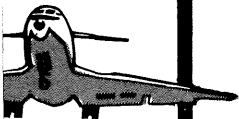
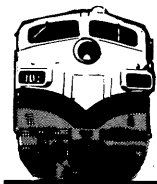


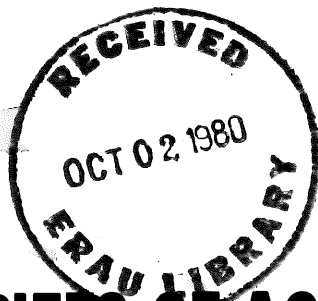
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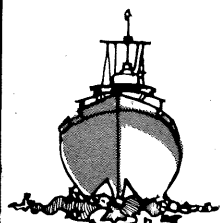
# NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

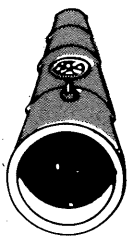


## BRIEFS OF ACCIDENTS INVOLVING CORPORATE/EXECUTIVE AIRCRAFT



U.S. GENERAL AVIATION  
1978

NTSB-AMM-80-8



Doc  
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16. Abstract  This publication contains reports of U.S. general aviation corporate/executive aircraft accidents occurring in 1978. Included are 87 accident Briefs, 23 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of accident, phase of operation, injuries and causal/factor(s). This publication will be published annually.			
17. Key Words Aviation accidents, <u>corporate/executive aircraft</u> , U.S. general aviation, <u>probable cause</u> , <u>type of accident</u> , phase of operation, kind of flying, aircraft damage, injuries, pilot data.		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151	
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## FOREWORD

This publication contains reports of U.S. General Aviation corporate/executive accidents in Brief format arranged in order by state and date of occurrence. It also lists these accidents in order by file number and make/model sequence. In addition, information is presented in several statistical tables which tabulate and summarize selected accident information, such as injuries, a 9 year tabulation of U.S. General Aviation accidents involving corporate/executive aircraft, accident rates for particular aircraft makes/models, phase of operation, type of accident, pilot certificate and causes and related factors.

The following chart compares the accident rates for total U.S. General Aviation with accidents involving U.S. General Aviation corporate/executive aircraft:

	Hours Flown 1/	Total Accidents	Total Accident Rate 2/	Fatal Accidents	Fatal Accident Rate 2/
Total - U.S. General Aviation	39,409,269	4,494	11.40	793	2.01
U.S. General Aviation Accidents Involving Corporate/Executive Aircraft	4,881,700	87	1.78	23	0.47

1/ Source: Federal Aviation Administration

2/ The accident rates are per 100,000 hours flown.

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

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

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

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

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

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

## 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-INTERNATIONAL
OT-	OTHER AIRCRAFT AND GROUND
PARAJUMP	PARACHUTE JUMP
PRIVATE, FL. INSTR.	PRIVATE FLIGHT INSTRUCTOR
PX-	PASSENGERS
RADAR CTL/SURVEILLANCE	RADAR CONTROL/SURVEILLANCE
SCHED CARGO SRV	SCHEDULED CARGO SERVICE
SCHED DOM CARGO SRV	SCHEDULED DOMESTIC CARGO SERVICE
SCHED DOM PASSG SRV	SCHEDULED DOMESTIC PASSENGER SERVICE
SCHED INTERNATL CARGO SRV	SCHEDULED INTERNATIONAL CARGO SERVICE
SCHED INTERNATL PASSG SRV	SCHEDULED INTERNATIONAL PASSENGER SERVICE
SCHED PASSG SRV	SCHEDULED PASSENGER SERVICE
S-D	SCHEDULED-DOMESTIC
S-I	SCHEDULED-INTERNATIONAL
UNK/NR	UNKNOWN/NOT REPORTED



Corporate/Executive Accidents  
U.S. General Aviation  
1970 - 1978

Year	Corporate/Executive Hours Flown 1/	Total Accidents	Total Accident Rate 2/	Fatal Accidents	Fatal Accident Rate 2/	Fatalities
1970	2,827,000	89	3.14	12	0.42	28
1971	2,638,000	76	2.88	8	0.30	41
1972	2,950,000	84	2.84	12	0.40	46
1973	3,399,600	94	2.76	24	0.70	62
1974	3,631,800	78	2.14	15	0.41	44
1975	3,806,800	63	1.65	17	0.44	44
1976	3,982,800	57	1.43	14	0.35	42
1977	4,246,000	60	1.41	18	0.42	51
1978	4,881,700	87	1.78	23	0.47	65

1/ Source: Federal Aviation Administration

2/ Accident Rates per 100,000 hours flown.

INJURIES, ACCIDENTS  
U.S. GENERAL AVIATION  
INVOLVING

CORPORATE/EXECUTIVE AS A KIND OF FLYING  
1978

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	21	5	8	53		87
COPILOT	9	1	1	18		29
DUAL STUDENT						
CHECK PILOT						
FLIGHT ENGINEER				1		1
NAVIGATOR						
CABIN ATTENDANT				1		1
EXTRA CREW						
PASSENGERS	32	9	9	141		191
 TOTAL	 62	 15	 18	 214	 ABOARD	 309
 * OTHER AIRCRAFT		1				1
OTHER GROUND	3	1		1		5
 GRAND TOTAL	 65	 17	 18	 215		 315

INVOLVES 87 TOTAL ACCIDENTS  
INVOLVES 23 FATAL ACCIDENTS

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

# ANALYTIC TABLE

## FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

FIRST TYPE OF ACCIDENT	PILOT CERTIFICATE								RECORDS	ACCIDENTS	PERCENT
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL. INSTR.	COMMERCIAL/ FL. INSTR.	ATR/ FL. INSTR.	OTHER			
GROUND-WATER LOOP-SWERVE		6	2		1	2			11	11	12.64
DRAGGED WINGTIP POD OR FLOAT											
WHEELS-UP LANDING		2	2			1			5	5	5.75
WHEELS-DOWN LANDING IN WATER											
GEAR COLLAPSED				1					1	1	1.15
GEAR RETRACTED					2	1			3	3	3.45
HARD LANDING		3	1			1			5	5	5.75
NOSE OVER/DOWN					1				1	1	1.15
ROLL OVER		1			1				2	2	2.30
OVERSHOOT											
UNDERSHOOT		2	1		1	1			5	5	5.75
<u>COLLISION BETWEEN AIRCRAFT</u>											
BOTH IN FLIGHT											
ONE AIRBORNE				1					1	1	1.15
BOTH ON GROUND											
<u>COLLISION WITH GROUND/WATER</u>											
CONTROLLED		3			2				5	5	5.75
UNCONTROLLED		1				1			2	2	2.30
<u>COLLIDED WITH</u>											
WIRES/POLES		2							2	2	2.30
TREES		1			1				2	2	2.30
RESIDENCE/S											
BUILDING/S				1					1	1	1.15
FENCE, FENCEPOSTS		2							2	2	2.30
ELECTRONIC TOWERS					1				1	1	1.15
RUNWAY OR APPROACH LIGHTS											
AIRPORT HAZARD		2							2	2	2.30
ANIMALS											
CROP											
FLAGMAN LOADER											
DITCHES											
SNOWBANK											
PARKED AIRCRAFT (UNATTENDED)						1			1	1	1.15
AUTOMOBILE											
DIRT BANK											
OTHER						1			1	1	1.15
BIRD STRIKE											

