ABOUT 10000FT. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------|----------------|----------------------|---------------------|--------------------------------|----------------------------------------------------|
| 3-3435 | 11/9/78 | NR.KIMBERLY,OR | CESSNA 177B | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE. AGE 26, 122 |
| | TIME - 0855 | | N11606 | PX- 0 0 0 | BUSINESS | TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-DESTROYED | | | |
| | BAKER,OR | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | MADRAS,OR | | | |
| | AIRFRAME FAILURE | IN FLIGHT | | | PHASE OF OPERATION | |
| | | | | | IN FLIGHT UNCONTROLLED DESCENT | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | |
| | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | |
| | PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - SNOW | | | | | |
| | MISCELLANEOUS ACTS.CONDITIONS - SEPARATION IN FLIGHT | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OBSCURATION | | | | 100 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 1/4 MILE OR LESS | | | | SNOW | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | BLOWING SNOW | | | | 20 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 350 | | | | 40 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | VFR | |
| | REMARKS- GENERAL DISINTEGRATION. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|----------------------------------------------|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| 3-3584 | 11/19/78 NR.MEDFORD.OR TIME - 1644 | | RELLANCA 17-30 N7320V DAMAGE-DESTROYED | CR- 2 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE. AGE 50, 875 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT RENO,NV | INTENDED DESTINATION NORTH RENO,OR | | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| | TYPE OF ACCIDENT AIRFRAME FAILURE | IN FLIGHT | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | |
| | SKY CONDITION BROKEN/LOWER SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 270 TYPE OF WEATHER CONDITIONS VFR | | | | CEILING AT ACCIDENT SITE 3500 PRECIPITATION AT ACCIDENT SITE RAIN TEMPERATURE-F 47 WIND VELOCITY-KNOTS 6 TYPE OF FLIGHT PLAN IFR | |
| | REMARKS- LOST CTL DURING DESCENT FROM 14500FT TO 10000FT.FREEZING LVL 6500FT.GENERAL DISINTEGRATION. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------------|------------------------|-------------------------------------------------|-------------------------------------------------------------|---------------------------------------|---------------------------|----------------------------------------------------------------------------|
| 3-3509 | 12/1/78 TIME - 1740 | EUGENE,OR | PIPER PA-14 N5013W | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 36, 181 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT CHRISTMAS VALLEY,OR | DAMAGE-DESTROYED INTENDED DESTINATION INDEPENDENCE,OR | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | PHASE OF OPERATION IN FLIGHT OTHER | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - ADVERSE WINDS ALOFT | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION | | | | | | |
| OVERCAST | | | | | | |
| VISIBILITY AT ACCIDENT SITE | | | | | | |
| UNKNOWN/NOT REPORTED | | | | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | | | |
| FOG | | | | | | |
| WIND DIRECTION-DEGREES | | | | | | |
| 240 | | | | | | |
| TYPE OF WEATHER CONDITIONS | | | | | | |
| IFR | | | | | | |
| REMARKS- DATA PLOT SHOWS ACFT TURNED N BFR OUT OF MTMS.RADIOS FOUND OFF.PLT STATED FLT VFR ON TUP. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-------------------------------------------------------------------------------------------|
| 3-2359 | 1/5/78 TIME - 1923 | COURTNEY, PA | BELL 206L N200BA DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL CORP/EXEC | CUMMERICAL, FL. INSTR.. AGE 28, 3649 TOTAL HOURS, 660 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT E. MILLSBORO, PA | INTENDED DESTINATION PITTSBURGH, PA | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT OTHER | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT MISCELLANEOUS ACTS, CONDITIONS - ALTIMETER SETTING-INCORRECT FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER BRIEFING - SELF-HELP, PILOT CHECKED WEATHER DATA WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OSCURATION VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 220 TYPE OF WEATHER CONDITIONS VFR | | | | CEILING AT ACCIDENT SITE 600 PRECIPITATION AT ACCIDENT SITE RAIN, SNOW TEMPERATURE-F 33 WIND VELOCITY-KNOTS 5 TYPE OF FLIGHT PLAN NONE | | |
| REMARKS- BAROMETRIC PRESSURE IN AREA 30.18 HG, ALTIMETER PRESSURE SETTING 30.05 HG, STRUCK TREES 1200FT MSL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------------|------------------------------------------|------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-0030 | 1/7/78 TIME - 1420 | NR. POTTSTOWN, PA | BEECH H50 N5581 DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 39, 3900 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - POTTSTOWN DEPARTURE POINT INTENDED DESTINATION TETERBORO, NJ POTTSTOWN, PA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING OTHER | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE WEATHER FORECAST - WEATHER CONSIDERABLY BETTER THAN FORECAST | | | | | | |
| SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS DRIZZLE, RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 34 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 20 8 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- DRG VOR APCH DCNDD BLO MDA, CONTD FLT AT LOW ALT STRUCK HI TRRN 2 MI NE OF ARPT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|----------------------------------------------------------------------------------------|----------------------------------------|-------------------------------------------|------------------------|-------------------------------------------------|------------------------------------------------------------------------------|
| 3-1575 | 3/12/78 TIME - 1520 | CONNELLSVILLE, PA | PIPER PA-23 N40355 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 33, 738 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT NORWOOD, MA | INTENDED DESTINATION CHARLESTON, WV | | | PHASE OF OPERATION LANDING FINAL APPROACH | |
| | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG | | | | | |
| | WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION OBSCURATION | | | | CEILING AT ACCIDENT SITE 500 | |
| | VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | | | | PRECIPITATION AT ACCIDENT SITE DRIZZLE, RAIN | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | | TYPE OF WEATHER CONDITIONS IFR | |
| | TYPE OF FLIGHT PLAN IFR | | | | | |
| 3-3069 | 5/23/78 TIME - 1715 | CHAMPION, PA | STOL UC-1 N9504U DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 66, 1851 TOTAL HOURS, 56 IN TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - SEVEN SPRINGS | INTENDED DESTINATION LATROBE, PA | | | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | |
| | DEPARTURE POINT CHAMPION, PA | | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) WEATHER - RAIN WEATHER - FOG | | | | | |
| | SKY CONDITION OVERCAST | | | | CEILING AT ACCIDENT SITE 6000 | |
| | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | | | | PRECIPITATION AT ACCIDENT SITE RAIN | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | | TEMPERATURE-F 62 | |
| | TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED | | | | TYPE OF FLIGHT PLAN NONE | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------|------------------------|-----------------------------------------|--------------------------------------------------|------------------------|-------------------------------------------|-----------------------------------------------------------------------------------|
| 3-0836 | 5/27/78 TIME - 0710 | TANNERSVILLE, PA | PIPER PA-28 N9041 DAMAGE-SUBSTANTIAL | CR- 0 1 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 49, 2500 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LINCOLN PARK, NJ | INTENDED DESTINATION UNKNOWN/NOT REPORTED | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION IN FLIGHT OTHER | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| SKY CONDITION OBSCURATION | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE ZERO | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 51 | | | |
| WIND DIRECTION-DEGREES 100 | | | WIND VELOCITY-KNOTS 6 | | | |
| TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- MOUNTAINOUS TERRAIN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------|-------------------------------------------------------------------------------------------|------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-3502 | 9/10/78 TIME - 2200 | HONESDALE, PA | PIPER PA-32 N789CC DAMAGE-DESTROYED INTENDED DESTINATION UNKNOWN/NOT REPORTED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 27, 48 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT ITHICA, NY | | | | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - RAIN WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION BROKEN | | | CEILING AT ACCIDENT SITE 4500 | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | TEMPERATURE-F 58 | | | |
| WIND DIRECTION-DEGREES 190 | | | WIND VELOCITY-KNOTS 6 | | | |
| TYPE OF WEATHER CONDITIONS VFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| FIRE AFTER IMPACT | | | | | | |
| 3-2601 | 9/15/78 TIME - 1200 | NR.DUPONT, PA | CESSNA 182 N9237G DAMAGE-SUBSTANTIAL INTENDED DESTINATION SCRANTON, PA | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 45, 400 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT GAITHERSBURG, MD | | | | | | |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION IN FLIGHT DESCENDING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 1300 | | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 60 | | | |
| WIND DIRECTION-DEGREES 220 | | | WIND VELOCITY-KNOTS 7 | | | |
| TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- NON-INSTRUMENT RATED PILOT, VFR ON TOP, STATED HE WOULD FIND A HOLE & DESCEND VFR. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------------------------------------------------------------------------------|---------------|--------------------------------------------|--------------------------------|----------------------------------------|----------------------------------------------------------------------------|
| 3-4328 | 10/12/78 TIME - 1502 | BAKERTOWN, PA | ENSTRDM F-28A N257Q DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 39, R19 TOTAL HOURS, 746 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | JOHNSTOWN, PA | INTENDED DESTINATION RETURN | | LAST ENROUTE STOP VINTONDALE, PA | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION IN FLIGHT OTHER | |
| | ENGINE FAILURE OR MALFUNCTION | | | | LANDING POWER-OFF AUTOROTATIVE LANDING | |
| | COLLISION WITH GROUND/WATER | UNCONTROLLED | | | | |
| | PROBABLE CAUSE(S) | | | | | |
| | POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | |
| | PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - DOWNDRAFT, UPDRAFTS | | | | | |
| | TERRAIN - HIGH OBSTRUCTIONS | | | | | |
| | PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | |
| | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | |
| | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | BROKEN/LOWER SCATTERED | | | 8000 | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | 5 OR OVER(UNLIMITED) | | | NONE | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | WIND DIRECTION-DEGREES | | |
| | NONE | | | 210 | | |
| | WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | | |
| | 12 | | | VFR | | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- ENG, MAJOR OVERHAUL. VALVE SPRINGS CHKD OK, NOT REPLACED. ENG IN SHUTDOWN CONFIGURATION. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------|-------------------------|-----------|---------------------------------------------|------------------------|-----------------------------------------------|---------------------------------------------------------------------------|
