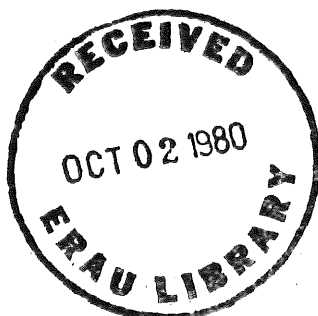




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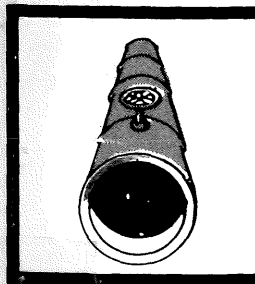
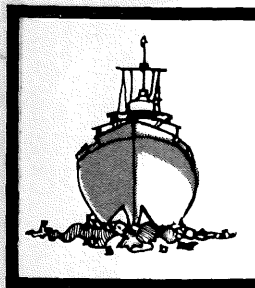
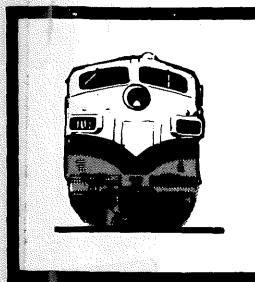


## **BRIEFS OF ACCIDENTS INVOLVING ALCOHOL AS A CAUSE/FACTOR**

**U.S. GENERAL AVIATION  
1978**

**NTSB-AMM-80-6**

**UNITED STATES GOVERNMENT**





TECHNICAL REPORT DOCUMENTATION PAGE

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16. Abstract  <p>This publication contains reports on all U.S. general aviation accidents, occurring in 1978, involving alcohol impairment as a cause/factor. Included are 50 accident Briefs, 46 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances and probable cause(s)/factor(s) for each accident. Additional statistical information is tabulated by type of accident, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually.</p>			
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## FOREWORD

This report contains Briefs of U.S. General Aviation accidents involving alcohol impairment as a cause/factor, arranged in state and date order. In addition, this publication includes several statistical tables which tabulate and summarize selected accident information, such as type of accident, phase of operation, injuries, cause/factors and pilot certificates.

In 1978, U.S. General Aviation aircraft were involved in 50 total and 46 fatal accidents where alcohol impairment was a cause/factor. In comparison, the entire General Aviation fleet incurred 4,494 total and 793 fatal accidents.

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

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

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

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

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

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## EXPLANATORY NOTES

### U.S. GENERAL AVIATION

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

### U.S. AIR CARRIER

U.S. air carrier operations include the following three operational categories:

- 1) certificated route air carriers
- 2) supplemental air carriers and
- 3) commercial operators of large aircraft.

### DEFINITIONS

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

#### Aircraft Accident

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

#### Fatal Injury

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

#### Serious Injury

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

#### Substantial Damage

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

## EXPLANATORY NOTES

### INJURY INDEX

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

### TYPE OF ACCIDENT

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

#### Gear Collapsed

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

#### Gear Retracted

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

#### Airframe Failure

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

#### Engine Failure/Malfunction

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

### PHASE OF OPERATION

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

### KIND OF FLYING

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

#### 1. Instructional Flying

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



## EXPLANATORY NOTES

### KIND OF FLYING

#### 2. Noncommerical Flying

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

##### Pleasure

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

##### Business

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

##### Corporate/Executive Operations

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

#### 3. Commercial Flying

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

#### 4. Miscellaneous Flying

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

### COLLISION BETWEEN AIRCRAFT

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

## EXPLANATORY NOTES

### CAUSES AND RELATED FACTORS

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

### AIRCRAFT WEIGHT CATEGORIES

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

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

### SMALL FIXED-WING AIRCRAFT

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

### LARGE FIXED-WING AIRCRAFT

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

### ROTORCRAFT

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

### TYPES OF WEATHER CONDITIONS

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

# LIST OF ABBREVIATIONS USED IN BRIEFS

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



INJURIES, ACCIDENTS  
U.S. GENERAL AVIATION  
INVOLVING

ALCOHOL AS A CAUSE/FACTOR  
1978

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	45	2	2	1		50
COPILOT	3	1		1		5
DUAL STUDENT						
CHECK PILOT	1					1
FLIGHT ENGINEER						
NAVIGATOR						
CABIN ATTENDANT						
EXTRA CREW						
PASSENGERS	29	7	1	4		41
TOTAL	78	10	3	6	ABOARD	97
* OTHER AIRCRAFT				3		3
OTHER GROUND	3					3
GRAND TOTAL	81	10	3	9		103

INVOLVES 50 TOTAL ACCIDENTS  
INVOLVES 46 FATAL ACCIDENTS

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

# ANALYTIC TABLE

## 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
<u>INSTRUCTIONAL</u>												
DUAL	1									1	1	2.00
SOLO												
CHECK		1								1	1	2.00
TRAINING												
<u>NONCOMMERCIAL</u>												
PLEASURE	6	24	4	2	1			1		38	38	76.00
PRACTICE			2							2	2	4.00
BUSINESS		2						1		3	3	6.00
CORPORATE/EXECUTIVE			1			1				2	2	4.00
AERIAL SURVEY												
COMPANY FLIGHT												
OTHER												
<u>COMMERCIAL</u>												
AERIAL APPLICATION												
CROP CONTROL RELATED FLIGHT												
FIRE CONTROL												
FIRE CONTROL RELATED FLIGHT												
AERIAL MAPPING/PHOTOGRAPHY												
AERIAL ADVERTISING												
POWER AND PIPELINE PATROL												
FISH SPOTTING												
AIR TAXI-PASSENGER OPERATIONS				1						1	1	2.00
AIR TAXI-CARGO OPERATIONS				1						1	1	2.00
CONSTRUCTION WORK												
SCHEDULED PASSENGER SERVICE												
SCHEDULED CARGO SERVICE												
INTRA-STATE CHARTER PASSG.												
INTRA-STATE CHARTER CARGO.												
MILITARY CONTRACT-PASSENGER												
MILITARY CONTRACT-CARGO												
CHARTER CARGO-DOMESTIC												
CHARTER PASSG-DOMESTIC												
CHARTER-CARGO-INTERNATIONAL												
CHARTER-PASSG-INTERNATIONAL												
OTHER												
UNKNOWN/NOT REPORTED												