# ANALYTIC TABLE

## FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

FIRST TYPE OF ACCIDENT	PILOT CERTIFICATE								RECORDS	ACCIDENTS	PERCENT
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL. INSTR.	COMMERCIAL/ FL. INSTR.	ATR/ FL. INSTR.	OTHER	NONE	UNKNOWN/ NOT REPORTED	
<u>STALL</u>											
SPIN			1		1					2	2.30
SPIRAL											
MUSH			1			1				2	2.30
<u>FIRE OR EXPLOSION</u>											
IN FLIGHT			1	2		1				4	4.60
ON GROUND											
<u>AIRFRAME FAILURE</u>											
IN FLIGHT			2	1						3	3.45
ON GROUND											
ENGINE TEARAWAY											
ENGINE FAILURE OR MALFUNCTION			6	7		4	2			19	21.84
<u>PROPELLER/ROTOR FAILURE</u>											
PROPELLER											
TAIL ROTOR											
MAIN ROTOR				1						1	1.15
PROP ROTOR ACNT TO PERSON			1				1			2	2.30
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				1						1	1.15
UNDETERMINED											
RECORDS			35	23		15	14			87	
ACCIDENTS			35	23		15	14			87	
PERCENTS	.0	.0	40.2	26.4	.0	17.2	16.1	.0	.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				11	11	11	12.64
DRAINED WINGTIP POD OR FLOAT							
WHEELS-UP LANDING				5	5	5	5.75
WHEELS-DOWN LANDING IN WATER							
GEAR COLLAPSED				1	1	1	1.15
GEAR RETRACTED				3	3	3	3.45
HARD LANDING	1			4	5	5	5.75
NOSE OVER/DOWN				1	1	1	1.15
ROLL OVER				2	2	2	2.30
OVERSHOOT							
UNDERSHOOT	1			4	5	5	5.75
<u>COLLISION BETWEEN AIRCRAFT</u>							
BOTH IN FLIGHT							
ONE AIRBORNE				1	1	1	1.15
BOTH ON GROUND							
<u>COLLISION WITH GROUND/WATER</u>							
CONTROLLED	4			1	5	5	5.75
UNCONTROLLED	2				2	2	2.30
<u>COLLIDED WITH</u>							
WIRES/POLES	1			1	2	2	2.30
TREES	2				2	2	2.30
RESIDENCE/S							
BUILDING/S				1	1	1	1.15
FENCE, FENCEPOSTS	1			1	2	2	2.30
ELECTRONIC TOWERS	1				1	1	1.15
RUNWAY OR APPROACH LIGHTS							
AIRPORT HAZARD				2	2	2	2.30
ANIMALS							
CRIP							
FLAGMAN LOADER							
DITCHES							
SNOWBANK							
PARKED AIRCRAFT (UNATTENDED)				1	1	1	1.15
AUTOMOBILE							
DIRT BANK							
OTHER				1	1	1	1.15
BIRD STRIKE							

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

PAGE 6

# 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		2	2	2.30
ENGINE RUNUP							
IDLING ROTORS		1	1		2	2	2.30
PARKED-ENGINES NOT OPERATING							
OTHER							
<u>TAXI</u>							
TO TAKEOFF			2		2	2	2.30
FROM LANDING			3		3	3	3.45
OTHER							
GROUND TAXI TO TAKEOFF			1		1	1	1.15
GROUND TAXI FROM LANDING							
GROUND TAXI, OTHER							
AERIAL TAXI TO TAKEOFF							
AERIAL TAXI TO/FROM LANDING							
AERIAL TAXI, OTHER							
<u>TAKEOFF</u>							
RUN		1	1	3	5	5	5.75
INITIAL CLIMB	1		1	1	3	3	3.45
VERTICAL				1	1	1	1.15
RUNNING (ROTORCRAFT/VTOL-STOL)							
ABORTED (FIXED-WING)		1	1	1	3	3	3.45
ABORTED (ROTORCRAFT/VTOL)							
ABORTED (ROTORCRAFT/STOL)							
OTHER							
<u>INFLIGHT</u>							
CLIMB TO CRUISE	5		1	2	8	8	9.20
NORMAL CRUISE	3	2		7	12	12	13.79
DESCENDING	2				2	2	2.30
HOLDING (IFR)							
HOVERING							
POWER-ON DESCENT (ROTORCRAFT)							
AUTOROTATIVE DESCENT							
ACROBATICS							
BUZZING							
UNCONTROLLED DESCENT	1				1	1	1.15

# 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	1				1	1	1.15
OTHER	1				1	1	1.15
EN ROUTE TO TREAT CROP							
EN ROUTE TO RELOADING AREA							
SURVEY FIELD/AREA							
STARTING SWATH RUN							
SWATH RUN							
FLAREOUT FOR SWATH RUN							
PULLUP FROM SWATH RUN							
PROCEDURE TURNAROUND							
CLEANUP SWATH							
MANEUVER TO AVOID OBSTRUCTION							
RETURN TO STRIP							
<u>LANDING</u>							
TRAFFIC PATTERN-CIRCLING		1	1	1	3	3	3.45
FINAL APPROACH (VFR)	2			5	7	7	8.05
INITIAL APPROACH				1	1	1	1.15
FINAL APPROACH (IFR)	5	2			7	7	8.05
LEVEL OFF/TOUCHDOWN				8	8	8	9.20
ROLL (FIXED WING)				9	9	9	10.34
ROLL-ON/RUN-ON (ROTORCRAFT)							
POWER-ON LANDING (ROTORCRAFT)			1	1	2	2	2.30
POWER-OFF AUTOROTATIVE LDG				1	1	1	1.15
GO-AROUND (VFR)	1	1			2	2	2.30
MISSED APPROACH (IFR)							
OTHER							
UNKNOWN/NOT REPORTED							
RECORDS	23	9	7	48	87		
ACCIDENTS	23	9	7	48		87	
PERCENTS	26.4	10.3	8.0	55.2			