| 3-4234 | 11/23/78 TIME - 1045 | MCADDD,PA | CESSNA 172F N5170F DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 46, 4482 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT LANGLEY AFB,VA | | | INTENDED DESTINATION BERWICK,PA | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) PERSONNEL-MIN VIS & CEILING INFO MISSING ON BRIEF | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - OTHER | | | | | | |
| SKY CONDITION BROKEN | | | CEILING AT ACCIDENT SITE 900 | | | |
| VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | | | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 36 | | | |
| WIND DIRECTION-DEGREES 120 | | | WIND VELOCITY-KNOTS 8 | | | |
| TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN VFR | | | |
| REMARKS- BRIEFED BY AF WX FACILITY PERSONNEL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-0437 | 1/14/78 TIME - 1755 | NEWPORT, RI | TEMCO GC1B N2406B DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 32, 3850 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - NEWPORT DEPARTURE POINT INTENDED DESTINATION WILDWOOD, NJ NEWPORT, RI TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 400 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS FREEZING RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 26 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 330 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE REMARKS- INJURY INDEX PRESUMED, PILOT NOT FOUND. PLT ADVISED NEWPORT UNICOM THAT HE WAS ICED UP. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-2424 | 7/9/78 TIME - 2020 | WESTERLY, RI | PIPER PA-32 N5254S DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 1598 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - WESTERLY STATE DEPARTURE POINT WESTERLY, RI TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | INTENDED DESTINATION RED HOOK, NY PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE GROUND FOG WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN IFR | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 220 TYPE OF WEATHER CONDITIONS IFR | | |
| REMARKS- IFR TKOF AT DUSK. RT WING STRUCK GROUND. | | | | | | |
| 3-1189 | 2/17/78 TIME - 2007 | NR. MYRTLE BEACH, SC | BEECH V35B N17523 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 53, 2500 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT MYRTLE BEACH, SC TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | INTENDED DESTINATION RETURN LAST ENROUTE STOP GREENVILLE, NC PHASE OF OPERATION 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 - LOW CEILING WEATHER - FOG WEATHER - OBSTRUCTIONS TO VISION WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST | | | | | | |
| | | SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF WEATHER CONDITIONS IFR | | CEILING AT ACCIDENT SITE 400 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 45 TYPE OF FLIGHT PLAN SPECIAL VFR | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------------------------------------------------------------|------------------|----------------------|---------------------|--------------------------------|----------------------------------------------------|
| 3-4315 | 11/29/78 | NR.CHARLESTON,SC | PIPER PA32RT | CR- 1 0 0 | NONCOMMERCIAL | STUDENT, AGE 41, 670 |
| | TIME - 1617 | | N9771C | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 121 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-DESTROYED | | | |
| | ORLANDO,FL | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | CHARLESTON,SC | | | |
| | COLLIDED WITH TREES | | | | PHASE OF OPERATION | |
| | | | | | IN FLIGHT DESCENDING | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - FOG | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | BROKEN/LOWER SCATTERED | | | | 1500 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | UNKNOWN/NOT REPORTED | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | FOG | | | | 74 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 210 | | | | 10 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | NONE | |
| | REMARKS- STUDENT PILOT NOT CURRENT OR QUALIFIED TO CARRY PASSENGERS OR FLY IFR. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-0835 | 3/12/78 TIME - 1810 | RAPID CITY,SD | PIPER PA-22 N9820D DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 31, 52 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ELLSWORTH AFB DEPARTURE POINT INTENDED DESTINATION MITCHELL,SD SPEARFISH,SD TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS.CONDITIONS - FUEL EXHAUSTION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 10 TYPE OF WEATHER CONDITIONS BELOW MINIMUMS REMARKS- PLT ADVISED OF DETERIORATED WX. | | | | | | |
| PHASE OF OPERATION LANDING MISSED APPROACH LANDING MISSED APPROACH CEILING AT ACCIDENT SITE 0 PRECIPITATION AT ACCIDENT SITE RAIN, SNOW TEMPERATURE-F 34 WIND VELOCITY-KNOTS 12 TYPE OF FLIGHT PLAN VFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-0961 | 3/17/78 TIME - 1324 | MARYVILLE, TN | CESSNA 177 N3379T DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, FL. INSTR., AGE 52, 7937 TOTAL HOURS, 449 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - MCGHEE TYSON MUNI DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP ADA, OH ALMA, GA KNOXVILLE, TN TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES 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. MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER - SNOW WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST/LOWER SCATTERED 1200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F BLOWING SNOW 34 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 300 6 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- IFR DEPARTURE. SNOW ON ACFT. EST 265LBS OVER GWT. SETTLED AFTER TKOF, UNABLE TO CLIMB. FCST ICING COND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------|------------------------|--------------------------------------------------------------|------------------------------------------------------|------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-3629 | 10/1/78 TIME - 0120 | NR.LINDEN,TN | CESSNA 152 N25955 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | INSTRUCTIONAL TRAINING | PRIVATE, AGE 19, 134 TOTAL HOURS, 129 IN TYPE. NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT LEXINGTON,TN | INTENDED DESTINATION NASHVILLE,TN | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 1000 | | | |
| | | VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 61 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- RECOVERY DATE 10/24/78. | | | | | | |
| 3-3418 | 11/7/78 TIME - 0930 | NR.PORTLAND,TN | CESSNA 310I N8037M DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 52, 656 TOTAL HOURS, 45 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT CHICAGO,IL | INTENDED DESTINATION LAKELAND,FL | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 800 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | PRECIPITATION AT ACCIDENT SITE DRIZZLE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3909 | 11/22/78 TIME - 1851 | MEMPHIS, TN | SWEARINGEN SA26-T N2301N DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL CORP/EXEC | COMMERCIAL, FL. INSTR., AGE 38, 5000 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - OLIVE BRANCH DEPARTURE POINT JACKSON, TN INTENDED DESTINATION MEMPHIS, TN TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST CEILING AT ACCIDENT SITE 300 VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS PRECIPITATION AT ACCIDENT SITE RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 140 WIND VELOCITY-KNOTS 10 TYPE OF WEATHER CONDITIONS BELOW MINIMUMS TYPE OF FLIGHT PLAN IFR REMARKS- CONTROLLER WARNED PLT OF LOW ALT ALERT 3 TIMES. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4256 | 12/16/78 | BLOUNTVILLE, TN | PIPER PA-34 N3024R DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 2 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 42, 744 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - TRI-CITY DEPARTURE POINT BLOOMINGTON, IN INTENDED DESTINATION BLOUNTVILLE, TN TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIAALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND VELOCITY-KNOTS 6 TYPE OF FLIGHT PLAN IFR CEILING AT ACCIDENT SITE 600 PRECIPITATION AT ACCIDENT SITE DRIZZLE WIND DIRECTION-DEGREES 250 TYPE OF WEATHER CONDITIONS IFR REMARKS- NAV 2 FOUND ON 114.65 WITH #2 OBS ON 150DEG.LOM IDENTIFIED USING 311DEG RADIAL(RECIPROCAL 131DEG). | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-0134 | 1/6/78 TIME - 1940 | EL CAMPO, TX | BEECH D55 N7171N DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 59, 3893 TOTAL HOURS, 1374 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - METRO DEPARTURE POINT DENISON, IA TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 140 TYPE OF WEATHER CONDITIONS IFR REMARKS- ACFT OBSERVED ON 2ND APP AT APPROX 300FT AGL FLYING OVR A/P THEN TURNING LEFT BEFORE IMPACT. | | | | | | |
| LAST ENROUTE STOP MC ALESTER, OK PHASE OF OPERATION LANDING MISSED APPROACH CEILING AT ACCIDENT SITE 500 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 64 WIND VELOCITY-KNOTS 5 TYPE OF FLIGHT PLAN IFR | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-0133 | 1/7/78 TIME - 0611 | ROCKWALL, TX | PIPER PA-28 N5127L DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 33, 350 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ROCKWALL MUNI DEPARTURE POINT INTENDED DESTINATION ROCKWALL, TX WICHITA FALLS, TX TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 50 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F GROUND FOG 56 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM IFR TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT REMARKS- PLT BLOOD ALCOHOL CONTENT WAS 157 MG%. HEAVY LOCALIZED GROUND FOG INFLUENCED BY LARGE LAKE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|----------------------------------------------------------------------------------------------------------|-----------------|----------------------|---------------------|--------------------------------|---------------------------|
| 3-0494 | 2/11/78 | NR.WIMBERLEY,TX | CESSNA 177RG | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 34, 95 TOTAL |
| | TIME - 0030 | | N35862 | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | HOURS, UNK/NR IN TYPE, |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | MCALLEN,TX | | SAN MARCOS,TX | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | | IN FLIGHT | NORMAL CRUISE |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - RAIN | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING | | | | | |
| | WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, IN PERSON, LIMITED BY PILOT ACTION | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OVERCAST | | | | 1000 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER(UNLIMITED) | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | NONE | | | | 34 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 140 | | | | 7 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | NONE | |
| | REMARKS- FLEW INTO SIDE OF HILL OBSCURED BY CLOUDS,RECOVERY DATE 2/13/78.PLT REC LOCAL AREA WX BRIEFING. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------|--------------------------------------------------------|-------------------------------------|---------------------------|----------------------------------------------------------------------------|
| 3-0345 | 2/16/78 TIME - 1349 | AMARILLO, TX | CESSNA 340 N39L DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 3 1 OT- 0 0 2 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 38, 1599 TOTAL HOURS, 258 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT ENID, OK | | | INTENDED DESTINATION AMARILLO, TX | | | |
| TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | | | PHASE OF OPERATION LANDING TRAFFIC PATTERN-CIRCLING | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | | | |
| FACTOR(S) TERRAIN - SNOW-COVERED WEATHER - LOW CEILING WEATHER - SNOW | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 600 | | | |
| VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | | | PRECIPITATION AT ACCIDENT SITE SNOW | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | | | TEMPERATURE-F 26 | | | |
| WIND DIRECTION-DEGREES 130 | | | WIND VELOCITY-KNOTS 12 | | | |
| TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN IFR | | | |
| FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------------------------------------|-----------------------------------------------|------------------------|-------------------------------------------|-------------------------------------------------------------------------------------|
| 3-0677 | 5/7/78 TIME - 2228 | NR.DORBIN,TX | CESSNA 182C N8809T DAMAGF-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 34, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SEAGOVILLE,TX | INTENDED DESTINATION SPRING,TX | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE | | | | | | |
| FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 400 | | | |
| | | VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | WIND DIRECTION-DEGREES 130 | | | |
| | | WIND VELOCITY-KNOTS 8 | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| 3-0668 | 5/8/78 TIME - 1620 | NR.BROWNFIELD,TX | HUGHES 369HS N9066F DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, AGE 64, 5551 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT BROWNFIELD,TX | INTENDED DESTINATION PLAINVIEW,TX | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES | PHASE OF OPERATION TAKEOFF INITIAL CLIMB | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) WEATHER - LOCAL WHIRLWIND TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 70 | | | |
| | | WIND DIRECTION-DEGREES 315 | WIND VELOCITY-KNOTS 10 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN NONE | | | |
| REMARKS- ACFT TURNED DOWNWIND AT LOW ALT AFTER TKOF AND FLEW INTO LOCAL WHIRLWIND. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|------------|--------------------------------------------------------------|------------------------|-----------------------------------------------|--------------------------------------------------------------------------------|
| 3-1951 | 8/2/78 TIME - 0315 | LEAKEY, TX | PIPER PA-23 N4195P DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PRACTICE | CUMMERICAL, AGE 51, 25000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT SAN ANGELO, TX | | | INTENDED DESTINATION DEL RIO, TX | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | | | CONTROLLED | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - MISJUDGED ALTITUDE | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING PILOT IN COMMAND - PSYCHOLOGICAL CONDITION MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 0 | | | |
| VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | | | PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS, THUNDERSTORM | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------------------------------------------------------|--------------------------------------------------------|------------------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-2862 | 9/23/78 TIME - 2340 | LAREDO, TX | AERO CMDR 500 N6244R DAMAGE-DESTROYED | CR- 1 0 0 PX- 6 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 310 TOTAL HUURS. 142 IN TYPE. NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT FT WORTH, TX | INTENDED DESTINATION LAREDO, TX | LAST ENROUTE STOP SAN ANTONIO, TX | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| <p>PROBABLE CAUSE(S)</p> <p>PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS</p> <p>PILOT IN COMMAND - BECAME LOST/DISORIENTED</p> <p>PILOT IN COMMAND - SPATIAL DISORIENTATION</p> <p>FACTOR(S)</p> <p>WEATHER - LOW CEILING</p> <p>WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE</p> <p>WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT</p> | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 2000 | | | |
| | | VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE | TEMPERATURE-F 73 | | | |
| | | WIND DIRECTION-DEGREES 50 | WIND VELOCITY-KNOTS 7 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN NONE | | | |
| <p>FIRE AFTER IMPACT</p> <p>REMARKS- DARK NIGHT, VFR FLT NOT RECOMMENDED. DURING LAST 11MIN OF FLT HEADING CHANGED THRU 630DEG.</p> | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----------------|------------------------------------------|------------------------|------------------------------|--------------------------------------------------------------------------------|
| 3-2861 | 10/8/78 TIME - 1332 | BRIDGEPORT, TX | CESSNA 172 N6018R DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | INSTRUCTIONAL TRAINING | STUDENT, AGE 49, 51 TOTAL HOURS, 44 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - BRIDGEPORT MUNI DEPARTURE POINT INTENDED DESTINATION BRIDGEPORT, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL FACTOR(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS WEATHER - UNFAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED 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 180 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WIND GUSTING 25K. | | | | | | |
| 3-3684 | 11/12/78 TIME - 0753 | SARINE PASS, TX | BELL 206B N49755 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-PASSG | CUMMERCIAL, AGE 33, 1810 TOTAL HOURS, 155 IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - TRANSCON DEPARTURE POINT INTENDED DESTINATION SARINE PASS, TX GULF OF MEX, WC 576 TYPE OF ACCIDENT PHASE 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 - FOG MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 1500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 68 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 110 3 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3988 | 11/13/78 | LUBBOCK, TX | CESSNA 310J N310RJ | CR- 1 0 0 PX- 1 0 0 | COMMERCIAL AIR TAXI-CARGO | COMMERCIAL, FL INSTR.. AGE 22, 1420 TOTAL HOURS, 110 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - LUBBOCK INTL DEPARTURE POINT INTENDED DESTINATION DALLAS, TX LUBBOCK, TX TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 59 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 210 11 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- TOWER ADVISED PLT ACFT WAS 1/2 MILE E OF COURSE DURING ILS APP. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------------|-------------------------|---------------------------------|-------------------------------------------|------------------------|-------------------------------------------|--------------------------------------------------------------------------------|
| 3-4005 | 11/19/78 TIME - 1922 | AMARILLO, TX | PIPER PA-24 N7856P DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 38, 7232 TOTAL HOURS, 529 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - AMARILLO INTL | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | TULSA, OK | BORGER, TX | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | COLLIDED WITH WIRES/POLES | | | LANDING FINAL APPROACH | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OBSCURATION | | | 100 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 3/4 MILE OR LESS | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| FOG | | | 43 | | | |
| WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | | | |
| 170 | | | 16 | | | |
| TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | | | |
| IFR | | | IFR | | | |
| REMARKS- PILOT NON-INSTRUMENT RATED | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3937 | 11/20/78 TIME - 2000 | BROWNSVILLE, TX | BEECH H18 N204CC DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-CARGO | CUMMERCIAL, FL.INSTR., AGE 27, 3550 TOTAL HOURS, 25H IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BROWNSVILLE INTL DEPARTURE POINT INTENDED DESTINATION BROWNSVILLE, TX SPRINGFIELD,MO TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 330 TYPE OF WEATHER CONDITIONS IFR FIRE AFTER IMPACT REMARKS- WRECKAGE LOCATION 3MI FROM DEPARTURE ARPT. | | | | | | |
| | | | | CEILING AT ACCIDENT SITE 300 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 61 WIND VELOCITY-KNOTS 7 TYPE OF FLIGHT PLAN IFR | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3682 | 11/22/78 | NR. GEORGE WEST, TX | BEECH 58 N1040W DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | AIRLINE TRANSPORT, AGE 62, 16568 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| NAME OF AIRPORT - MARTIN RANCH PVT DEPARTURE POINT INTENDED DESTINATION SHREVEPORT, LA ALICE, TX TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT DESCENDING PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- PLT CANCELLED IFR ENROUTE TO DESTINATION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-3859 | 12/1/78 TIME - 1818 | NR. PORT OCONNER, TX | BELL 206B N59456 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, AGE 36, 2739 TOTAL HOURS, 183 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ROCKPORT, TX | INTENDED DESTINATION PORT OCONNER, TX | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG TERRAIN - ROUGH/UNEVEN MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING | | | | | | |
| WEATHER BRIEFING - OTHER WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION BROKEN | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | WIND DIRECTION-DEGREES 135 | | | |
| | | WIND VELOCITY-KNOTS 7 | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- LOW FLT DURING RESTRICTED VIS. WX BRIEF BY OTHER PLT. IMPACTED SAND DUNE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
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| 3-4034 | 12/6/78 TIME - 1420 | HEMPSTEAD, TX | PIPER PA-28 N3436M DAMAGE-DESTROYED INTENDED DESTINATION MONROE, LA | CR- 1 0 0 PX- 0 0 0 | COMMERCIAL POWER/PIPELINE | COMMERCIAL, AGE 44, 2311 TOTAL HOURS, 476 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT MCALLEN, TX | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE 200 | | |
| | | VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | | PRECIPITATION AT ACCIDENT SITE RAIN | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | TEMPERATURE-F 75 | | |
| | | WIND DIRECTION-DEGREES 130 | | WIND VELOCITY-KNOTS 16 | | |
| | | TYPE OF WEATHER CONDITIONS IFR | | TYPE OF FLIGHT PLAN NONE | | |
| 3-4084 | 12/18/78 NR. TIME - 1830 | SINTON, TX | BEECHCRAFT N35 N428T DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 1338 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - SINTON AIRPORT DEPARTURE POINT SINTON, TX | INTENDED DESTINATION ROCKPORT, TX | PHASE OF OPERATION IN FLIGHT LOW PASS | | |
| | | TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION UNKNOWN/NOT REPORTED | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | | VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | TYPE OF WEATHER CONDITIONS IFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|----------------------------------------------------------------------------------|--------------|----------------------|---------------------|--------------------------------|---------------------------------------------------|
| 3-4002 | 12/19/78 | AUSTIN, TX | CESSNA 172K | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 26, 114 |
| | TIME - 2330 | | N79029 | PX- 2 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 42 IN TYPE, NOT INSTRUMENT RATED. |
| | | | DAMAGE-DESTROYED | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | AUSTIN, TX | | DALLAS, TX | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | COLLISION WITH GROUND/WATER | UNCONTROLLED | | | IN FLIGHT CLIMB TO CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | |
| | FACTOR(S) | | | | | |
| | PILOT IN COMMAND - PHYSICAL IMPAIRMENT | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | |
| | WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OVERCAST | | | | 500 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER(UNLIMITED) | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | FOG | | | | 61 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 200 | | | | 13 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | NONE | |
| | REMARKS- PILOTS BLOOD ALCOHOL CONTENT 109MG% GASTRIC CONTENT 679MG% | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|--------------------------------------------------------------|-------------------------------------------------------------------------------------|------------------------|-------------------------------------------|--------------------------------------------------------------------------|
| 3-4013 | 12/29/78 TIME - 2233 | ABILENE, TX | CESSNA 172XP N758CA DAMAGE-DESTROYED INTENDED DESTINATION BROWNWOOD, TX | CR- 1 0 0 PX- 1 1 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 23, 348 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ABILENE, TX | | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 500 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 37 | | | |
| | | WIND DIRECTION-DEGREES 20 | WIND VELOCITY-KNOTS 10 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN SPECIAL VFR | | | |
| 3-4071 | 12/29/78 TIME - 1812 | LEWISVILLE, TX | BEECH 95-B55 N608T DAMAGE-DESTROYED INTENDED DESTINATION ADDISON, TX | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 56, 705 TOTAL HOURS, 77 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT BROWNSVILLE, TX | | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED | PHASE OF OPERATION LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 300 | | | |
| | | VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TEMPERATURE-F 54 | | | |
| | | WIND DIRECTION-DEGREES 80 | WIND VELOCITY-KNOTS 10 | | | |
| | | TYPE OF WEATHER CONDITIONS IFR | TYPE OF FLIGHT PLAN IFR | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|------------------------------------------------------------------|-------------------------|------------------------------------|------------------------------------------|------------------------|----------------------------|---------------------------------------------------------------------------|
| 3-401R | 12/30/78 TIME - 2007 | HOUSTON, TX | BEECH C-90 N2029N DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 1 3 | NONCOMMERCIAL CORP/EXEC | CUMMERCIAL, AGE 37, 6600 TOTAL HOURS, 55 IN TYPE, INSTRUMENT RATED. |
| | | NAME OF AIRPORT - INTERCONTINENTAL | | | | |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | CORPUS CHRISTI, TX | HOUSTON, TX | | | |
| | | TYPE OF ACCIDENT | PHASE OF OPERATION | | | |
| | | COLLIDED WITH TREES | LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OBSCURATION | | | 100 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 3/4 MILE OR LESS | | | NONE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | WIND DIRECTION-DEGREES | | | |
| FOG | | | 30 | | | |
| WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | | | |
| 4 | | | IFR | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| IFR | | | | | | |
| FIRE AFTER IMPACT | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|---------------------------------------------------------|-----------------------------|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| 3-0240 | 1/22/78 TIME - 1923 | NR. SALT LAKE CITY, UT | CESSNA 177R N18133 DAMAGE-SUBSTANTIAL | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 116 TOTAL HOURS, ALL IN TYPE. NOT INSTRUMENT RATED. |
| | DEPARTURE POINT SALT LAKE CITY, UT | INTENDED DESTINATION PROVO, UT | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | |
| | FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL WEATHER - LOW CEILING WEATHER - SNOW TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION OVERCAST | VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | TYPE OF FLIGHT PLAN NONE | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE SNOW, SNOW SHOWERS | TYPE OF WEATHER CONDITIONS IFR |
| | REMARKS- RECOVERY DATE 1-24-78. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------|-----------------------|-----------------------------------------------------|------------------------------------------------------|------------------------|------------------------|----------------------------------------------------------------------------------------|
| 3-3040 | 4/7/78 TIME - 1718 | PARK CITY,UT | PIPER PA-38 N9360T DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 0 0 | MISCELLANEOUS FERRY | COMMERCIAL, FL.INSTR., AGE 29, 616 TOTAL HOURS, 18 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT EVANSTON,WY | INTENDED DESTINATION SALT LAKE CITY,UT | | | |
| | | TYPE OF ACCIDENT STALL SPIN | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| FACTOR(S) | | | | | | |
| PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - SNOW | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 200 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | PRECIPITATION AT ACCIDENT SITE RAIN, SNOW SHOWERS | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- T TAIL ACFT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------------------------------------------|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-------------------------------------------------------------------------------------|
| 3-0754 | 4/8/78 TIME - 1310 | ANGLE, UT | CESSNA TP206C N8697Z DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | STUDENT, AGE 49, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SANTA ANA, CA | INTENDED DESTINATION EAGLE, CO | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TYPE OF WEATHER CONDITIONS IFR | | | | CEILING AT ACCIDENT SITE 300 PRECIPITATION AT ACCIDENT SITE SNOW TEMPERATURE-F 33 TYPE OF FLIGHT PLAN VFR | | |
| REMARKS- RECOVERY DATE 4/9/78. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|----------------------------------------------------------------------------------------------------------|-----------------|----------------------|--------------------------------|--------------------------|---------------------------|
| 3-3457 | 8/13/78 | NR.FAIRFIELD,UT | BEECH 55 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 55, 2704 |
| | TIME - 2135 | | N978V | PX- 5 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 883 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | SALT LAKE CITY,UT | | LAS VEGAS,NV | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | STALL SPIRAL | | | | IN FLIGHT NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | |
| | PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | | |
| | WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | |
| | WEATHER - RAIN | | | | | |
| | WEATHER - SNOW | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | OVERCAST | | | 6500 | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | 5 OR OVER(UNLIMITED) | | | RAIN, SNOW | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | WIND DIRECTION-DEGREES | | |
| | UNKNOWN/NOT REPORTED | | | 240 | | |
| | WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | | |
| | 19 | | | IFR | | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | IFR | | | | | |
| | REMARKS- ACFT NOT EQUIPPED WITH WING,TAIL,OR PROP DEICING EQUIPMENT.MINIMUM OF 1.3IN AFT OF REARWARD CG. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|--------------------------------------------------------------------------------------|------------------------|---------------------------------------------------------|----------------------------------------------------------------------------|
| 3-2869 | 10/20/78 NR. PROVO, UT TIME - 1820 | | CESSNA 172 N1333Y DAMAGE-DESTROYED INTENDED DESTINATION BLACKFOOT, IDAHO | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 36, 692 TOTAL HOURS, 564 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT HAYDEN, CO | | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER - SNOW WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | |
| | SKY CONDITION OVERCAST | | | | CEILING AT ACCIDENT SITE 0 | |
| | VISIBILITY AT ACCIDENT SITE ZERO | | | | PRECIPITATION AT ACCIDENT SITE DRIZZLE, RAIN SHOWERS | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | | TYPE OF WEATHER CONDITIONS IFR | |
| | TYPE OF FLIGHT PLAN NONE | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------------------|------------------------|------------------------------------------------|--------------------------------------------------------------------------|
| 3-4221 | 12/27/78 TIME - 1807 | PARK VALLEY,UT | CESSNA 172A N7678T DAMAGE--SUBSTANTIAL | CR- 1 0 0 PX- 0 0 0 | MISCELLANEOUS FERRY | PRIVATE, AGE 23, 96 TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT PROVO,UT | INTENDED DESTINATION BOISE,ID | | | PHASE OF OPERATION IN FLIGHT LOW PASS | |
| | TYPE OF ACCIDENT STALL SPIN | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | |
| | FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE WEATHER - LOW CEILING WEATHER - SNOW MISCELLANEOUS ACTS,CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION OVERCAST | | | | CEILING AT ACCIDENT SITE 200 | |
| | VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | | | | PRECIPITATION AT ACCIDENT SITE SNOW SHOWERS | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | | | | TEMPERATURE-F 10 | |
| | WIND DIRECTION-DEGREES 325 | | | | WIND VELOCITY-KNOTS 10 | |
| | TYPE OF WEATHER CONDITIONS IFR | | | | TYPE OF FLIGHT PLAN NONE | |
| | REMARKS- PLT ACTIVATED FLT PLAN AT 0150. | | | | PLACE 16HRS 17MINS LATER. | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------------------------------------------------------|-------------------------------------------|------------------------------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------|
| 3-235R | 3/15/78 TIME - 1910 | SANDGATE,VT | PIPER PA-28 N9006K DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 1 1 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 29, 103 TOTAL HOURS, 42 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT PROSPECTVILLE,PA | INTENDED DESTINATION RUTLAND,VT | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT OTHER | | |
| | | TYPE OF ACCIDENT TURBULENCE COLLIDED WITH TREES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER - DOWNDRAFT, UPDRAFTS TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| | | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE 5000 | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TEMPERATURE-F 37 | | | |
| | | WIND DIRECTION-DEGREES 290 | WIND VELOCITY-KNOTS 18 | | | |
| | | TYPE OF WEATHER CONDITIONS VFR | TYPE OF FLIGHT PLAN VFR | | | |
| REMARKS- PLTS ORIGINAL FLT PLAN WAS PROJECTED OVR LWR AND MORE SUITABLE TRRN.WIND GUSTING 26K. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------|-----------------------|----------------------|-------------------------------------------|------------------------|-------------------------------------------|-------------------------------------------------------------------------|
| 3-2375 | 4/7/78 TIME - 1743 | MONTPELIER,VT | PIPER PA-30 N8559Y DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 37, 1230 TOTAL HOURS, 249 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - BARRE-MONTPELIER | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| WHITE PLAINS,NY | | MONTPELIER,VT | | | | |
| TYPE OF ACCIDENT | | | PHASE OF OPERATION | | | |
| ENGINE FAILURE OR MALFUNCTION | | | LANDING FINAL APPROACH | | | |
| STALL | | | LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - FUFL EXHAUSTION | | | | | | |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE | | | | | | |
| MISCELLANEOUS ACTS,CONDITIONS - ICE-WINDSHIELD | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| SKY CONDITION | | | CEILING AT ACCIDENT SITE | | | |
| OVERCAST | | | 800 | | | |
| VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | | |
| 3 MILES OR LESS | | | FREEZING DRIZZLE | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | | | |
| FOG | | | 34 | | | |