# 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			
MISCELLANEOUS													
EXPERIMENTATION													
TEST													
DEMONSTRATION													
FERRY													
SEARCH AND RESCUE													
AIR SHOW/AIR RACING													
PARACHUTE JUMP													
PARACHUTE JUMP-AIR SHOW													
TOWING GLIDERS													
SEEDING CLOUDS													
HUNTING													
POLICE PATROL													
HIGHWAY TRAFFIC ADVISORY													
ALL OTHER PUBLIC FLYING									1		1	1	2.00
OTHER													
UNKNOWN/NOT REPORTED													
RECORDS	7	27	7	4	1	1		3			50		
ACCIDENTS	7	27	7	4	1	1		3				50	
PERCENTS	14.0	54.0	14.0	8.0	.0	2.0	2.0	.0	6.0	.0			

# ANALYTIC TABLE

## FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
GROUND-WATER LOOP-SWERVE							
DAGGED WINGTIP POD OR FLOAT							
WHEELS-UP LANDING							
WHEELS-DOWN LANDING IN WATER							
GEAR COLLAPSED							
GEAR RETRACTED							
HARD LANDING							
NOSE OVER/DOWN							
ROLL OVER							
OVERSHOOT							
UNDERSHOOT	1				1	1	2.00
<u>COLLISION BETWEEN AIRCRAFT</u>							
BOTH IN FLIGHT							
ONE AIRBORNE							
BOTH ON GROUND	1				1	1	2.00
<u>COLLISION WITH GROUND/WATER</u>							
CONTROLLED	10	2			12	12	24.00
UNCONTROLLED	9	1			10	10	20.00
<u>COLLIDED WITH</u>							
WIRES/POLES	3				3	3	6.00
TREES	4	1			5	5	10.00
RESIDENCE/S							
BUILDING/S							
FENCE, FENCEPOSTS							
ELECTRONIC TOWERS							
RUNWAY OR APPROACH LIGHTS							
AIRPORT HAZARD							
ANIMALS							
CROP							
FLAGMAN LOADER							
DITCHES							
SNOWBANK							
PARKED AIRCRAFT (UNATTENDED)							
AUTOMOBILE							
DIRT BANK							
OTHER	1				1	1	2.00
BIRD STRIKE							



# ANALYTIC TABLE

## FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
<u>STALL</u>	4	1			5	5	10.00
SPIN	3				3	3	6.00
SPIRAL	3				3	3	6.00
MUSH		1			1	1	2.00
<u>FIRE OR EXPLOSION</u>							
IN FLIGHT							
ON GROUND							
<u>AIRFRAME FAILURE</u>							
IN FLIGHT							
ON GROUND							
ENGINE TEARAWAY							
ENGINE FAILURE OR MALFUNCTION	3	1			4	4	8.00
<u>PROPELLER/ROTOR FAILURE</u>							
PROPELLER							
TAIL ROTOR							
MAIN ROTOR							
PROP ROTOR ACNT TO PERSON		1			1	1	2.00
JET INTAKE/EXH ACNT TO PERS							
PROPELLER/JET/ROTOR BLAST							
TURBULENCE							
HAIL DAMAGE TO AIRCRAFT							
LIGHTNING STRIKE							
EVASIVE MANEUVER							
UNCONTROLLED ALT DEVIATION							
DITCHING							
MISSING ACFT NOT RECOVERED							
MISCELLANEOUS/OTHER							
UNDETERMINED							
RECORDS	40	9	1		50		
ACCIDENTS	40	9	1			50	
PERCENTS	80.0	18.0	2.0	.0			

# ANALYTIC TABLE

## FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
<u>STATIC</u>							
STARTING ENGINE/S							
IDLING ENGINE/S	1				1	1	2.00
ENGINE RUNUP							
IDLING ROTORS							
PARKED-ENGINES NOT OPERATING							
OTHER							
<u>TAXI</u>							
TO TAKEOFF							
FROM LANDING		1			1	1	2.00
OTHER							
GROUND TAXI TO TAKEOFF							
GROUND TAXI FROM LANDING							
GROUND TAXI, OTHER							
AERIAL TAXI TO TAKEOFF							
AERIAL TAXI TO/FROM LANDING							
AERIAL TAXI, OTHER							
<u>TAKEOFF</u>							
RUN							
INITIAL CLIMB	5	1			6	6	12.00
VERTICAL							
RUNNING (ROTORCRAFT/VTOL-STOL)							
ABORTED (FIXED-WING)							
ABORTED (ROTORCRAFT/VTOL)							
ABORTED (ROTORCRAFT/STOL)							
OTHER	1				1	1	2.00
<u>INFLIGHT</u>							
CLIMB TO CRUISE	3				3	3	6.00
NORMAL CRUISE	10	1			11	11	22.00
DESCENDING	3				3	3	6.00
HOLDING (IFR)							
HOVERING							
POWER-ON DESCENT (ROTORCRAFT)							
<u>AUTOROTATIVE DESCENT</u>							
ACROBATICS	2				2	2	4.00
BUZZING	6				6	6	12.00
UNCONTROLLED DESCENT	4				4	4	8.00