CAUSE/FACTOR TABLE  
U.S. GENERAL AVIATION ACCIDENTS  
CORPORATE/EXECUTIVE AS A KIND OF FLYING  
1978

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 87 TOTAL ACCIDENTS

INVOLVES 23 FATAL ACCIDENTS

BROAD CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT	15 65.22	5 21.74	17 73.91	44 68.75	4 6.25	44 68.75	59 67.82	9 10.34	61 70.11
PERSONNEL	4 17.39	1 4.35	4 17.39	9 14.06	3 4.69	12 18.75	13 14.94	4 4.60	16 18.39
AIRFRAME	.00	2 8.70	2 8.70	1 1.56	.00	1 1.56	1 1.15	2 2.30	3 3.45
LANDING GEAR	.00	.00	.00	5 7.81	1 1.56	5 7.81	5 5.75	1 1.15	5 5.75
POWERPLANT	6 26.09	2 8.70	7 30.43	12 18.75	.00	12 18.75	18 20.69	2 2.30	19 21.84
SYSTEMS	.00	1 4.35	1 4.35	2 3.13	.00	2 3.13	2 2.30	1 1.15	3 3.45
INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	.00	.00	.00	.00	.00	.00	.00	.00
ROTORCRAFT	1 4.35	.00	1 4.35	.00	.00	.00	1 1.15	.00	1 1.15
AIRPORT/AIRWAYS/FACILITIES	.00	.00	.00	2 3.13	8 12.50	10 15.63	2 2.30	8 9.20	10 11.49
WEATHER	.00	11 47.83	11 47.83	1 1.56	9 14.06	9 14.06	1 1.15	20 22.99	20 22.99
TERRAIN	.00	4 17.39	4 17.39	.00	6 9.38	6 9.38	.00	10 11.49	10 11.49
MISCELLANEOUS	1 4.35	.00	1 4.35	3 4.69	.00	3 4.69	4 4.60	.00	4 4.60
UNDETERMINED	3 13.04	.00	3 13.04	.00	.00	.00	3 3.45	.00	3 3.45

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

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

CAUSE/FACTOR TABLE  
 U.S. GENERAL AVIATION ACCIDENTS  
 CORPORATE/EXECUTIVE AS A KIND OF FLYING  
 1978  
 (EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 87 TOTAL ACCIDENTS

INVOLVES 23 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	2		2				2		2
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS	1		1	2		2	3		3
DELAYED ACTION IN ABORTING TAKEOFF					1	1		1	1
DELAYED IN INITIATING GO-AROUND		1	1					1	1
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT				2	1	3	2	1	3
EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT	1		1				1		1
FAILED TO EXTEND LANDING GEAR		1	1	2		2	2	1	3
FAILED TO RETRACT LANDING GEAR		1	1					1	1
INADVERTENTLY RETRACTED GEAR				2		2	2		2
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS	1		1	3		3	4		4
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	3		3	3		3	6		6
FAILED TO MAINTAIN ADEQUATE ROTOR RPM	1		1				1		1
FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT	1		1				1		1
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC	2	2	4	2		2	4	2	6
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS				2		2	2		2
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				3		3	3		3
IMPROPER OPERATION OF FLIGHT CONTROLS				3		3	3		3
IMPROPER LEVEL OFF				3		3	3		3
IMPROPER IFR OPERATION	4		4		1	1	4	1	5
IMPROPER IN-FLIGHT DECISIONS OR PLANNING				2		2	2		2
IMPROPER COMPENSATION FOR WIND CONDITIONS				1		1	1		1
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	1	3	4	5		5	6	3	9
LACK OF FAMILIARITY WITH AIRCRAFT				1		1	1		1
MISMANAGEMENT OF FUEL				2		2	2		2
EXERCISED POOR JUDGMENT					1	1		1	1
OPERATED CARELESSLY				1		1	1		1
SELECTED UNSUITABLE TERRAIN				5		5	5		5
FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED				1		1	1		1
INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS	2		2				2		2
SPONTANEOUS-IMPROPER ACTION				1		1	1		1
MISJUDGED DISTANCE AND SPEED				1		1	1		1
MISJUDGED DISTANCE AND ALTITUDE	1		1	4		4	5		5
MISJUDGED SPEED AND ALTITUDE				1		1	1		1
MISJUDGED CLEARANCE				1		1	1		1
PHYSICAL IMPAIRMENT	1		1				1		1
SPATIAL DISORIENTATION				1		1	1		1
FAILED TO MAINTAIN DIRECTIONAL CONTROL				5		5	5		5
FAILED TO INITIATE GO-AROUND				3		3	3		3
SUBTOTAL	21	8	29	62	4	66	83	12	95
** PERSONNEL **									
RULES, REGULATIONS, STANDARDS PERSONNEL									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL)	2		2	2		2	4		4
IMPROPERLY SERVICED AIRCRAFT(GROUND CREW)	1		1				1		1
INADEQUATE MAINTENANCE AND INSPECTION				3		3	3		3
OPERATIONAL SUPERVISORY PERSONNEL									
INADEQUATE SUPERVISION/TRAINING OF RAMP CREWS		1	1					1	1
DEFICIENCY, COMPANY MAINTAINED EGMT, SERV, REGULATIONS					1	1		1	1
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
AIRPORT SUPERVISORY PERSONNEL									
FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK				1		1	1		1
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
POOR/INADEQUATE DESIGN				1		1	1		1
MISCELLANEOUS-PERSONNEL									
PILOT OF OTHER AIRCRAFT				1		1	1		1

CAUSE/FACTOR TABLE

PERSONNEL (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
PASSENGER				1		1	1		1
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	4	1	5	9	3	12	13	4	17
** AIRFRAME **									
WINGS									
SPARS		1	1					1	1
FUSELAGE									
DOORS, DOOR FRAMES				1		1	1		1
LANDING GEAR									
MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC					1	1		1	1
NORMAL RETRACTION/EXTENSION ASSEMBLY				3		3	3		3
WHEELS, TIRES, AXLES				1		1	1		1
SWITCHES, LEVERS, CRANKING MECHANISM, ETC				1		1	1		1
NOSEWHEEL STEERING				1		1	1		1
FLIGHT CONTROL SURFACES									
ELEVATOR, ASSEMBLY ATTACHMENTS		1	1					1	1
HORIZONTAL STABILIZER, ATTACHMENTS		2	2					2	2
SUBTOTAL		4	4	7	1	8	7	5	12
** POWERPLANT **									
ENGINE STRUCTURE									
CRANKSHAFT	1		1				1		1
MASTER AND CONNECTING RODS				2		2	2		2
VALVE ASSEMBLIES				2		2	2		2
IGNITION SYSTEM									
MAGNETOES				1		1	1		1
SPARK PLUG				1		1	1		1
FUEL SYSTEM									
LINES AND FITTINGS				1		1	1		1
PUMPS		1	1	1		1	1	1	2
RAM AIR ASSEMBLY				1		1	1		1
LUBRICATING SYSTEM									
LINES, HOSES, FITTINGS				1		1	1		1
PUMP-PRESSURE	1		1				1		1
MAGNETIC PLUGS				1		1	1		1
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
EXHAUST SYSTEM									
ENGINE ACCESSORIES									
ENGINE CONTROLS									
POWERPLANT-INSTRUMENTS									
FUEL PRESSURE GAUGE		1	1					1	1
MISCELLANEOUS									
POWERPLANT FAILURE FOR UNDETERMINED REASONS	3		3	2		2	5		5
OTHER				1		1	1		1
REDUCTION GEAR ASSEMBLY									
COMPRESSOR ASSEMBLY									
COMBUSTION ASSEMBLY									
TURBINE ASSEMBLY									
ACCESSORY DRIVE ASSEMBLY									
BEARING, ACCESSORY DRIVE SHAFT	1		1				1		1
LUBRICATING SYSTEM									
FUEL SYSTEM									
FUEL CONTROL				1		1	1		1
SAFETY SYSTEM									
IGNITION SYSTEM									
TORQUEMETER									
AIR BLEED									
EXHAUST SYSTEM									
THRUST REVERSER									
PROPELLER SYSTEM									
CONSTANT SPEED DRIVE									
POWER LEVER									
PROPELLER LEVER									
REVERSE THRUST LEVER									