| WIND VELOCITY-KNOTS | | | TYPE OF WEATHER CONDITIONS | | | |
| CALM | | | IFR | | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| IFR | | | | | | |
| REMARKS- ACFT NOT DE-ICING EQPD. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|-------------------------------------------|------------------------|------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| 3-4198 | 10/28/78 TIME - 2151 | WEST TOWNSHEND,VT | PIPER PA-38 N9372T DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 32, 175 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT BROOKHAVEN,NY | INTENDED DESTINATION MONTPELIER,VT | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN | |
| | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION .COLLIDED WITH TREES | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS,CONDITIONS - ICE-CARRIURETOR MISCELLANEOUS ACTS,CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE | | | | | |
| | FACTOR(S) WEATHER - CONDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | |
| | SKY CONDITION OVERCAST | | | | CEILING AT ACCIDENT SITE 4000 | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | | PRECIPITATION AT ACCIDENT SITE RAIN | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | | TEMPERATURE-F 48 | |
| | TYPE OF WEATHER CONDITIONS VFR | | | | TYPE OF FLIGHT PLAN NONE | |
| 3-0330 | 1/1/78 TIME - 1335 | PEARISBURG,VA | CESSNA 182K N303JR DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | CUMMERCIAL, AGE 53, 1300 TOTAL HOURS, 900 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT JEKYLL ISLAND,GA | INTENDED DESTINATION AKRON,OH | | | PHASE OF OPERATION IN FLIGHT EMERGENCY DESCENT | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED | | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE | | | | | |
| | FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIAALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND ADVERSE/UNFAVORABLE WEATHER | | | | | |
| | SKY CONDITION OVERCAST | | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | |
| | VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS | | | | PRECIPITATION AT ACCIDENT SITE RAIN | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | | TEMPERATURE-F 40 | |
| | TYPE OF WEATHER CONDITIONS IFR | | | | TYPE OF FLIGHT PLAN IFR | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------|-------------------------------------------|------------------------|-------------------------------------------|-------------------------------------------------------------------------------------|
| 3-0562 | 3/10/78 TIME - 1843 | MELFA,VA | PIPER PA-28 N9519K DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 33, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - ACCOMACK COUNTY A DEPARTURE POINT INTENDED DESTINATION DOVER,DE JACKSONVILLE,FL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 600 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN NONE REMARKS- RECOVERY DATE 3/17/78. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|--------------------|----------------------------------------------------------|------------------------|-----------------------------------------------|------------------------------------------------------------------------|
| 3-1186 | 5/13/78 | NR. THE PLAINS, VA | BEECH C23 N24617 | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, 1572 TOTAL HOURS, 48 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT ANNAPOLIS, MD | | | DAMAGE-DESTROYED INTENDED DESTINATION LEESBURG, VA | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| TYPE OF ACCIDENT COLLIDED WITH TREES | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 1000 | | | |
| VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | | | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- AIRMET STATED FLT PRECAUTIONS FOR IFR CONDS. BLOOD ALCOHOL LVL 0.07%. HIT MTN APRX 1300FT MSL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------------|----------------|----------------------|---------------------|--------------------------------|----------------------------------------------------|
| 3-2182 | 7/4/78 | NR.DEEFIELD,VA | PIPER PA-24 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 60, 643 |
| | TIME - UNK/NR | | N5991P | PX- 2 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 169 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-DESTROYED | | | |
| | FLORENCE,SC | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | BINGHAMTON,NY | | | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | | PHASE OF OPERATION | |
| | | | | | IN FLIGHT | NORMAL CRUISE |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) | | | | | |
| | PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER - FOG | | | | | |
| | WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OVERCAST | | | | 1000 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | UNKNOWN/NOT REPORTED | | | | UNKNOWN/NOT REPORTED | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TYPE OF WEATHER CONDITIONS | |
| | FOG | | | | IFR | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | REMARKS- RECOVERY DATE 7/7/78.TOTAL INSTRUMENT TIME LOGGED WAS 30MIN IN 1973. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------|---------------------------------------------------------------------------------------------------------|-------------------------------------------|------------------------|--------------------------------------------------|-------------------------------------------------------------------------|
| 3-2100 | 8/2/78 TIME - 2303 | CHESTERFIELD, VA | PIPER PA-34 N56122 DAMAGE-DESTROYED | CR- 2 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | CUMMERICAL, AGE 27, 508 TOTAL HOURS, 2 IN TYPE. INSTRUMENT RATED. |
| | | NAME OF AIRPORT - CHESTERFIELD CO DEPARTURE POINT WASHINGTON, DC | INTENDED DESTINATION CHESTERFIELD, VA | | LAST ENROUTE STOP WINCHESTER, VA | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION LANDING GO-AROUND | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | |
| | | PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | |
| | | PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | |
| | | FACTOR(S) | | | | |
| | | MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE | | | | |
| | | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | |
| | | WEATHER - OTHER | | | | |
| | | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | |
| | | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | |
| | | SKY CONDITION SCATTERED | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | |
| | | VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE NONE | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TEMPERATURE-F 74 | |
| | | WIND DIRECTION-DEGREES 160 | | | WIND VELOCITY-KNOTS 5 | |
| | | TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN IFR | |
| | | FIRE AFTER IMPACT | | | | |
| | | REMARKS- WX-LOW CLOUDS WITH RESTRICTED VISIBILITY. LEFT SEAT PLT HAD EXPIRED MEDICAL & WAS NOT CURRENT. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------|-----------------------------------------|------------------------|---------------------------|--------------------------------------------------------------------------------------------|
| 3-4004 | 8/25/78 TIME - 0855 | HOT SPRINGS, VA | CESSNA 210L N3JE DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL BUSINESS | COMMERCIAL, FL. INSTR., AGE 40, 2623 TOTAL HOURS, 1157 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - INGALLS FIELD DEPARTURE POINT INTENDED DESTINATION MT. ATRY, NC HOT SPRINGS, VA TYPE OF ACCIDENT: COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION LANDING FINAL APPROACH | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND PERSONNEL - TRAFFIC CONTROL PERSONNEL ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | | |
| SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 65 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 270 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- IFR FLT PLAN, DEST IFR, GIVEN IMPROPER VIS APCH CLRNC, ACCPTD CLRNC, CXD IFR, HIT HILL BELOW ARPT ELEV. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------|----------------------------------|-------------------------------------------|------------------------|------------------------------------------------------|----------------------------------------------------------------------------|
| 3-3911 | 11/8/78 TIME - 1520 | MELFA,VA | PIPER PA-32 N1104X DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 38, 500 TOTAL HOURS, 250 IN TYPE. NOT INSTRUMENT RATED. |
| | DEPARTURE POINT MYRTLE BEACH,SC | INTENDED DESTINATION DOVER,DE | | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | | | | | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | |
| | PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | |
| | FACTOR(S) | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | EMERGENCY CIRCUMSTANCES - ADVERSE/UNFAVORABLE WEATHER | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | OVERCAST/LOWER SCATTERED | | | | 1200 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 3 MILES OR LESS | | | | RAIN | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TYPE OF WEATHER CONDITIONS | |
| | FOG | | | | IFR | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | REMARKS- RECOVERY DATE 11/13/78. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-------------------------------------------|------------------------|-----------------------------------------------|---------------------------------------------------------------------------------|
| 3-3738 | 11/21/78 TIME - 2205 | RILEYVILLE,VA | CESSNA 175B N8140T DAMAGE-DESTROYED | CR- 0 1 0 PX- 1 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 30, 422 TOTAL HOURS, 193 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT RALEIGH,NC | INTENDED DESTINATION QUAKERTOWN,PA | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | |
| | FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION OVERCAST | | | | CEILING AT ACCIDENT SITE 800 | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | | PRECIPITATION AT ACCIDENT SITE NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | | WIND VELOCITY-KNOTS CALM | |
| | TYPE OF WEATHER CONDITIONS VFR | | | | TYPE OF FLIGHT PLAN NONE | |
| | REMARKS- USED IFR CHARTS FOR NAV.CRUISE AT 3500FT IND.OVRCAST 4000FT,STRUCK MTN AT 3200FT MSL.FND 11/22/78. | | | | | |
| 3-3976 | 11/22/78 TIME - 1830 | NR.BRIDGEWATER,VA | BEECH G35 N4291D DAMAGE-DESTROYED | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 60, 2017 TOTAL HOURS, 1800 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT CHARLOTTE,NC | INTENDED DESTINATION HARRISONBURG,VA | | | PHASE OF OPERATION IN FLIGHT DESCENDING | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION OVERCAST | | | | CEILING AT ACCIDENT SITE 2500 | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | | PRECIPITATION AT ACCIDENT SITE DRIZZLE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | | TYPE OF WEATHER CONDITIONS IFR | |
| | TYPE OF FLIGHT PLAN NONE | | | | | |
| | REMARKS- RECOVERY DATE 11/28/78. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------|------------------------|----------------------|-------------------------------------------|--------------------------------|---------------------------|---------------------------------------------------------------------------|
| 3-0146 | 1/25/78 TIME - 1810 | COLFAX,WA | CESSNA 182Q N735ML DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 55, 1700 TOTAL HOURS, 9 IN TYPE. NOT INSTRUMENT RATED. |
| NAME OF AIRPORT - WHITMAN COUNTY | | | | | | |
| DEPARTURE POINT | | INTENDED DESTINATION | | | | |
| COLFAX,WA | | SPOKANE,WA | | | | |
| TYPE OF ACCIDENT | | | | PHASE OF OPERATION | | |
| COLLISION WITH GROUND/WATER CONTROLLED | | | | IN FLIGHT CLIMB TO CRUISE | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER - SNOW | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OVERCAST | | | | 1000 | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 2 MILES OR LESS | | | | SNOW | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TYPE OF WEATHER CONDITIONS | | |