# ANALYTIC TABLE

## FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
EMERGENCY DESCENT							
LOW PASS	4				4	4	8.00
OTHER	4				4	4	8.00
EN ROUTE TO TREAT CROP							
EN ROUTE TO RELOADING AREA							
SURVEY FIELD/AREA							
STARTING SWATH RUN							
SWATH RUN							
FLAREOUT FOR SWATH RUN							
PULLUP FROM SWATH RUN							
PROCEDURE TURNAROUND	1				1	1	2.00
CLEANUP SWATH							
MANEUVER TO AVOID OBSTRUCTION							
RETURN TO STRIP							
<u>LANDING</u>							
TRAFFIC PATTERN-CIRCLING							
FINAL APPROACH (VFR)		1			1	1	2.00
INITIAL APPROACH							
FINAL APPROACH (IFR)							
LEVEL OFF/TOUCHDOWN	1				1	1	2.00
ROLL (FIXED WING)							
ROLL-ON/RUN-ON (ROTORCRAFT)							
POWER-ON LANDING (ROTORCRAFT)							
POWER-OFF AUTOROTATIVE LDG							
GO-AROUND (VFR)	1				1	1	2.00
MISSED APPROACH (IFR)							
OTHER							
UNKNOWN/NOT REPORTED							
RECORDS	46	2	2		50		
ACCIDENTS	46	2	2			50	
PERCENTS	92.0	4.0	4.0	.0			

CAUSE/FACTOR TABLE  
U.S. GENERAL AVIATION ACCIDENTS  
INVOLVING ALCOHOL AS A CAUSE/FACTOR  
1978

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 50 TOTAL ACCIDENTS  
INVOLVES 46 FATAL ACCIDENTS

BROAD CAUSE/FACTOR -----	FATAL ACCIDENTS -----			NONFATAL ACCIDENTS -----			ALL ACCIDENTS -----		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT	45 97.83	22 47.83	45 97.83	4 100.00	2 50.00	4 100.00	49 98.00	24 48.00	49 98.00
PERSONNEL	1 2.17	.00	1 2.17	.00	.00	.00	1 2.00	.00	1 2.00
AIRFRAME	.00	.00	.00	.00	.00	.00	.00	.00	.00
LANDING GEAR	.00	.00	.00	.00	.00	.00	.00	.00	.00
POWERPLANT	.00	1 2.17	1 2.17	.00	.00	.00	.00	1 2.00	1 2.00
SYSTEMS	.00	1 2.17	1 2.17	.00	.00	.00	.00	1 2.00	1 2.00
INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	.00	.00	.00	.00	.00	.00	.00	.00
ROTORCRAFT	.00	.00	.00	.00	.00	.00	.00	.00	.00
AIRPORT/AIRWAYS/FACILITIES	.00	.00	.00	.00	.00	.00	.00	.00	.00
WEATHER	.00	12 26.09	12 26.09	.00	.00	.00	.00	12 24.00	12 24.00
TERRAIN	.00	4 8.70	4 8.70	.00	1 25.00	1 25.00	.00	5 10.00	5 10.00
MISCELLANEOUS	1 2.17	1 2.17	2 4.35	.00	.00	.00	1 2.00	1 2.00	2 4.00
UNDETERMINED	.00	.00	.00	.00	.00	.00	.00	.00	.00

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

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

CAUSE/FACTOR TABLE

U.S. GENERAL AVIATION ACCIDENTS  
INVOLVING ALCOHOL AS A CAUSE/FACTOR  
1978

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 50 TOTAL ACCIDENTS

INVOLVES 46 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **									
PILOT IN COMMAND									
ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT	1		1				1		1
ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL	1	1	2				1	1	2
BECAME LOST/DISORIENTED	1		1				1		1
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS	4		4				4		4
CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE	1		1				1		1
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT	2		2				2		2
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS	1		1				1		1
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	10		10	1		1	11		11
MISJUDGED, SPEED, ALTITUDE OR CLEARANCE	1		1				1		1
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC	1		1				1		1
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				1		1	1		1
IMPROPER IN-FLIGHT DECISIONS OR PLANNING	4		4				4		4
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	3	1	4	1		1	4	1	5
MISMANAGEMENT OF FUEL	2		2				2		2
EXERCISED POOR JUDGMENT	1		1				1		1
INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS	2		2				2		2
MISJUDGED DISTANCE AND ALTITUDE				1		1	1		1
MISJUDGED ALTITUDE AND CLEARANCE	3		3				3		3
MISJUDGED ALTITUDE	5		5				5		5
MISJUDGED CLEARANCE	1		1				1		1
INCAPACITATION	1		1	1		1	2		2
PHYSICAL IMPAIRMENT	22	18	40	1	2	3	23	20	43
SPATIAL DISORIENTATION	6		6				6		6
PSYCHOLOGICAL CONDITION	1	2	3				1	2	3
SUBTOTAL	74	22	96	6	2	8	80	24	104
COPILOT									
PHYSICAL IMPAIRMENT	1		1				1		1
SUBTOTAL	1		1				1		1
CHECK PILOT									
INCAPACITATION	1		1				1		1
SUBTOTAL	1		1				1		1
** PERSONNEL **									
RULES, REGULATIONS, STANDARDS PERSONNEL									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
OPERATIONAL SUPERVISORY PERSONNEL									
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
AIRPORT SUPERVISORY PERSONNEL									
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
MISCELLANEOUS-PERSONNEL									
OTHER	1		1				1		1
THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL	1		1				1		1
** POWERPLANT **									
ENGINE STRUCTURE									
IGNITION SYSTEM									