## CAUSE/FACTOR TABLE

## POWERPLANT (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
ENGINE INDICATING EQUIPMENT									
ENGINE INSTALLATION									
SUBTOTAL	6	2	8	15		15	21	2	23
** SYSTEMS **									
ELECTRICAL SYSTEM									
RELAYS AND WIRING				1		1	1		1
HYDRAULIC SYSTEM									
RESERVOIR, LINES, FITTINGS				1		1	1		1
FLIGHT CONTROL SYSTEMS									
ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM		1	1					1	1
ANTI-ICING, DE-ICING SYSTEMS									
AIR CONDITION, HEATING AND PRESSURIZATION									
AUTO PILOT									
FIRE WARNING SYSTEM									
FIRE EXTINGUISHER SYSTEM									
OXYGEN SYSTEM									
OTHER SYSTEMS									
SUBTOTAL		1	1	2		2	2	1	3
** ROTORCRAFT **									
ROTOR ASSEMBLIES									
TRANSMISSION ROTOR DRIVE SYSTEM									
ENGINE DRIVE SHAFT	1		1				1		1
FLIGHT CONTROL SYSTEMS									
MISCELLANEOUS UNITS AND ASSEMBLIES									
SUBTOTAL	1		1				1		1
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
RUNWAY LIGHTING					1	1		1	1
OTHER					1	1		1	1
AIRPORT CONDITIONS									
WET RUNWAY					2	2		2	2
ICE/SLUSH ON RUNWAY					1	1		1	1
SNOW ON RUNWAY					1	1		1	1
UNMARKED OBSTRUCTIONS				1		1	1		1
SOFT SHOULDERS (RUNWAY)				1		1	1		1
POORLY MAINTAINED RUNWAY SURFACE					1	1		1	1
ICE/SLUSH ON RAMP/TAXIWAY					1	1		1	1
AIRWAYS FACILITIES									
SUBTOTAL				2	8	10	2	8	10
** WEATHER **									
LOW CEILING		9	9		2	2		11	11
RAIN		3	3					3	3
FOG		5	5		2	2		7	7
SNOW		1	1		3	3		4	4
ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC		2	2					2	2
SUDDEN WINDSHIFT					1	1		1	1
DOWNDRAFTS, UPDRAFTS				1		1	1		1
OBSTRUCTIONS TO VISION		1	1					1	1
HIGH DENSITY ALTITUDE					1	1		1	1
THUNDERSTORM ACTIVITY		1	1		1	1		2	2
SUBTOTAL		22	22	1	10	11	1	32	33
** TERRAIN **									
WET, SOFT GROUND					1	1		1	1
SNOW-COVERED					1	1		1	1
ROUGH/UNEVEN		1	1		2	2		3	3
HIGH OBSTRUCTIONS		3	3		1	1		4	4
OTHER		1	1		1	1		2	2
SUBTOTAL		5	5		6	6		11	11
** MISCELLANEOUS **									



# CAUSE/FACTOR TABLE

## MISCELLANEOUS (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
FOREIGN OBJECT DAMAGE				2		2	2		2
FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS	1		1				1		1
UNDETERMINED	3		3				3		3
EVASIVE MANEUVER TO AVOID COLLISION				1		1	1		1
SUBTOTAL	4		4	3		3	7		7
GRAND TOTAL	36	43	79	101	32	133	137	75	212
** MISCELLANEOUS ACTS, CONDITIONS **									
LEAK/LEAKAGE		1	1	2		2	2	1	3
RUNWAY CLOSED					1	1		1	1
BRITTLE					1	1		1	1
CHAFED				1		1	1		1
EXCESSIVE-WEAR/PLAY	1		1				1		1
ERRATIC		1	1					1	1
OBSTRUCTED				2		2	2		2
OVERHEATED				1		1	1		1
PRESSURE TOO LOW				1		1	1		1
STUCK				1		1	1		1
INTENTIONAL GROUND-WATER LOOP-SWERVE					1	1		1	1
INTENTIONAL WHEELS UP				2	1	3	2	1	3
RAN OFF END OF RUNWAY					1	1		1	1
ALTITUDE SETTING-INCORRECT	1		1				1		1
CHECKLIST-FAILED TO USE					1	1		1	1
CREW COORDINATION-POOR					1	1		1	1
IMPROPER EMERGENCY PROCEDURES	2	1	3	1		1	3	1	4
NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA				1	2	3	1	2	3
UNWARRANTED LOW FLYING	1		1				1		1
POORLY PLANNED APPROACH					1	1		1	1
MISCALCULATED FUEL CONSUMPTION				1		1	1		1
FATIGUE FRACTURE	1		1				1		1
FUEL GRADE-IMPROPER	1		1				1		1
WRONG PART				1		1	1		1
IMPROPER ALIGNMENT/ADJUSTMENT				1		1	1		1
FAILURE OF TWO OR MORE ENGINES		1	1		1	1		2	2
SEPARATION IN FLIGHT		2	2		1	1		3	3
FIRE IN ENGINE		1	1	1	1	2	1	2	3
FIRE IN BRAKES/ WHEEL ASSEMBLY/ WHEEL WELL		1	1					1	1
PILOT FATIGUE	1		1		1	1	1	1	2
FUEL EXHAUSTION				2		2	2		2
FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL	1		1				1		1
ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT	1	1	2				1	1	2
AIRFRAME ICE	1		1	1		1	2		2
IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG		1	1	2		2	2	1	3
WHITEOUT				1		1	1		1
SUNGLARE		1	1					1	1
OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM				2	1	3	2	1	3
OIL CONTAMINATION				1		1	1		1
AIRCRAFT CAME TO REST IN WATER		2	2		2	2		4	4
MISSING				1		1	1		1
HYDROPLANING ON WET RUNWAY					1	1		1	1
OVERLOAD FAILURE		2	2		6	6		8	8
MATERIAL FAILURE	2		2	7		7	9		9
OIL STARVATION	1		1	1		1	2		2

## DIRECT ENTRY CAUSES

PERSONNEL-PROCEDURE NOT COVERED IN FLT MANUAL.