| FOG | | | | IFR | | |
| TYPE OF FLIGHT PLAN | | | | | | |
| NONE | | | | | | |
| REMARKS- NIGHT TAKEOFF IN MARG WX COND.FLEW INTO RISING TERRAIN. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------|--------------------------------------------|------------------------|-------------------------------------------|----------------------------------------------------------------------------------------|
| 3-0253 | 2/22/78 TIME - 2135 | NR.OAK HARBOR.WA | PIPER PA-32R N6992J DAMAGE-DESTROYED | CR- 1 0 0 PX- 6 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | CUMMERICAL, FL.INSTR.. AGE 42, 532 TOTAL HOURS, 11 IN TYPE, INSTRUMENT RAIED. |
| NAME OF AIRPORT - AULT FIELD DEPARTURE POINT INTENDED DESTINATION COMOX,B.C. SEATTLE,WA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT LOW PASS PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) PILOT IN COMMAND - SPATIAL DISORIENTATION SYSTEMS - ELECTRICAL SYSTEM GENERATORS/ALTERNATORS MISCELLANEOUS ACTS,CONDITIONS - ARCING MISCELLANEOUS ACTS,CONDITIONS - ELECTRICAL FAILURE WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST/LOWER SCATTERED 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS. RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 46 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 170 2 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- ALTERNATOR DISCONNECT AT OUTPUT TERMINAL.PLT 12 HOURS TRIP TIME AT ACCDT. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|-------------------------------------------|-----------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------|
| 3-0511 | 3/11/78 TIME - 1344 | SPRINGDALE,WA | PIPER PA-28 N32085 DAMAGE-DESTROYED | CR- 1 0 0 PX- 0 0 0 | INSTRUCTIONAL SOLO | STUDENT, AGE 56, 49 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT EPHRATA,WA | INTENDED DESTINATION SPOKANE,WA | | | | |
| | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | CONTROLLED | | PHASE OF OPERATION IN FLIGHT OTHER | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - BECAME LOST/DISORIENTED | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION OVERCAST | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | |
| | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE NONE | | | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | TYPE OF WEATHER CONDITIONS IFR | | | | |
| | TYPE OF FLIGHT PLAN VFR | | | | | |
| | REMARKS- REQ NAV ASSISTANCE ON SOLO X-COUNTRY FLT TO DES.DID NOT SHUT DOWN,ATTEMPT FLT BACK,MTN TOPS OBSC. | | | | | |
| 3-4477 | 4/8/78 TIME - UNK/NR | NR.CHEHALIS,WA | CESSNA 152 N7147Z DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 30, 72 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT MCMINNVILLE,OR | INTENDED DESTINATION RENTON,WA | | | | |
| | TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION UNKNOWN/NOT REPORTED | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | |
| | VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | TYPE OF WEATHER CONDITIONS VFR | | | | |
| | TYPE OF FLIGHT PLAN VFR | | | | | |
| | REMARKS- RECOVERY DATE 10-14-79.AIRMETS ALFA 3 & 4 STATED MTNS MOSTLY OBSCURED,OCAS MOD ICING IN CLOUDS. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/W | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------------------------|------------------------------------------------------|----------------------|--------------------------------|--------------------------|---------------------------------------------------|
| 3-1185 | 5/16/78 | NR.WENATCHEE,WA | BEECH K35 | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 69, 3300 |
| | TIME - UNK/NR | | N3064C | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 53 IN TYPE, NOT INSTRUMENT RATED. |
| | | | DAMAGE-DESTROYED | | | |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | SEATTLE,WA | | WENATCHEE,WA | | | |
| | TYPE OF ACCIDENT | | | PHASE OF OPERATION | | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | IN FLIGHT | NORMAL CRUISE | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - | CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - | LOW CEILING | | | | |
| | WEATHER - | FOG | | | | |
| | TERRAIN - | HIGH OBSTRUCTIONS | | | | |
| | WEATHER BRIEFING - | NO RECORD OF BRIEFING RECEIVED | | | | |
| | WEATHER FORECAST - | UNKNOWN/NOT REPORTED | | | | |
| | MISSING AIRCRAFT - | LATER RECOVERED | | | | |
| | SKY CONDITION | | | CEILING AT ACCIDENT SITE | | |
| | PARTIAL OBSCURATION | | | 300 | | |
| | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | | |
| | 2 MILES OR LESS | | | UNKNOWN/NOT REPORTED | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TYPE OF WEATHER CONDITIONS | | |
| | UNKNOWN/NOT REPORTED | | | VFR | | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | REMARKS- | MT TOPS OBSCURED.RECOVERY DATE 6/4/78. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-----------------------------------------------------------------|--------------------------------------------------------|------------------------|-------------------------------------------|-----------------------------------------------------------------------------------|
| 3-1552 | 5/21/78 | NR.BREMERTON.WA | PIPER PA-28 N1914T DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 1300 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT ASTORIA,OR | INTENDED DESTINATION SEATTLE,WA | | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - DOWNDRAFT,UPDRAFTS TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION BROKEN | CEILING AT ACCIDENT SITE 2800 | | | |
| | | VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | TYPE OF WEATHER CONDITIONS IFR | | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| REMARKS- RECOVERY DATE 10/17/78. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------------------|-------------|----------------------|---------------------|--------------------------------|----------------------------------------------------|
| 3-2642 | 8/10/78 | ENUMCLAW,WA | STINSON 108E | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 51, 250 |
| | TIME - 1102 | | N4122C | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED. |
| | DEPARTURE POINT | | DAMAGE-DESTROYED | | | |
| | SEATTLE,WA | | INTENDED DESTINATION | | | |
| | TYPE OF ACCIDENT | | SPOKANE,WA | | | |
| | AIRFRAME FAILURE | IN FLIGHT | | | PHASE OF OPERATION | |
| | | | | | IN FLIGHT UNCONTROLLED DESCENT | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | |
| | PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | |
| | FACTOR(S) | | | | | |
| | SYSTEMS - OTHER SYSTEMS VACUUM SYSTEM | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT | | | | | |
| | WEATHER - LOW CEILING | | | | | |
| | WEATHER BRIEFING - SELF-HELP,PILOT CHECKED WEATHER DATA | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | BROKEN | | | | 1200 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 5 OR OVER(UNLIMITED) | | | | NONE | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | |
| | NONE | | | | 56 | |
| | WIND DIRECTION-DEGREES | | | | WIND VELOCITY-KNOTS | |
| | 170 | | | | 7 | |
| | TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | |
| | IFR | | | | VFR | |
| | FIRE AFTER IMPACT | | | | | |
| | REMARKS- VACUUM PUMP HOSE SPLIT EXPOSING CORDS THAT WERE FRAYED & GRAYISH IN COLOR. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------|-------------------------|--------------------------------|-----------------------------------------------|--------------------------------|-------------------------------------------|---------------------------------------------------------------------------|
| 3-2914 | 10/21/78 TIME - 2030 | ROCHE HARBOR, WA | GRUM AMER AA-5B N28924 DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 59, 117 TOTAL HOURS, 54 IN TYPE, NOT INSTRUMENT RATED. |
| | | NAME OF AIRPORT - ROCHE HARBOR | | | | |
| | | DEPARTURE POINT | | INTENDED DESTINATION | | |
| | | ROCHE HARBOR, WA | | EVERETT, WA | | |
| | | TYPE OF ACCIDENT | | PHASE OF OPERATION | | |
| | | COLLIDED WITH TREES | | IN FLIGHT CLIMB TO CRUISE | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER - OBSTRUCTIONS TO VISION | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION | | | | CEILING AT ACCIDENT SITE | | |
| OVERCAST | | | | UNKNOWN/NOT REPORTED | | |
| VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | | |
| 4 MILES OR LESS | | | | NONE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TEMPERATURE-F | | |
| FOG | | | | 45 | | |
| TYPE OF WEATHER CONDITIONS | | | | TYPE OF FLIGHT PLAN | | |
| VFR | | | | NONE | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- WITNESSES STATED LCL WX AS HIGH THIN OVCST, PATCHY FOG OR SCUD MOVING IN FM EAST, NO MOON VISIBLE. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F. S. M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------------|------------------------|------------------------------------------------|-------------------------------------------------------------------------------|------------------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------|
| 3-3510 | 11/2/78 TIME - 1741 | TOUTLE, WA | CESSNA P210 N3686P DAMAGE-DESTROYED INTENDED DESTINATION REND, OR | CR- 1 0 0 PX- 2 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 28, 224 TOTAL HOURS, 45 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT OLYMPIA, WA | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| | | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS DIRECTIONAL GYRO | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ERRATIC | | | | | | |
| WEATHER - RAIN | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | | |
| WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONEL, BY PHONE | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST/LOWER SCATTERED | | | | CEILING AT ACCIDENT SITE 1700 | | |
| VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | | | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | | TEMPERATURE-F 48 | | |
| WIND DIRECTION-DEGREES 210 | | | | WIND VELOCITY-KNOTS 4 | | |
| TYPE OF WEATHER CONDITIONS IFR | | | | TYPE OF FLIGHT PLAN NONE | | |
| REMARKS- VFR ON TOP, FLEW INTO CLOUD LAYER, GENERAL DISINTEGRATION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------------|-----------------------------|------------------|---------------------|--------------------------------|---------------------------|
| 3-4114 | 12/1/78 | DAYTON, WA | CESSNA R172K | CR- 1 0 0 | NONCOMMERCIAL | STUDENT, AGE 49, 172 |
| | TIME - UNK/NR | | N736TH | PX- 0 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, ALL IN TYPE. |
| | | | DAMAGE-DESTROYED | | | NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - DAYTON | INTENDED DESTINATION | | | | |
| | DEPARTURE POINT | DAYTON, WA | TROUT LAKE, WA | | | |
| | TYPE OF ACCIDENT | COLLISION WITH GROUND/WATER | UNCONTROLLED | | PHASE OF OPERATION | |
| | | | | | 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 - LOW CEILING | | | | | |
| | WEATHER - RAIN | | | | | |
| | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | |
| | WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | |
| | MISSING AIRCRAFT - LATER RECOVERED | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | UNKNOWN/NOT REPORTED | | | | 700 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | 2 MILES OR LESS | | | | RAIN | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | WIND DIRECTION-DEGREES | |
| | NONE | | | | 225 | |
| | WIND VELOCITY-KNOTS | | | | TYPE OF WEATHER CONDITIONS | |
| | 15 | | | | BELOW MINIMUMS | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | NONE | | | | | |
| | REMARKS- RECOVERY DATE 12/3/78. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------|------------------------|-------------|--------------------------------------------------------------|------------------------|-------------------------------------------|-----------------------------------------------------------------------------|