# CAUSE/FACTOR TABLE

## POWERPLANT (CONTINUED)

DETAILED CAUSE/FACTOR -----	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
FUEL SYSTEM									
LUBRICATING SYSTEM									
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
EXHAUST SYSTEM									
MUFFLERS		1	1				1		1
ENGINE ACCESSORIES									
ENGINE CONTROLS									
POWERPLANT-INSTRUMENTS									
MISCELLANEOUS									
REDUCTION GEAR ASSEMBLY									
COMPRESSOR ASSEMBLY									
COMBUSTION ASSEMBLY									
TURBINE ASSEMBLY									
ACCESSORY DRIVE ASSEMBLY									
LUBRICATING SYSTEM									
FUEL SYSTEM									
SAFETY SYSTEM									
IGNITION SYSTEM									
TORQUEMETER									
AIR BLEED									
EXHAUST SYSTEM									
THRUST REVERSER									
PROPELLER SYSTEM									
CONSTANT SPEED DRIVE									
POWER LEVER									
PROPELLER LEVER									
REVERSE THRUST LEVER									
ENGINE INDICATING EQUIPMENT									
ENGINE INSTALLATION									
SUBTOTAL		1	1				1		1
** SYSTEMS **									
ELECTRICAL SYSTEM									
HYDRAULIC SYSTEM									
FLIGHT CONTROL SYSTEMS									
ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM		1	1				1		1
ANTI-ICING, DE-ICING SYSTEMS									
AIR CONDITION, HEATING AND PRESSURIZATION									
AUTO PILOT									
FIRE WARNING SYSTEM									
FIRE EXTINGUISHER SYSTEM									
OXYGEN SYSTEM									
OTHER SYSTEMS									
SUBTOTAL		1	1				1		1
** WEATHER **									
LOW CEILING		6	6				6		6
RAIN		5	5				5		5
FOG		7	7				7		7
SNOW		1	1				1		1
TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS		1	1				1		1
THUNDERSTORM ACTIVITY		1	1				1		1
SUBTOTAL		21	21				21		21
** TERRAIN **									
HIGH OBSTRUCTIONS		4	4		1	1	5		5
SUBTOTAL		4	4		1	1	5		5
** MISCELLANEOUS **									
SUICIDE	1		1				1		1
UNQUALIFIED PERSON OPERATED AIRCRAFT		1	1				1		1
SUBTOTAL	1	1	2				1	1	2
GRAND TOTAL	78	50	128	6	3	9	84	53	137
** MISCELLANEOUS ACTS, CONDITIONS **									

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
LEAK/LEAKAGE		1	1					1	1
ERRATIC		1	1					1	1
SEAT BELT NOT FASTENED		1	1					1	1
UNWARRANTED LOW FLYING	4	4	8		1	1	4	5	9
INATTENTIVE TO FUEL SUPPLY	1		1				1		1
FLEW INTO BLIND CANYON	1	1	2				1	1	2
STOLEN OR UNAUTHORIZED USE OF AIRCRAFT		4	4					4	4
CORRECTING LENSES-NOT USED		2	2					2	2
INCORRECT TRIM SETTING	1		1				1		1
PILOT FATIGUE	1	2	3				1	2	3
FUEL EXHAUSTION	2		2	1		1	3		3
ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT	25	21	46	2	2	4	27	23	50
AIRCRAFT CAME TO REST IN WATER		4	4					4	4
MATERIAL FAILURE		1	1					1	1
FUEL STARVATION	1		1				1		1

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

LISTING OF ACCIDENTS  
INVOLVING  
ALCOHOL AS A CAUSE/FACTOR  
U.S. GENERAL AVIATION  
1978  
(IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
3 0133	N5127L	010778	ROCKWALL, TX	PIPER	PA-28	FATAL
3 0462	N90119	032778	NBUCKEYE, AZ	CESSNA	140	FATAL
3 0818	N19Y	050978	OLYMPIA, WA	BEECH	B90	FATAL
3 0941	N88GS	020778	AMIDON, ND	BEECH	D95A	FATAL
3 0984	N6025P	061178	DAYTON, NV	PIPER	PA-24	FATAL
3 1081	N8726W	040978	EDENTON, NC	PIPER	PA-28	FATAL
3 1164	N91233	060478	LUNSFORD, AR	CESSNA	A188B	FATAL
3 1186	N24617	051378	N THE PLAINS, VA	BEECH	C23	FATAL
3 1269	N4189W	052478	REDLANDS, CA	PIPER	PA-32	FATAL
3 1333	N7250Y	040978	DESTIN, FL	PIPER	PA-30	FATAL
3 1368	N761EK	050578	NSALOME, AZ	CESSNA	T210M	FATAL
3 1430	N9057Y	052378	FLEETVILLE, PA	PIPER	PA-31	FATAL
3 1520	N99LJ	052478	DIERKS, AR	CESSNA	182E	FATAL
3 1775	N62845	041378	MESA, AZ	PIPER	PA-23	FATAL
3 1933	N5086H	053078	NTONOPAH, AZ	PIPER	PA-11	FATAL
3 1951	N4195P	080278	LEAKEY, TX	PIPER	PA-23	FATAL
3 2020	N71956	071478	FAIRFIELD, NC	LUSCOMBE	8A	FATAL
3 2024	N96897	061178	LIBERTY, NC	TAYLORCRAFT	BC12D	SERIOUS
3 2047	N13304	030778	NGRIFFING, GA	CESSNA	172M	FATAL
3 2086	N44138	022078	WASCO, CA	PIPER	PA-28	FATAL