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

LISTING OF ACCIDENTS  
INVOLVING

CORPORATE/EXECUTIVE AIRCRAFT

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

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 0022	N5433J	012778	ST. JOSEPH, MO	CESSNA	421B	NONE
3 0034	N5VX	011978	LATROBE, PA	GRUMMAN	G-159	NONE
3 0040	N115S	011978	HAWESVILLE, KY	MITSUBISHI	MU-2	NONE
3 0042	N44KS	011778	CUMBERLAND, MD	MITSUBISHI	MU2-J	NONE
3 0162	N757UB	011778	MT VERNON IL	CESSNA	152	NONE
3 0232	N5442G	021178	ENGLEWOOD, CO	CESSNA	404	SERIOUS
3 0266	N6367X	041178	KNOXVILLE, TN	CESSNA	402B	NONE
3 0337	N87316	030678	OAKLAND, CA	CESSNA	310R	NONE
3 0451	N127LR	010478	KEY LARGO, FL	HOWARD	500	NONE
3 0474	N3693B	030978	NMAMMOTH LAKES, CA	BEECH	C50	SERIOUS
3 0487	N52317	040778	FERRIDAY, LA	CESSNA	182P	FATAL
3 0528	N76WH	030678	SAN BERNARDINO, CA	AEROSPATLE	SA341G	NONE
3 0538	N7647Y	021578	NFRAZIER PARK, CA	PIPER	PA-30	MINOR
3 0546	N78AE	040778	SODA SPRINGS, ID	LEAR JET	24D	NONE
3 0590	N31BC	031478	NEW ORLEANS, LA	N. AMERICAN	NA-265	SERIOUS
3 0812	N6646F	040478	CHEYENNE, WY	PIPER	PA-34	NONE
3 0818	N19Y	050978	OLYMPIA, WA	BEECH	B90	FATAL
3 0948	N22GW	051878	TETERBORO, NJ	SWEARINGEN	SA26AT	NONE
3 0956	N86NR	022178	RECTOR, PA	AGUSTA	109	NONE
3 0964	N7428Y	030278	NWACO, GA	PIPER	PA-30	FATAL

LISTING OF ACCIDENTS  
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CORPORATE/EXECUTIVE AIRCRAFT

U.S. GENERAL AVIATION  
1978  
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FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 0967	N388MC	011078	YAZOO CITY,MS	BEECH	B-90	FATAL
3 1024	N23JH	041678	MC KINNEY,TX	BELL	206B	NONE
3 1028	N23X	043078	ROCKPORT,TX	SWEARINGEN	SA26T	NONE
3 1127	N3YY	032278	NCOLUMBIA,SC	BEECH	65-80	NONE
3 1170	N37427	060278	NBATON ROUGE,LA	CESSNA	421C	NONE
3 1171	N30AW	052178	OKLAHOMA CITY,OK	CESSNA	414A	NONE
3 1298	N51684	050878	WHEATLAND,IN	ENSTROM	F28C	NONE
3 1308	N55EA	071178	NSALYERSVILLE,KY	BELL	206B	SERIOUS
3 1312	N313UT	033178	SALISBURY,MD	AERO COMDR	500B	FATAL
3 1325	N1839H	040178	MADISON,FL	PIPER	PA-34	MINOR
3 1329	N411HG	042478	NKISSIMMEE,FL	CESSNA	411	NONE
3 1592	N7600Q	060378	DESTIN,FL	CESSNA	310Q	NONE
3 1775	N62845	041378	MESA,AZ	PIPER	PA-23	FATAL
3 1778	N176LD	042578	RAMDMA,CA	BEECH	76	FATAL
3 1853	N4298S	071478	ST LOUIS,MO	BEECH	200	NONE
3 1902	N9988F	053178	WHARTON,WV	AEROSPATIAL	SA341G	NONE
3 1950	N98457	070778	PATTERSON,LA	CESSNA	421C	NONE
3 1970	N4807C	032178	ELMA,IA	CONVAIR	340	NONE
3 2184	N33BN	080478	BLUEFIELD,WV	CESSNA	414	SERIOUS
3 2190	N2245Q	031378	MUSCLE SHOALS,AL	CESSNA	421A	NONE

LISTING OF ACCIDENTS  
INVOLVING

CORPORATE/EXECUTIVE AIRCRAFT

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

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE ----	LOCATION -----	AIRCRAFT MAKE ----	MODEL -----	INJURY INDEX -----
3 2338	N98720	051678	TRENTON, ME	CESSNA	402B	FATAL
3 2359	N200BA	010578	COURTNEY, PA	BELL	206L	FATAL
3 2492	N1462J	091478	PARKSTON, SD	ROCKWELL IN	112	NONE
3 2494	N49496	050778	NATLANTIC CITY, NJ	AEROSPATLE	330J	FATAL
3 2496	N975SQ	062778	MOBILE, AL	BEECHCRAFT	65-80	FATAL
3 2518	N6881B	091578	SACRAMENTO, CA	PIPER	PA-18	NONE
3 2557	N75BB	082378	ESCANABA, MI	CESSNA	337	NONE
3 2574	N5567U	062578	SWANS ISLAND, ME	PIPER	PA-28	NONE
3 2664	N299F	052778	NCALUMET, OK	AERO COMDR	690A	FATAL
3 2790	N9295F	090178	NROBBINSVILLE, NC	HUGHES	269C	FATAL
3 2864	N4246	082278	NNORWOOD, CO	AEROSPATLE	SA316B	MINOR
3 2897	N8815E	052578	MIAMI, FL	CONVAIR	880	MINOR
3 3058	N878T	022778	BIG PINEY, WY	BEECH	A90	FATAL
3 3080	N941K	062278	NMUSCLE SHOALS, AL	BEECH	100	SERIOUS
3 3111	N665H	092478	NKINGMAN, AZ	ENSTROM	280C	SERIOUS
3 3134	N9658G	111078	SPRINGFIELD, MO	CESSNA	U206F	NONE
3 3158	N275ZD	101178	ATLANTA, GA	HELIO ACFT	H-295	NONE
3 3225	N669SA	080778	NGREAT INAGUA, BWI	AERO COMDR	680F	FATAL
3 3295	N443T	092378	AMARILLO, TX	BEECH	95B55	NONE
3 3336	N69497	062978	FLUSHING, NY	CESSNA	340	NONE

LISTING OF ACCIDENTS  
INVOLVING  
CORPORATE/EXECUTIVE AIRCRAFT

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

FILE NUMBER	AIRCRAFT REGIST.	DATE	LOCATION	AIRCRAFT MAKE	MODEL	INJURY INDEX
-----	-----	-----	-----	-----	-----	-----
3 3354	N5NP	030878	GREENUP, KY	AERO COMDR	681	FATAL
3 3374	N329HN	062878	ASPEN, CO	ISRAEL JET	1121	NONE
3 3400	N13EW	103178	YPSILANTI, MI	MITSUBISHI	MU2B20	NONE
3 3432	N62268	120478	NKING CITY, CA	ALOUETTE	316B	NONE
3 3451	N33TA	112578	LUTCHER, LA	BELL	206B	MINOR
3 3454	N91G	092478	HOUSTON, TX	GRUMMAN	G-159	SERIOUS
3 3464	N2AC	093078	ELGIN, IL	BEECH	95-B55	MINOR
3 3488	N555DG	100278	NPLATTEVILLE, WI	PIPER	PA-23	NONE
3 3522	N336WR	110578	LAFAYETTE, LA	LEAR JET	25B	NONE
3 3610	N502SC	112178	NDAYTON, OH	CESSNA	421B	NONE
3 3670	N8071M	102078	YUMA, AZ	CESSNA	310I	NONE
3 3677	N6771C	111078	BROOMFIELD, CO	CESSNA	421C	NONE
3 3709	N600BP	042478	WEST CHICAGO, IL	N AMERICAN	NA265	NONE
3 3909	N2301N	112278	MEMPHIS, TN	SWEARINGEN	SA26-T	FATAL
3 3969	N6023	072678	NILIAMNA, AK	HELIO ACFT	391B	NONE
3 4018	N2029N	123078	HOUSTON, TX	BEECH	C-90	FATAL
3 4019	N150V	122278	S. BARRINGTON, IL	BEECH	D-50	NONE
3 4028	N40MA	091178	HAMMONDSPORT, NY	AERO COMDR	500S	FATAL
3 4100	N38J	112978	SALT LAKE CITY, UT	CESSNA	421A	MINOR
3 4186	N338J	100378	LEXINGTON, KY	PIPER	PA-31P	FATAL