| 3-3424 | 8/13/78 TIME - 1625 | HEMLOCK, WV | PIPER PA-28 N8789W DAMAGE-DESTROYED | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 60, 4500 TOTAL HOURS, 950 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT PARKERSBURG, WV | | | INTENDED DESTINATION NORFOLK, VA | | | |
| TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL | | | | | | |
| PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE | | | | | | |
| PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT | | | | | | |
| WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | | |
| WEATHER - THUNDERSTORM ACTIVITY | | | | | | |
| WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | | |
| WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE THUNDERSTORM, RAIN SHOWERS | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN VFR | | | | | | |
| REMARKS- PLT HAD 25HRS SIMULATED INSTRUMENT INSTRUCTION. GENERAL DISINTEGRATION. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|----------------------------------------------------------------------------------------------|-----------------------|---------------------------------------------------------|---------------------------------------------------------------------------------|--------------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-4430 | 1/2/78 TIME - 1955 | NR.MELLEN,WI | PIPER PA-28 N8215C DAMAGE-DESTROYED INTENDED DESTINATION WAUPACA,WI | CR- 1 0 0 PX- 0 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 51, 1454 TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT SILVER RAY,MN | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | | TYPE OF ACCIDENT COLLIDED WITH TREES | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - SNOW | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| MISSING AIRCRAFT - LATER RECOVERED | | | | | | |
| | | SKY CONDITION OVERCAST | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | | VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | | PRECIPITATION AT ACCIDENT SITE SNOW | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | | WIND DIRECTION-DEGREES 300 | | |
| | | WIND VELOCITY-KNOTS 20 | | TYPE OF WEATHER CONDITIONS IFR | | |
| | | TYPE OF FLIGHT PLAN NONE | | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- RECOVERY DATE 4/22/78.HEAVY SNOW STORM REPORTED IN AREA. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-----------------------------------------------------------|--------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------------------------|
| 3-3801 | 5/27/78 | BLOOMER, WI | CESSNA T210M N761GV | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 55, 400 TOTAL HOURS, 191 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - 1718 | | DAMAGE-DESTROYED INTENDED DESTINATION FRANKFORD, IL | | | |
| | DEPARTURE POINT RED LAKE, CANADA | | | | | |
| | TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | |
| | FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | |
| | VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE RAIN SHOWERS, THUNDERSTORM | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TYPE OF WEATHER CONDITIONS IFR | | |
| | TYPE OF FLIGHT PLAN VFR | | | | | |
| | FIRE AFTER IMPACT REMARKS- GENERAL DISINTEGRATION. | | | | | |
| 3-3888 | 7/12/78 | RHINELANDER, WI | BELLANCA 17-30A N93627 | CR- 0 1 0 PX- 1 1 0 | COMMERCIAL AIR TAXI-PASSG | COMMERCIAL, FL. INSTR., AGE 22, 764 TOTAL HOURS, 39 IN TYPE, INSTRUMENT RATED. |
| | TIME - 2240 | | DAMAGE-DESTROYED | | | |
| | NAME OF AIRPORT - RHINELANDER-ONEIDA | | | | | |
| | DEPARTURE POINT JANESVILLE, WI | INTENDED DESTINATION RHINELANDER, WI | | LAST ENROUTE STOP GREEN BAY, WI | | |
| | TYPE OF ACCIDENT COLLIDED WITH TREES | | | PHASE OF OPERATION LANDING FINAL APPROACH | | |
| | PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | |
| | FACTOR(S) PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS WEATHER - LOW CEILING WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION BROKEN | | | CEILING AT ACCIDENT SITE 500 | | |
| | VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS | | | PRECIPITATION AT ACCIDENT SITE DRIZZLE | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TYPE OF WEATHER CONDITIONS IFR | | |
| | TYPE OF FLIGHT PLAN IFR | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------------|-----------------------------------------|------------------------|----------------------------------|-----------------------------------------------------------------------|
| 3-3407 | 7/30/78 TIME - 1540 | OSHKOSH, WI | THORP T-18 N18FK DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | MISCELLANEOUS AIR SHOW/RACING | PRIVATE, AGE 47, 674 TOTAL HOURS, 82 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - WITTMAN FIELD DEPARTURE POINT INTENDED DESTINATION OSHKOSH, WI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS/CONDITIONS - POORLY PLANNED APPROACH WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT QUARTERING HEAD WIND 293-337 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 60 110 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 5 VFR TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT REMARKS- LOW BASE LEG WITH TURN TO FINAL AT APRX 50-100FT AGL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------------------------------------------------------------|----------------------|----------------------|---------------------|--------------------------------|--------------------------|
| 3-3995 | 7/31/78 | NR.PRT WASHINGTON,WI | BEECH F-33A | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 51, 1100 |
| | TIME - 1558 | | N6275V | PX- 1 0 0 | PLEASURE/PERSONAL TRANSP | TOTAL HOURS, 29 IN TYPE, |
| | | | DAMAGE-DESTROYED | | | INSTRUMENT RATED. |
| | DEPARTURE POINT | | INTENDED DESTINATION | | | |
| | CHARLESTOWN,WV | | OSHKOSH,WI | | | |
| | TYPE OF ACCIDENT | | | | PHASE OF OPERATION | |
| | TURBULENCE | | | | IN FLIGHT NORMAL CRUISE | |
| | COLLISION WITH GROUND/WATER | UNCONTROLLED | | | IN FLIGHT UNCONTROLLED DESCENT | |
| | PROBABLE CAUSE(S) | | | | | |
| | WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - THUNDERSTORM ACTIVITY | | | | | |
| | MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | | | CEILING AT ACCIDENT SITE | |
| | BROKEN | | | | 8000 | |
| | VISIBILITY AT ACCIDENT SITE | | | | PRECIPITATION AT ACCIDENT SITE | |
| | UNKNOWN/NOT REPORTED | | | | UNKNOWN/NOT REPORTED | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | | TYPE OF WEATHER CONDITIONS | |
| | UNKNOWN/NOT REPORTED | | | | IFR | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | IFR | | | | | |
| | REMARKS- INJURY INDEX PRESUMED. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------------|-----------------------------------------|------------------------|-------------------------------------------|----------------------------------------------------------------------------------|
| 3-355A | 8/18/78 TIME - 1842 | PORTAGE, WI | BEECH C23 N18952 DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 50, 200 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED. |
| <p>NAME OF AIRPORT - PORTAGE MUNI DEPARTURE POINT INTENDED DESTINATION DU PAGE, IL WAUTOMA, WI TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT NORMAL CRUISE</p> <p>PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS</p> <p>FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED</p> <p>SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 400 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS RAIN, THUNDERSTORM OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F UNKNOWN/NOT REPORTED 82 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 360 45 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR NONE REMARKS- OBSERVED FLYING AT LESS THAN 100FT.</p> | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------|-------------------------|-------------------------------------------------|-------------------------------------------|------------------------------------------------------|-------------------------------------------|----------------------------------------------------------------------------|
| 3-4205 | 10/10/78 TIME - 1015 | BARABOO, WI | PIPER PA-24 N5696P DAMAGE-DESTROYED | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 58, 313 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED. |
| | | DEPARTURE POINT GRIFFITH, IN | INTENDED DESTINATION ADAMS, WI | | | |
| | | TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | UNCONTROLLED | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | | |
| PROBABLE CAUSE(S) | | | | | | |
| PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | | | |
| PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| PILOT IN COMMAND - SPATIAL DISORIENTATION | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - LOW CEILING | | | | | | |
| WEATHER - FOG | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| SKY CONDITION OBSCURATION | | | | CEILING AT ACCIDENT SITE 0 | | |
| VISIBILITY AT ACCIDENT SITE ZERO | | | | PRECIPITATION AT ACCIDENT SITE NONE | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | | TYPE OF WEATHER CONDITIONS IFR | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-------------|--------------------------------------------------------------------------|----------------------|---------------------|--------------------------------|---------------------------|
| 3-2147 | 2/19/78 | NR.GLENROCK,WY | AERO CMDR 560A | CR- 1 0 0 | NONCOMMERCIAL | COMMERCIAL, FL.INSTR., |
| | TIME - 2020 | | N2639B | PX- 5 1 0 | PLEASURE/PERSONAL TRANSP | AGE 39, 3485 TOTAL HOURS, |
| | | | DAMAGE-DESTROYED | | | 23 IN TYPE, INSTRUMENT |
| | | | | | | RATED. |
| | | DEPARTURE POINT | INTENDED DESTINATION | | | |
| | | CASPER,WY | DOUGLAS,WY | | | |
| | | TYPE OF ACCIDENT | | | PHASE OF OPERATION | |
| | | ENGINE FAILURE OR MALFUNCTION | | | IN FLIGHT NORMAL CRUISE | |
| | | COLLISION WITH GROUND/WATER CONTROLLED | | | LANDING LEVEL OFF/TOUCHDOWN | |
| | | PROBABLE CAUSE(S) | | | | |
| | | PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING | | | | |
| | | PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | |
| | | PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT | | | | |
| | | MISCELLANEOUS ACTS,CONDITIONS - ICE INDUCTION | | | | |
| | | FACTOR(S) | | | | |
| | | WEATHER - LOW CEILING | | | | |
| | | WEATHER - SNOW | | | | |
| | | WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. | | | | |
| | | WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING | | | | |
| | | PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 2 ENGINES | | | | |
| | | WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | |
| | | MISSING AIRCRAFT - LATER RECOVERED | | | | |
| | | EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | |
| | | SKY CONDITION | | | CEILING AT ACCIDENT SITE | |
| | | OVERCAST | | | 0 | |
| | | VISIBILITY AT ACCIDENT SITE | | | PRECIPITATION AT ACCIDENT SITE | |
| | | ZERO | | | SNOW SHOWERS | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | | TEMPERATURE-F | |
| | | BLOWING SNOW | | | 25 | |
| | | WIND DIRECTION-DEGREES | | | WIND VELOCITY-KNOTS | |
| | | 340 | | | 12 | |
| | | TYPE OF WEATHER CONDITIONS | | | TYPE OF FLIGHT PLAN | |
| | | IFR | | | NONE | |
| | | REMARKS- RECOVERY DATE 2/20/78. | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------|--------------------------------------------------------------------------------|----------------------------------------------|----------------------------|--------------------------------------------------------------------------------|
| 3-3058 | 2/27/78 TIME - 1023 | BIG PINEY, WY | BEECH A90 N878T DAMAGE-DESTROYED INTENDED DESTINATION EVANSTON, WY | CR- 2 0 0 PX- 4 0 0 | NONCOMMERCIAL CORP/EXEC | CUMMERICAL, AGE 48, 10515 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT RANGELY, CO | | | | | | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | | | CONTROLLED | PHASE OF OPERATION LANDING FINAL APPROACH | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION | | | | | | |
| FACTOR(S) WEATHER - LOW CEILING WEATHER - SNOW WEATHER BRIEFING - OTHER WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE 700 | | | |
| VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS | | | PRECIPITATION AT ACCIDENT SITE SNOW | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | | | TEMPERATURE-F 23 | | | |
| WIND DIRECTION-DEGREES 320 | | | WIND VELOCITY-KNOTS 2 | | | |
| TYPE OF WEATHER CONDITIONS IFR | | | TYPE OF FLIGHT PLAN IFR | | | |
| FIRE AFTER IMPACT | | | | | | |
| REMARKS- WX TRANSMITTED TO PILOTS FROM BIG PINEY GROUND PERSONNEL. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|------------------------------------------------------------------------------------------------|----------------------|--------------------------------|---------------------|--------------------------------|-----------------------------------------------|
| 3-2687 | 5/4/78 | NR. WHEATLAND, WY | BEECH D50C | CR- 1 0 0 | NONCOMMERCIAL | PRIVATE, AGE 37, 456 |
| | TIME - 1502 | | N320Z | PX- 3 0 0 | BUSINESS | TOTAL HOURS, 53 IN TYPE, INSTRUMENT RATED. |
| | DEPARTURE POINT | CHEYENNE, WY | DAMAGE-DESTROYED | | | |
| | TYPE OF ACCIDENT | INTENDED DESTINATION | LIVINGSTON, MT | | | |
| | COLLISION WITH GROUND/WATER | UNCONTROLLED | | | PHASE OF OPERATION | |
| | | | | | IN FLIGHT UNCONTROLLED DESCENT | |
| | PROBABLE CAUSE(S) | | | | | |
| | PILOT IN COMMAND - INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS | | | | | |
| | PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING | | | | | |
| | MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE | | | | | |
| | FACTOR(S) | | | | | |
| | WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. | | | | | |
| | WEATHER - THUNDERSTORM ACTIVITY | | | | | |
| | WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | |
| | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | |
| | SKY CONDITION | | CEILING AT ACCIDENT SITE | | | |
| | OVERCAST | | UNLIMITED | | | |
| | VISIBILITY AT ACCIDENT SITE | | PRECIPITATION AT ACCIDENT SITE | | | |
| | UNKNOWN/NOT REPORTED | | SNOW SHOWERS, THUNDERSTORM | | | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE | | TYPE OF WEATHER CONDITIONS | | | |
| | UNKNOWN/NOT REPORTED | | IFR | | | |
| | TYPE OF FLIGHT PLAN | | | | | |
| | IFR | | | | | |
| | REMARKS- PILOT REPORT OF MODERATE TO SEVERE RIME ICE GIVEN TO PILOT BEFORE TAKEOFF AND IN AIR. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------------------------------------------------------------------------------------|-----------------------|--------------------------------------------------------------------------|-----------------------------------------------------------------------------|------------------------|-------------------------------------------|-----------------------------------------------------------------------|
| 3-4237 | 7/3/78 TIME - 1253 | NR.CANYON,WY | CESSNA TU206 N8478Q DAMAGE-DESTROYED INTENDED DESTINATION LOCAL | CR- 1 0 0 PX- 0 1 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 39, 360 TOTAL HOURS, 22 IN TYPE, INSTRUMENT RATED. |
| | | DEPARTURE POINT WEST YELLOWSTONE, ID | | | | |
| | | TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING FINAL APPROACH | | | |
| PROBABLE CAUSE(S) | | | | | | |
| PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION | | | | | | |
| POWERPLANT - FUEL SYSTEM PUMPS | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT | | | | | | |
| MISCELLANEOUS ACTS, CONDITIONS - ENGINE LOADED UP | | | | | | |
| TERRAIN - HIGH OBSTRUCTIONS | | | | | | |
| FACTOR(S) | | | | | | |
| WEATHER - HIGH DENSITY ALTITUDE | | | | | | |
| COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE | | | | | | |
| WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED | | | | | | |
| EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | |
| | | SKY CONDITION CLEAR | CEILING AT ACCIDENT SITE UNLIMITED | | | |
| | | VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) | PRECIPITATION AT ACCIDENT SITE NONE | | | |
| | | OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE | TYPE OF WEATHER CONDITIONS VFR | | | |
| | | TYPE OF FLIGHT PLAN VFR | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-----------------|------------------------------------------------------------|------------------------|------------------------------------------------------|-------------------------------------------------------------------------|
| 3-4420 | 8/14/78 | NR.EDGERTON,WY | PIPER PA-28 N40439 | CR- 2 0 0 PX- 0 0 0 | COMMERCIAL OTHER | PRIVATE, AGE 18, 337 TOTAL HOURS, 88 IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT GILLETTE,WY | | | DAMAGE-DESTROYED INTENDED DESTINATION CASPER,WY | | PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT | |
| TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT | | | | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT | | | | | | |
| FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST | | | | | | |
| SKY CONDITION OVERCAST | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | PRECIPITATION AT ACCIDENT SITE THUNDERSTORM | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN IFR | | | | | | |
| REMARKS- PILOT TIMES ARE FROM FAA RECORDS. | | | | | | |
| 3-4421 | 11/8/78 | NR.MEETEETSE,WY | GRUM-AMER AA-5B N28406 | CR- 1 0 0 PX- 3 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 31, 82 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT CODY,WY | | | DAMAGE-DESTROYED INTENDED DESTINATION IDAHO FALLS,ID | | PHASE OF OPERATION IN FLIGHT NORMAL CRUISE | |
| TYPE OF ACCIDENT COLLISION WITH GROUND/WATER | | | CONTROLLED | | | |
| PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS | | | | | | |
| FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER - DOWNDRAFT,UPDRAFTS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | |
| SKY CONDITION UNKNOWN/NOT REPORTED | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | |
| VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | PRECIPITATION AT ACCIDENT SITE RAIN | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | TYPE OF WEATHER CONDITIONS IFR | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | |
| REMARKS- WITNESS STATED-WX COND DETERIORATING.W STRONG SW WND,LGT RAIN,ALMOST SLEET,MOON PART CVRD BY CLDS. | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | | | FLIGHT PURPOSE | PILOT DATA | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-----------------------------------|----------------------------------------------------------------------------------------|--------------------------------------------------------|---|---|-------------------|-------------------------------------------|-------------------------------------------------------------------------------|
| 3-1956 | 4/30/78 | MISSING AIRCRAFT TIME - UNK/NR | CESSNA 172 NIGH DAMAGE-DESTROYED INTENDED DESTINATION UNKNOWN/NOT REPORTED | CR- | 1 | 0 | 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | COMMERCIAL, AGE 40, 1120 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED. |
| DEPARTURE POINT DILLON, SC | | | | PHASE OF OPERATION UNKNOWN/NOT REPORTED | | | | | |
| TYPE OF ACCIDENT MISSING AIRCRAFT, NOT RECOVERED | | | | | | | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE | | | | | | | | | |
| SKY CONDITION UNKNOWN/NOT REPORTED | | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | | |
| VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED | | | | | |
| TYPE OF FLIGHT PLAN NONE | | | | | | | | | |
| REMARKS- ACFT DMG & INJURY INDEX PRESUMED. | | | | | | | | | |
| 3-1445 | 5/19/78 | MISSING AIRCRAFT TIME - UNK/NR | PIPER PA-28 N47910 DAMAGE-DESTROYED INTENDED DESTINATION NASSAU, BAHAMAS | CR- | 1 | 0 | 0 | NONCOMMERCIAL PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 25, 60 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED. |
| DEPARTURE POINT FT PIERCE, FL | | | | PHASE OF OPERATION UNKNOWN/NOT REPORTED | | | | | |
| TYPE OF ACCIDENT MISSING AIRCRAFT, NOT RECOVERED | | | | | | | | | |
| PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT | | | | | | | | | |
| SKY CONDITION UNKNOWN/NOT REPORTED | | | | CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | | |
| VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | | |
| OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED | | | | TYPE OF WEATHER CONDITIONS IFR | | | | | |
| TYPE OF FLIGHT PLAN VFR | | | | | | | | | |
| REMARKS- PLT ADVZD BY IFSS OF BAND OF TSTMS ALONG RTE OF FLT. ACFT DMG & INJURY INDEX PRESUMED. | | | | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|--------|-----------------------------------------------------------------------|------------------|----------------------------------------------------------|------------------------|---------------------------------------------|--------------------------------------------------------------------------------------|
| 3-2911 | 8/14/78 | MISSING AIRCRAFT | PIPER PA-28 N1661J | CR- 1 0 0 PX- 1 0 0 | NONCOMMERCIAL BUSINESS | PRIVATE, AGE 44, 6200 TOTAL HOURS, 8 IN TYPE, NOT INSTRUMENT RATED. |
| | TIME - UNK/NR | | DAMAGE-DESTROYED INTENDED DESTINATION MT.VERNON,WA | | | |
| | DEPARTURE POINT RICHLAND,WA | | | | PHASE OF OPERATION UNKNOWN/NOT REPORTED | |
| | TYPE OF ACCIDENT MISSING AIRCRAFT,NOT RECOVERED | | | | | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG | | | | | |
| | SKY CONDITION OVERCAST | | | | CEILING AT ACCIDENT SITE 1800 | |
| | VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) | | | | PRECIPITATION AT ACCIDENT SITE RAIN | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG | | | | TEMPERATURE-F 59 | |
| | WIND DIRECTION-DEGREES 160 | | | | WIND VELOCITY-KNOTS 8 | |
| | TYPE OF WEATHER CONDITIONS IFR | | | | TYPE OF FLIGHT PLAN UNKNOWN/NOT REPORTED | |
| | REMARKS- ACFT DMG & INJURY INDEX PRESUMED. | | | | | |
| 3-2946 | 12/25/78 | MISSING AIRCRAFT | PIPER PA-31 N114TA | CR- 2 0 0 PX- 1 0 0 | MISCELLANEOUS UNKNOWN/NOT REPORTED | COMMERCIAL, AGE 32, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED. |
| | TIME - UNK/NR | | DAMAGE-DESTROYED | | | |
| | DEPARTURE POINT DETROIT,MI | | INTENDED DESTINATION SARANAC LAKE,NY | | PHASE OF OPERATION UNKNOWN/NOT REPORTED | |
| | TYPE OF ACCIDENT MISSING AIRCRAFT,NOT RECOVERED | | | | | |
| | PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED | | | | | |
| | FACTOR(S) WEATHER - LOW CEILING WEATHER - SNOW | | | | | |
| | SKY CONDITION OBSCURATION | | | | CEILING AT ACCIDENT SITE 300 | |
| | VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS | | | | PRECIPITATION AT ACCIDENT SITE SNOW | |
| | OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW | | | | TEMPERATURE-F 24 | |
| | WIND DIRECTION-DEGREES 240 | | | | WIND VELOCITY-KNOTS 8 | |
| | TYPE OF WEATHER CONDITIONS IFR | | | | TYPE OF FLIGHT PLAN IFR | |
| | REMARKS- INJURY INDEX AND ACFT DMG PRESUMED. | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES F S M/N | FLIGHT PURPOSE | PILOT DATA |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------|-------------------------------------------|------------------------|----------------------------------------------------------|--------------------------------------------------------------------------------------|
| 3-0767 | 3/1/78 TIME - 1610 | AGANA, GUAM | CESSNA 337F N101SX DAMAGE-DESTROYED | CR- 0 0 1 PX- 2 2 1 | COMMERCIAL COMMUTER AIR CARRIER AIR TAXI-PASSG S-I | AIRLINE TRANSPORT, AGE 29, 4420 TOTAL HOURS, 158 IN TYPE, INSTRUMENT RATED. |
| NAME OF AIRPORT - GUAM INTL DEPARTURE POINT INTENDED DESTINATION AGANA, GUAM ROTA, TT TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES PROBABLE CAUSE(S) POWERPLANT - LUBRICATING SYSTEM PUMP-PRESSURE MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) WEATHER - HIGH TEMPERATURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 110 TYPE OF WEATHER CONDITIONS VFR | | | | | | |
| PHASE OF OPERATION TAKOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 81 WIND VELOCITY-KNOTS 11 TYPE OF FLIGHT PLAN VFR | | | | | | |

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