LISTING OF ACCIDENTS  
INVOLVING  
ALCOHOL 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 2091	N5969G 081378	DE QUEEN,AR	CESSNA 150K	FATAL
3 2101	N5850Y 052978	NLONGDALE,OK	PIPER PA-23	FATAL
3 2102	N68513 072278	LAKE DALLAS,TX	BELLANCA 8KCAB	FATAL
3 2105	N84521 081678	HASLET,TX	AERONCA 7AC	FATAL
3 2337	N8196F 072778	SOUTHBRIDGE,MA	CESSNA 150	FATAL
3 2388	N56954 070478	YSMITE NAT PK,CA	PIPER PA-34	FATAL
3 2523	N5877U 091478	NRAINIER,OR	PIPER PA-28	FATAL
3 2577	N47893 062478	SCARBORO,ME	TAYLORCRAFT BC-12D	MINOR
3 2778	N40891 061378	ALBERT LEA,MN	PIPER PA-28	FATAL
3 2784	N5622W 102778	GREAT BEND,PA	PIPER PA-28	FATAL
3 2785	N42948 091978	LEBANON,KY	PIPER J3C	SERIOUS
3 2904	N23994 090878	NBIG SUR,CA	BEECH C-24R	FATAL
3 3199	N5642S 091078	ALEXANDRIA,LA	BEECH V35	FATAL
3 3253	N1811V 102878	COVINGTON,TN	CESSNA 120	FATAL
3 3383	N3976Z 071878	NPETERSVILLE,AK	PIPER PA-18	FATAL
3 3387	N7129U 070278	AJO,AZ	MOONEY M20E	FATAL
3 3423	N7359B 111878	SPENCER,WV	CESSNA 152	FATAL
3 3609	N3290V 050378	MIDDLETOWN,OH	BEECH 35	FATAL
3 3612	N9681S 081378	HOWARD,WI	CHAMPION 7ECA	FATAL
3 3656	N8339M 121078	NASTORIA,OR	CESSNA 150K	FATAL

LISTING OF ACCIDENTS  
INVOLVING  
ALCOHOL AS A CAUSE/FACTOR

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

<u>FILE NUMBER</u>	<u>AIRCRAFT REGIST.</u>	<u>DATE</u>	<u>LOCATION</u>	<u>AIRCRAFT MAKE</u>	<u>MODEL</u>	<u>INJURY INDEX</u>
3 3915	N48905	110678	BOCA RATON, FL	CESSA	152	FATAL
3 3936	N2757L	111878	NKENT, TX	CESSNA	172H	FATAL
3 3938	N178MA	082578	NRATON, NM	MITSUBISHI	MU-2J	FATAL
3 4002	N79029	121978	AUSTIN, TX	CESSNA	172K	FATAL
3 4161	N7213F	120278	WATERTOWN, NY	PIPER	PA-28	MINOR
3 4293	N10155	060678	NNEWTON FALLS, OH	BEECH	A45	FATAL
3 4319	N75819	122078	ADA, OK	CESSNA	172N	FATAL
3 4340	N9470U	090978	MILLBURY, MA	CESSNA	150M	FATAL
3 4354	N1309L	092278	NATLANTA, GA	CESSNA	337G	FATAL
3 4408	N4739E	091578	NFAIRBANKS, AK	AERONCA	7EC	FATAL

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING

ALCOHOL 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
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## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3383	7/18/78 TIME - 2145	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.						
3-4408	9/15/78 TIME - 1200	NR.FAIRBANKS,AK	AERONCA 7EC N4739E DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 37, 1950 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT BRADLEY SKY RANCH,AK	INTENDED DESTINATION CLEAR,AK	LAST ENROUTE STOP UNKNOWN/NOT REPORTED		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED	PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INCAPACITATION						
MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
FACTOR(S)						
PILOT IN COMMAND - PSYCHOLOGICAL CONDITION						
MISCELLANEOUS ACTS,CONDITIONS - SEAT BELT NOT FASTENED						
MISSING AIRCRAFT - LATER RECOVERED						
REMARKS- 366MG% ALCOHOL IN PILOTS BLOOD.FLAT TUNDRA WITH SCRUB TREES.RECOVERED 5/14/79.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
✓ 3-0462	3/27/78	NR.BUCKEYE,AZ	CESSNA 140 N90119 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	MISCELLANEOUS OTHER	NU CERTIFICATE, AGE 26., UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT PHOENIX,AZ	INTENDED DESTINATION UNKNOWN/NOT REPORTED			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL MUSH	PHASE OF OPERATION IN FLIGHT LOW PASS IN FLIGHT LOW PASS			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - MISMANAGEMENT OF FUEL						
MISCELLANEOUS ACTS,CONDITIONS - FUEL STARVATION						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S)						
PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING						
MISCELLANEOUS ACTS,CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT						
MISCELLANEOUS - UNQUALIFIED PERSON OPERATED AIRCRAFT						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- AIRCRAFT WAS STOLEN FROM CAP-BLOOD ALCOHOL LEVEL 0.10%. NO RECORD OF FLYING EXPERIENCE.						
3-1775	4/13/78	MESA,AZ	PIPER PA-23 N62845 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0 OT- 2 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 48, 7900 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT NOGALAS,AZ	INTENDED DESTINATION PHOENIX,AZ			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER COLLIDED WITH RESIDENCE(S)	PHASE OF OPERATION IN FLIGHT DESCENDING IN FLIGHT DESCENDING			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT						
PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE						
FACTOR(S)						
SYSTEMS - FLIGHT CONTROL SYSTEMS ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM						
MISCELLANEOUS ACTS,CONDITIONS - ERRATIC						
MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
FIRE AFTER IMPACT						
REMARKS- PLT AWARE OF FULL NOSE DOWN TRIM. 0.10% LVL ALCOHOL IN LIVER SPECIMEN.45LBS FORCE REQ FOR LVL FLT.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1368	5/5/78 TIME - 0045	NR.SALOME,AZ	CESSNA T210M N761EK DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 56, 2000 TOTAL HOURS, 138 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - HUNTER RANCH DEPARTURE POINT INTENDED DESTINATION SALOME,AZ PARKER,AZ TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT ,NORMAL CRUISE  PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- BLOOD ALCOHOL .231%						
3-1933	5/30/78 TIME - 1940	NR.TONOPAH,AZ	PIPER PA-11 N5086H DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 40, 3000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION TONOPAH,AZ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIRAL TAKEOFF INITIAL CLIMB  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- BLOOD ALCOHOL LEVEL .164%. IMPACTED HIGHWAY SURFACE.						
3-3387	7/2/78 TIME - 1410	AJO,AZ	MOONEY M20E N7129U DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR.. AGE 55, 2000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION AJO,AZ RETURN TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT LOW PASS  PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- PLT BLOOD ALCOHOL LEVEL 0.14GM/DL.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1520	5/24/78 TIME - 0005	DIERKS, AR  LITTLE ROCK, AR TYPE OF ACCIDENT COLLIDED WITH OBJECT	CESSNA 182E N99LJ DAMAGE-DESTROYED INTENDED DESTINATION DEQUEEN, AR	CR- 1 0 0 PX- 0 1 0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 29, 133 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED.
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT REMARKS- PLT BLOOD ALCOHOL LVL 0.013%. LNDD ON TOP OF PARKED LOG TRAIN.						
3-1164	6/4/78 TIME - 1915	LUNSFORD, AR  LUNSFORD, AR TYPE OF ACCIDENT STALL SPIRAL	CESSNA A188B N91233 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PRACTICE	CUMMERCIAL, AGE 29, 254 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- PILOT WAS PRACTICING AERIAL APPLICATION MANEUVERS, BLOOD ALCOHOL LEVEL 112 MG%.						
3-2091	8/13/78 TIME - 1525	DE QUEEN, AR  DE QUEEN, AR TYPE OF ACCIDENT STALL SPIRAL	CESSNA 150K N5969G DAMAGE-DESTROYED  INTENDED DESTINATION UNKNOWN/NOT REPORTED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 34, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - SEVIOR COUNTY PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT REMARKS- PLT GASTRIC ALCOHOL CONTENTS 960MG%, BLOOD 119MG%						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2086	2/20/78 TIME - 0010	WASCO,CA	PIPER PA-28 N44138 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 22, 17 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - KERN COUNTY DEPARTURE POINT INTENDED DESTINATION WASCO,CA LOCAL 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 - SPATIAL DISORIENTATION PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS/CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) MISCELLANEOUS ACTS/CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT REMARKS- NO NIGHT TIME.BLOOD ALCOHOL LEVEL 0.26GM/100ML.						
3-1269	5/24/78 TIME - 2310	REDLANDS,CA	PIPER PA-32 N4189W DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 52, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - REDLANDS MUNI DEPARTURE POINT INTENDED DESTINATION RIALTO,CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT LOW PASS  PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS/CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- ETHYL ALCOHOL 0.24 PERCENT,VITREOUS.						
3-2388	7/4/78 TIME - 2350	YSMITE NAT PK,CA	PIPER PA-34 N56954 DAMAGE-DESTROYED	CR- 1 0 0 PX- 4 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 30, 104 TOTAL HOURS, 16 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION MARIPOSA,CA LONG BEACH,CA 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 - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS/CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT TERRAIN - HIGH OBSTRUCTIONS MISSING AIRCRAFT - LATER RECOVERED REMARKS- RECOVERY DATE 07/10/78. BLOOD ALCOHOL LEVEL TESTED .08%.						



## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2904	9/8/78 TIME - 1835	NR.BIG SUR,CA	BEECH C-24R N23994 DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 23, 200 TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT SALINAS,CA	INTENDED DESTINATION LOCAL	LAST ENROUTE STOP CARMEL VALLEY,CA		
		TYPE OF ACCIDENT STALL		PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE		
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING MISCELLANEOUS ACTS,CONDITIONS - FLEW INTO BLIND CANYON TERRAIN - HIGH OBSTRUCTIONS FIRE AFTER IMPACT						
REMARKS- CRASHED ON SIDE OF BOX CANYON NEAR MOUNTAINOUS RIDGE LINE. PLT BLOOD ALCOHOL LEVEL .07%.						
3-1333	4/9/78 TIME - 1040	DESTIN,FL	PIPER PA-30 N7250Y DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	AIRLINE TRANSPORT, AGE 35, 6500 TOTAL HOURS, 1000 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - DESTIN-FT WALTON DEPARTURE POINT DESTIN,FL	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAKEOFF OTHER		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED			
PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT COPILOT - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT						
REMARKS- ACFT ROLLED IMMEDIATELY AFTR TKOF.C/P BLOOD ALCOHOL LVL 0.129%.PLT AT CONTROLS UNDETERMINED.						
3-3915	11/6/78 TIME - 2350	BOCA RATON,FL	CESSA 152 N48905 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 21, 53 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT FT LAUDERDALE,FL	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
		TYPE OF ACCIDENT STALL				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER						
REMARKS- ACFT STALLED ON ABRUPT PULLUP FM 200 FT HEIGHT.PILOT'S BLOOD ALCOHOL LEVEL 0.08 PERCENT.						

## 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						
3-4354	9/22/78 TIME - 1443	NR.ATLANTA, GA	CESSNA 337G N1309L DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	INSTRUCTIONAL CHECK	PRIVATE, AGE 30, 161 TOTAL HOURS, 18 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION ATLANTA, GA LOCAL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION IN FLIGHT OTHER PROBABLE CAUSE(S) CHECK PILOT - INCAPACITATION MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- MULTI-ENG CK RIDE.PLT EXAMINER BLOOD ALCOHOL LEVEL 160MG%.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2785	9/19/78 TIME - 1700	LEBANON, KY	PIPER J3C N42948 DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	NO CERTIFICATE, AGE 58, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT LEBANON, KY	INTENDED DESTINATION LOCAL			
		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) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT TERRAIN - HIGH OBSTRUCTIONS						
REMARKS- PLT STATED HE HAD CONSUMED ALCOHOLIC BEVERAGES BEFORE THE ACCIDENT.						
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			
		TYPE OF ACCIDENT STALL SPIN			LAST ENROUTE STOP HATTIESBURG, MS 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 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 BLOWING SAND			TEMPERATURE-F 83	
		WIND DIRECTION-DEGREES 150			WIND VELOCITY-KNOTS 7	
		TYPE OF WEATHER CONDITIONS IFR			TYPE OF FLIGHT PLAN IFR	
REMARKS- BLOOD ALCOHOL LEVEL 70MG PERCENT.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2577	6/24/78 TIME - 1540	SCARBORO, ME	TAYLORCRAFT RC-12D N47893 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 46, 2025 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT SCARBORO, ME	INTENDED DESTINATION LOCAL			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) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING					
	REMARKS- BLOOD ALCOHOL LEVEL .23%.					
3-2337	7/27/78 TIME - 0235	SOUTHBRIDGE, MA	CESSNA 150 N8196F DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 37, 77 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT SOUTHBRIDGE, MA	INTENDED DESTINATION LOCAL			PHASE OF OPERATION IN FLIGHT ACROBATICS	
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED					
	PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT					
	REMARKS- BLOOD ALCOHOL LEVEL 0.13%.					