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3 4187	N4167G	072878	INDIANAPOLIS, IN	CESSNA	402B	SERIOUS
3 4214	N333FW	071778	SULPHUR SPRING, TX	BEECH	A65	NONE
3 4296	N20BG	121178	MUSCATINE, IA	LEAR JET	35	NONE
3 4311	N97AB	120478	FT PIERCE, FL	SWEARINGEN	SAT226	NONE
3 4369	N82V	120778	ENFIELD, CT	BEECH	C55	FATAL
3 4402	N278DU	071078	AURORA, CO	BEECH	65-A90	FATAL
3 4470	N250UA	042778	NFLATWOODS, LA	AERO COMDR	1121A	FATAL

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3 1312	N313UT	033178	SALISBURY,MD	AERO COMDR	500B	FATAL
3 4028	N40MA	091178	HAMMONDSPT, NY	AERO COMDR	500S	FATAL
3 3225	N669SA	080778	NGREAT INAGUA, BWI	AERO COMDR	680F	FATAL
3 2664	N299F	052778	NCALUMET, OK	AERO COMDR	690A	FATAL
3 3354	N5NP	030878	GREENUP, KY	AERO COMDR	681	FATAL
3 3374	N329HN	062878	ASPEN, CO	ISRAEL JET	1121	NONE
3 4470	N250UA	042778	NFLATWOODS, LA	AERO COMDR	1121A	FATAL
3 2492	N1462J	091478	PARKSTON, SD	ROCKWELL IN	112	NONE
3 4019	N150V	122278	S. BARRINGTON, IL	BEECH	D-50	NONE
3 0474	N3693B	030978	NMAMMOTH LAKES, CA	BEECH	C50	SERIOU
3 4402	N278DU	071078	AURORA, CO	BEECH	65-A90	FATAL
3 4214	N333FW	071778	SULPHUR SPRING, TX	BEECH	A65	NONE
3 4018	N2029N	123078	HOUSTON, TX	BEECH	C-90	FATAL
3 3058	N878T	022778	BIG PINEY, WY	BEECH	A90	FATAL
3 2496	N975SQ	062778	MOBILE, AL	BEECHCRAFT	65-80	FATAL
3 1127	N3YY	032278	NCOLUMBIA, SC	BEECH	65-80	NONE
3 0818	N19Y	050978	OLYMPIA, WA	BEECH	B90	FATAL
3 0967	N388MC	011078	YAZOO CITY, MS	BEECH	B-90	FATAL
3 3295	N443T	092378	AMARILLO, TX	BEECH	95B55	NONE
3 3464	N2AC	093078	ELGIN, IL	BEECH	95-B55	MINOR

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3 4369	N82V	120778	ENFIELD,CT	BEECH	C55	FATAL
3 3080	N941K	062278	NMUSCLE SHOALS,AL	BEECH	100	SERIOUS
3 1853	N4298S	071478	ST LOUIS,MO	BEECH	200	NONE
3 1778	N176LD	042578	RAMOMA,CA	BEECH	76	FATAL
3 1024	N23JH	041678	MC KINNEY,TX	BELL	206B	NONE
3 1308	N55EA	071178	NSALYERSVILLE,KY	BELL	206B	SERIOUS
3 2359	N200BA	010578	COURTNEY,PA	BELL	206L	FATAL
3 3451	N33TA	112578	LUTCHER,LA	BELL	206B	MINOR
3 0162	N757UB	011778	MT VERNON IL	CESSNA	152	NONE
3 0487	N52317	040778	FERRIDAY,LA	CESSNA	182P	FATAL
3 0337	N87316	030678	OAKLAND,CA	CESSNA	310R	NONE
3 3670	N8071M	102078	YUMA,AZ	CESSNA	310I	NONE
3 1592	N7600Q	060378	DESTIN,FL	CESSNA	310Q	NONE
3 3336	N69497	062978	FLUSHING,NY	CESSNA	340	NONE
3 3134	N9658G	111078	SPRINGFIELD,MO	CESSNA	U206F	NONE
3 2557	N75BB	082378	ESCANABA,MI	CESSNA	337	NONE
3 2338	N98720	051678	TRENTON,ME	CESSNA	402B	FATAL
3 1329	N411HG	042478	NKISSIMMEE,FL	CESSNA	411	NONE
3 2184	N33BN	080478	BLUEFIELD,WV	CESSNA	414	SERIOUS
3 1171	N30AW	052178	OKLAHOMA CITY,OK	CESSNA	414A	NONE



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3 0266	N6367X	041178	KNOXVILLE, TN	CESSNA	402B	NONE
3 0232	N5442G	021178	ENGLEWOOD, CO	CESSNA	404	SERIOUS
3 4187	N4167G	072878	INDIANAPOLIS, IN	CESSNA	402B	SERIOUS
3 4100	N38J	112978	SALT LAKE CITY, UT	CESSNA	421A	MINOR
3 0022	N5433J	012778	ST. JOSEPH, MO	CESSNA	421B	NONE
3 2190	N2245Q	031378	MUSCLE SHOALS, AL	CESSNA	421A	NONE
3 1950	N98457	070778	PATTERSON, LA	CESSNA	421C	NONE
3 1170	N37427	060278	NBATON ROUGE, LA	CESSNA	421C	NONE
3 3677	N6771C	111078	BROOMFIELD, CO	CESSNA	421C	NONE
3 3610	N502SC	112178	NDAYTON, OH	CESSNA	421B	NONE
3 1970	N4807C	032178	ELMA, IA	CONVAIR	340	NONE
3 2897	N8815E	052578	MIAMI, FL	CONVAIR	880	MINOR
3 3454	N91G	092478	HOUSTON, TX	GRUMMAN	G-159	SERIOUS
3 0034	N5VX	011978	LATROBE, PA	GRUMMAN	G-159	NONE
3 3158	N275ZD	101178	ATLANTA, GA	HELIO ACFT	H-295	NONE
3 3969	N6023	072678	NILIAMNA, AK	HELIO ACFT	391B	NONE
3 2790	N9295F	090178	NROBBINSVILLE, NC	HUGHES	269C	FATAL
3 3709	N600BP	042478	WEST CHICAGO, IL	N AMERICAN	NA265	NONE
3 0590	N31BC	031478	NEW ORLEANS, LA	N. AMERICAN	NA-265	SERIOUS
3 2518	N6881B	091578	SACRAMENTO, CA	PIPER	PA-18	NONE