## 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 MILLBURY, MA	INTENDED DESTINATION TEWKSBURY, MA			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED	PHASE OF OPERATION 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 UNKNOWN/NOT REPORTED		CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED		
		VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED		PRECIPITATION AT ACCIDENT SITE DRIZZLE		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG		TEMPERATURE-F 51		
		WIND DIRECTION-DEGREES 240		WIND VELOCITY-KNOTS 4		
		TYPE OF WEATHER CONDITIONS VFR		TYPE OF FLIGHT PLAN NONE		
REMARKS- BLOOD ALCOHOL LVL 0.19 PCT. BLOOD CONTAMINATED WITH BODY FLUIDS.						
3-2778	6/13/78 TIME - 1930	ALBERT LEA, MN	PIPER PA-28 N40891 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 56, 250 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT ALBERT LEA, MN	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED	PHASE OF OPERATION IN FLIGHT BUZZING		
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER						
REMARKS- BLOOD ALCOHOL LEVEL 0.156%						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0984	6/11/78 TIME - 1640	DAYTON, NV	PIPER PA-24 N6025P DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 39, 10000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT CARSON CITY, NV	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT BUZZING		
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FIRE AFTER IMPACT REMARKS- BLOOD ALCOHOL LEVEL 0.198%.						
3-3938	8/25/78 TIME - 2337	NR. RATON, NM	MITSUBISHI MU-2J N178MA DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 5 0 0	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 37, 3702 TOTAL HOURS, 679 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - CREWS FIELD DEPARTURE POINT KANSAS CITY, MO	INTENDED DESTINATION RATON, NM	PHASE OF OPERATION IN FLIGHT DESCENDING		
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISSING AIRCRAFT - LATER RECOVERED FIRE AFTER IMPACT REMARKS- RECOVERY DATE 08/27/78. ALCOHOL 64 MG % FROM LUNG TISSUE, 54 MG % FROM GASTRIC CONTENTS.						
3-4161	12/2/78 TIME - 1603	WATERTOWN, NY	PIPER PA-28 N7213F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0 QT- 0 0 3	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 37, 268 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - WATERTOWN INTL DEPARTURE POINT WATERTOWN, NY	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAXI FROM LANDING		
		TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH ON GROUND				
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- PILOT BLOOD ALCOHOL LEVEL 0.33%.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1081	4/9/78 TIME - 1848	EDENTON, NC	PIPER PA-28 N8726W DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	CUMMERICAL, AGE 59, 2100 TOTAL HOURS, 744 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT KILL DEVIL HILLS, NC	INTENDED DESTINATION PLYMOUTH, NC	LAST ENROUTE STOP NORFOLK, VA		
		TYPE OF ACCIDENT COLLIDED WITH TREES		PHASE OF OPERATION IN FLIGHT DESCENDING		
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		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 49		
		WIND DIRECTION-DEGREES 120		WIND VELOCITY-KNOTS 6		
		TYPE OF WEATHER CONDITIONS VFR		TYPE OF FLIGHT PLAN NONE		
REMARKS- FOG AT DEST ARPT. CRASHED HDG NE, NORTH OF EDENTON ARPT. BLOOD-ALCOHOL LVL 120MG%. ACFT FND 4/10/78.						
3-2024	6/11/78 TIME - 2015	LIBERTY, NC	TAYLORCRAFT BC12D N96897 DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 47, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - HINSHAW GREENACRE				
		DEPARTURE POINT LIBERTY, NC	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL		PHASE OF OPERATION TAKEOFF INITIAL CLIMB TAKEOFF INITIAL CLIMB		
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL TANKS EMPTY. WITNESSES OBSERVED PLT CONSUMING SEVERAL BEERS DRG TWO FLTS AFTERNOON SAME DAY.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2020	7/14/78 TIME - 1930	FAIRFIELD, NC	LUSCOMBE 8A N71956 DAMAGE-SUBSTANTIAL INTENDED DESTINATION FAIRFIELD, NC	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 59, 139 TOTAL HOURS, 123 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT WILLIAMSTON, NC						
TYPE OF ACCIDENT COLLIDED WITH TREES			PHASE OF OPERATION IN FLIGHT BUZZING			
PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING PILOT IN COMMAND - MISJUDGED CLEARANCE						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
REMARKS- ALERTING PERSONS ON GND TO PICK HIM UP AT ARPT. ON THIRD PASS, STRUCK TREE. BLOOD ALC LVL 60MG%.						
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 TYPE, 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 VISIBILITY AT ACCIDENT SITE ZERO OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW WIND DIRECTION-DEGREES 130 TYPE OF WEATHER CONDITIONS IFR			CEILING AT ACCIDENT SITE 500 PRECIPITATION AT ACCIDENT SITE SNOW TEMPERATURE-F 7 WIND VELOCITY-KNOTS 30 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
3-3609	5/3/78 TIME - 2020	MIDDLETOWN,OH	BEECH 35 N3290V DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 47, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - HOOK FIELD DEPARTURE POINT INTENDED DESTINATION MIDDLETOWN,OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN IN FLIGHT NORMAL CRUISE  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- VITREOUS ALCOHOL LEVEL 0.102%.						
3-4293	6/6/78 TIME - 2015	NR.NEWTON FALLS,OH	BEECH A45 N10155 DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	INSTRUCTIONAL DUAL	STUDENT, AGE 48, 84 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - MARS LANDING DEPARTURE POINT INTENDED DESTINATION NEWTON FALLS,OH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL IN FLIGHT BUZZING  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- PIC BLOOD ALCOHOL LVL 58MG%.REAR SEAT PAX HAD PRIVATE CERT,NO HOURS IN TYPE,ALCUHOL LVL 28MG%.						
3-2101	5/29/78 TIME - 1820	NR.LONGDALE,OK	PIPER PA-23 N5850Y DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 29, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT BUZZING  PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FIRE AFTER IMPACT REMARKS- BLOOD ALCOHOL LEVEL 98MG%.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4319	12/20/78	ADA,OK	CESSNA 172N N75819	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
3-0133	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 COLLISION WITH GROUND/WATER UNCONTROLLED PHASE OF OPERATION 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 OBSCURATION VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE GROUND FOG WIND VELOCITY-KNOTS CALM TYPE OF FLIGHT PLAN NONE FIRE AFTER IMPACT REMARKS- PLT BLOOD ALCOHOL CONTENT WAS 157 MG%. HEAVY LOCALIZED GROUND FOG INFLUENCED BY LARGE LAKE.						
3-2102	7/22/78 TIME - 1735	LAKE DALLAS, TX	BELLANCA 8KCAB N68513 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	AIRLINE TRANSPORT, AGE 42, 11250 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
DEPARTURE POINT INTENDED DESTINATION LAKE DALLAS, TX LOCAL TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED PHASE OF OPERATION IN FLIGHT ACROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER REMARKS- PILOTS BLOOD ALCOHOL LVL 130MG%.						