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3 1775	N62845	041378	MESA, AZ	PIPER	PA-23	FATAL
3 3488	N555DG	100278	NPLATTEVILLE, WI	PIPER	PA-23	NONE
3 2574	N5567U	062578	SWANS ISLAND, ME	PIPER	PA-28	NONE
3 0538	N7647Y	021578	NFRAZIER PARK, CA	PIPER	PA-30	MINOR
3 0964	N7428Y	030278	NWACO, GA	PIPER	PA-30	FATAL
3 4186	N338J	100378	LEXINGTON, KY	PIPER	PA-31P	FATAL
3 0812	N6646F	040478	CHEYENNE, WY	PIPER	PA-34	NONE
3 1325	N1839H	040178	MADISON, FL	PIPER	PA-34	MINOR
3 2864	N4246	082278	NNORWOOD, CO	AEROSPATLE	SA316B	MINOR
3 3432	N62268	120478	NKING CITY, CA	ALOUETTE	316B	NONE
3 2494	N49496	050778	NATLANTIC CITY, NJ	AEROSPATLE	330J	FATAL
3 1902	N9988F	053178	WHARTON, WV	AEROSPATIAL	SA341G	NONE
3 0528	N76WH	030678	SAN BERNARDINO, CA	AEROSPATLE	SA341G	NONE
3 0956	N86NR	022178	RECTOR, PA	AGUSTA	109	NONE
3 0451	N127LR	010478	KEY LARGO, FL	HOWARD	500	NONE
3 0546	N78AE	040778	SODA SPRINGS, ID	LEAR JET	24D	NONE
3 4296	N20BG	121178	MUSCATINE, IA	LEAR JET	35	NONE
3 3522	N336WR	110578	LAFAYETTE, LA	LEAR JET	25B	NONE
3 1298	N51684	050878	WHEATLAND, IN	ENSTROM	F28C	NONE
3 3111	N665H	092478	NKINGMAN, AZ	ENSTROM	280C	SERIOUS

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3 0042	N44KS	011778	CUMBERLAND,MD	MITSUBISHI	MU2-J	NONE
3 0040	N115S	011978	HAWESVILLE,KY	MITSUBISHI	MU-2	NONE
3 3400	N13EW	103178	YPSILANTI,MI	MITSUBISHI	MU2B20	NONE
3 3909	N2301N	112278	MEMPHIS,TN	SWEARINGEN	SA26-T	FATAL
3 1028	N23X	043078	ROCKPORT,TX	SWEARINGEN	SA26T	NONE
3 0948	N22GW	051878	TETERBORD,NJ	SWEARINGEN	SA26AT	NONE
3 4311	N97AB	120478	FT PIERCE,FL	SWEARINGEN	SAT226	NONE