# 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	COMMERCIAL, AGE 51, 25000 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT SAN ANGELO, TX INTENDED DESTINATION DEL RIO, TX 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 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						
3-2105	8/16/78 TIME - 2010	HASLET, TX	AERONCA 7AC N84521 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 40, 331 TOTAL HOURS, 21 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - PVT FARM STRIP DEPARTURE POINT HASLET, TX INTENDED DESTINATION LOCAL TYPE OF ACCIDENT STALL SPIN PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- PLT BLOOD ALCOHOL LEVEL 0.15GM%.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3936	11/18/78	NR.KENT,TX TIME - 0800	CESSNA 172H N2757L DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 2 0	NONCOMMERCIAL BUSINESS	NO CERTIFICATE, AGE 46, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT PECOS,TX TYPE OF ACCIDENT STALL	INTENDED DESTINATION VAN HORN,TX	PHASE OF OPERATION LANDING GO-AROUND		
PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- 196MG PERCENT OF ETHYL ALCOHOL IN THE PILOT'S BLOODSTREAM.PAX STATED PLT HAD LITTLE EXP-NONE RECTY						
3-4002	12/19/78	AUSTIN,TX TIME - 2330	CESSNA 172K N79029 DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 26, 114 TOTAL HOURS, 42 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT AUSTIN,TX TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED	INTENDED DESTINATION DALLAS,TX	PHASE OF OPERATION 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 OVERCAST VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 200 TYPE OF WEATHER CONDITIONS IFR REMARKS- PILOTS BLOOD ALCOHOL CONTENT 109MG% GASTRIC CONTENT 679MG%						
				CEILING AT ACCIDENT SITE 500 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 61 WIND VELOCITY-KNOTS 13 TYPE OF FLIGHT PLAN NONE		

## 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.						
3-0818	5/9/78	OLYMPIA, WA	BEECH B90 N19Y	CR- 0 0 2 PX- 0 0 4 OT- 1 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 52, 13200 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - OLYMPIA MUNICIPAL			LAST ENROUTE STOP OLYMPIA, WA			
DEPARTURE POINT NORTH BEND, OR			INTENDED DESTINATION TACOMA, WA			
TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON			PHASE OF OPERATION STATIC IDLING ENGINE(S)			
PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL OTHER MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
REMARKS- BYSTANDER WALKED INTO PROP. BLOOD ALCOHOL 0.235%						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3423	11/18/78 TIME - 1800	SPENCER, WV	CESSNA 152 N7359B DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 49, 522 TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT LEWISBURG, WV	INTENDED DESTINATION COLUMBUS, OH		LAST ENROUTE STOP GALLIPOLIS, OH		
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	UNCONTROLLED		PHASE OF OPERATION IN FLIGHT OTHER		
PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT						
FACTOR(S) POWERPLANT - EXHAUST SYSTEM MUFFLERS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE						
REMARKS- PLT BLOOD ALC LEVEL 264MG%.KMR MUFFLER/HEAT EXCHANGER LEAKING, AD APPLIES, COMPLIED WITH AD.DARK.						
3-3612	8/13/78 TIME - 1500	HOWARD, WI	CHAMPION 7ECA N9681S DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 48, 300 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - PLAINVIEW DEPARTURE POINT HOWARD, WI	INTENDED DESTINATION LOCAL		PHASE OF OPERATION TAKEOFF INITIAL CLIMB		
	TYPE OF ACCIDENT STALL MUSH					
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
REMARKS- ALCOHOL CONTENT-BLOOD 0.04%, GASTRIC 0.123%.						

NTSB

AMM Alcohol as a Cause/Factor

80-6

1978