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

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U.S. GENERAL AVIATION

1978

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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
3-2190	3/13/78 TIME - 1825	MUSCLE SHOALS,AL	CESSNA 421A N2245Q DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 26, 3785 TOTAL HOURS, 312 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MUSCLE SHOALS DEPARTURE POINT INTENDED DESTINATION OPA LOCKA,FL MEMPHIS,TN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING LAST ENROUTE STOP STOCKBRIDGE,GA PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN						
PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE POWERPLANT - LUBRICATING SYSTEM LINES,HOSES,FITTING MISCELLANEOUS ACTS,CONDITIONS - OBSTRUCTED MISCELLANEOUS ACTS,CONDITIONS - OIL CONTAMINATION MISCELLANEOUS ACTS,CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM MISCELLANEOUS ACTS,CONDITIONS - OVERHEATED PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM SPARK PLUG						
FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER						
REMARKS- R ENG #2 EXH VALVE FOUND IN OIL SUMP.R ENG PLUGS GAPPED 0.033 TO 0.041,0.015 TO 0.019 RECOMMENDED.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3080	6/22/78 TIME - 0712	NR.MUSCLE SHOALS,AL	BEECH 100 N941K DAMAGE-SUBSTANTIAL	CR- 0 2 0 PX- 0 1 3	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 58, 20834 TOTAL HOURS, 24 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MUSCLE SHOALS DEPARTURE POINT CHATTANOOGA, TN INTENDED DESTINATION MUSCLE SHOALS, AL TYPE OF ACCIDENT STALL MUSH PHASE OF OPERATION LANDING FINAL APPROACH						
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT FACTOR(S) WEATHER - FOG MISCELLANEOUS ACTS, CONDITIONS - CREW COORDINATION-POOR 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 1 MILE OR LESS PRECIPITATION AT ACCIDENT SITE NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TEMPERATURE-F 70 WIND VELOCITY-KNOTS CALM TYPE OF WEATHER CONDITIONS IFR TYPE OF FLIGHT PLAN IFR REMARKS- REDUCED PROPS INSTEAD OF THROTTLES ON FINAL.						
3-2496	6/27/78 TIME - 1640	MOBILE, AL	BEECHCRAFT 65-80 N975SQ DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 48, 3572 TOTAL HOURS, 2150 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BATES FIELD DEPARTURE POINT MOBILE, AL INTENDED DESTINATION HOUSTON, TX TYPE OF ACCIDENT STALL SPIN PHASE OF OPERATION LANDING GO-AROUND						
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND POWERPLANT - POWERPLANT-INSTRUMENTS FUEL PRESSURE GAUGE MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT FUMES IN CABIN FIRE AFTER IMPACT REMARKS- TWR ADVISED FLT LANDING GEAR UP. ACFT MADE STEEP SLOW CLIMB DURING WHICH GEAR EXTENDED. ACFT ROLLED.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3969	7/26/78 TIME - 1800	NR. ILIAMNA, AK	HELIO ACFT 3918 N6023 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 58, 10000 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT ILIAMNA, AK	INTENDED DESTINATION UNKNOWN/NOT REPORTED			
		TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE	PHASE OF OPERATION TAKEOFF RUN			
PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN						
FACTOR(S) TERRAIN - ROUGH/UNEVEN						
3-1775	4/13/78 TIME - 1053	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)	UNCONTROLLED	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 RQD FOR LVL FLT.						
3-3111	9/24/78 TIME - 0950	NR. KINGMAN, AZ	ENSTROM 280C N665H DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 1 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 24, 2416 TOTAL HOURS, 86 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT LAUGHLIN, NV	INTENDED DESTINATION ODLE RANCH, AZ			
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3670	10/20/78	YUMA,AZ	CESSNA 310I N8071M	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 44, 2408 TOTAL HOURS, 450 IN TYPE, INSTRUMENT RATED.
	TIME - 0910		DAMAGE-SUBSTANTIAL INTENDED DESTINATION TUCSON,AZ.			
	DEPARTURE POINT SAN DIEGO,CA					
	TYPE OF ACCIDENT AIRFRAME FAILURE	IN FLIGHT		PHASE OF OPERATION IN FLIGHT	NORMAL CRUISE	
	PROBABLE CAUSE(S) AIRFRAME - FUSELAGE DOORS,DOOR FRAMES MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS - FOREIGN OBJECT DAMAGE					
	REMARKS- EMERGENCY EXIT WINDOW POPPED OUT DMGG R HORIZONTAL STAB.					
3-0538	2/15/78	NR.FRAZIER PARK,CA	PIPER PA-30 N7647Y	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 49, 2275 TOTAL HOURS, 23 IN TYPE, INSTRUMENT RATED.
	TIME - 1705		DAMAGE-SUBSTANTIAL			
	DEPARTURE POINT BURBANK,CA	INTENDED DESTINATION FRESNO,CA				
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED		PHASE OF OPERATION IN FLIGHT	CLIMB TO CRUISE	
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS WEATHER - DOWNDRAFT,UPDRAFTS					
	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 ZERO			PRECIPITATION AT ACCIDENT SITE NONE		
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG			TEMPERATURE-F 14		
	WIND DIRECTION-DEGREES 270			WIND VELOCITY-KNOTS 50		
	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
3-0528	3/6/78 TIME - 1558	SAN BERNARDINO,CA	AEROSPATLE SA341G N76WH DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 30, 2760 TOTAL HOURS, 385 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - TRI-CITY DEPARTURE POINT SAN BERNARDINO,CA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE ROLL OVER INTENDED DESTINATION RIVERSIDE,CA PHASE OF OPERATION TAKEOFF VERTICAL LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS						
3-0337	3/6/78 TIME - 1050	OAKLAND,CA	CESSNA 310R N87316 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 32, 2350 TOTAL HOURS, 65 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - METRO OAKLAND INT DEPARTURE POINT CARSON CITY,NV TYPE OF ACCIDENT GEAR RETRACTED INTENDED DESTINATION OAKLAND,CA PHASE OF OPERATION TAXI FROM LANDING PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE REMARKS- BEARING ROD END,PART NO.KWB5,FAILED DUE TO UNDETERMINED CAUSE.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0474	3/9/78 TIME - 0826	NR.MAMMOTH LAKES,CA	BEECH C50 N3693B DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 53, 20239 TOTAL HOURS, 5782 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MAMMOTH LAKES DEPARTURE POINT INTENDED DESTINATION BISHOP,CA MAMMOTH LAKES,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 MISCELLANEOUS ACTS, CONDITIONS - WHITEOUT FACTOR(S) WEATHER - FOG WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED  SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 300 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 NONE REMARKS- AIRPORT DOES NOT HAVE ANY ELECTRONIC LANDING AIDS.						
3-1778	4/25/78 TIME - 1616	RAMONA,CA	BEECH 76 N176LD DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 54, 17660 TOTAL HOURS, 64 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION LONG BEACH,CA RAMONA,CA 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) 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 CEILING AT ACCIDENT SITE OVERCAST 1000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE ZERO RAIN SHOWERS OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 70 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
3-2518	9/15/78 TIME - 1410	SACRAMENTO,CA	PIPER PA-18 N6881B DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 62, 1978 TOTAL HOURS, 17 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - SACRAMENTO EXECUT DEPARTURE POINT - LOS BANOS,CA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE	INTENDED DESTINATION SACRAMENTO,CA		PHASE OF OPERATION LANDING ROLL	
		PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) WEATHER - SUDDEN WINDSHIFT WEATHER BRIEFING - FORECASTER TO PILOT WEATHER FORECAST - UNKNOWN/NOT REPORTED				
		SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE TEMPERATURE-F 87 WIND VELOCITY-KNOTS 9 TYPE OF FLIGHT PLAN NONE			CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES 290 TYPE OF WEATHER CONDITIONS VFR	
3-3432	12/4/78 TIME - 1400	NR.KING CITY,CA	ALOUETTE 316B N62268 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR.. AGE 42, 15050 TOTAL HOURS, 150 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT KING CITY,CA TYPE OF ACCIDENT ROLL OVER	INTENDED DESTINATION LOCAL		PHASE OF OPERATION STATIC IDLING ROTORS	
		PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - WET,SOFT GROUND REMARKS- WHILE LOADING PSGRS & EQUIP, R MAIN GEAR SANK THRU DRY CRUST OF SOFT TRRN & ROTOR STRUCK GND.				

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0232	2/11/78 TIME - 2143	ENGLEWOOD, CO	CESSNA 404 N5442G DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 21, 1208 TOTAL HOURS, 258 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ARAPAHOE COUNTY DEPARTURE POINT INTENDED DESTINATION DURANGO, CO ENGLEWOOD, CO TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH HARD LANDING LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA REMARKS- AC CONTACTED SOFT, LEVEL GROUND.						
3-3374	6/28/78 TIME - 1629	ASPEN, CO	ISRAEL JET 1121 N329HN DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 29, 3900 TOTAL HOURS, 75 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SARDY FIELD DEPARTURE POINT INTENDED DESTINATION AMARILLO, TX ASPEN, CO TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED AIRFRAME - LANDING GEAR WHEELS, TIRES, AXLES FACTOR(S) AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC. WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT  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 RELATIVE BEARING OF WIND NONE TAIL WIND 158-202 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 64 330 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 6 VFR TYPE OF FLIGHT PLAN VFR REMARKS- RIGHT MAIN TIRE BLEW ON LANDING ROLL. DENSITY ALT APPRX 9700FT. GRND SPD AT TOUCHDOWN APPROX 123KTS.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4402	7/10/78 TIME - 1046	AURORA, CO	BEECH 65-A90 N278DU DAMAGE-DESTROYED	CR- 1 0 0 PX- 5 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 25, 2715 TOTAL HOURS, 810 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - STAPLETON INTL DEPARTURE POINT INTENDED DESTINATION DENVER, CO RICHFIELD, UT TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE STALL LANDING FINAL APPROACH  PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS FACTOR(S) POWERPLANT - FUEL SYSTEM PUMPS PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- L ENG BOOST PUMP INOP, SWITCH OFF, CROSSFEED OFF, APRX 700# OVR MAX GWT.						
3-2864	8/22/78 TIME - 1630	NR. NORWOOD, CO	AEROSPATLE SA316B N4246 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 6	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 35, 4050 TOTAL HOURS, 257 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION NORWOOD, CO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ROLL OVER TAXI GROUND TAXI TO TAKEOFF  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) TERRAIN - OTHER REMARKS- MOUNTAIN SLOPE, AERIAL SURVEY						
3-3677	11/10/78 TIME - 1251	BROOMFIELD, CO	CESSNA 421C N6771C DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 38, 8555 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
NAME OF AIRPORT - JEFFERSON COUNTY DEPARTURE POINT INTENDED DESTINATION BROOMFIELD, CO CHINO, CA TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB  PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE FIRE AFTER IMPACT REMARKS- WITNESS STATED 1/4IN ICE ON AIRCRAFT.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4369	12/7/78 TIME - 0740	ENFIELD, CT	BEECH C55 N82V DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 49, 9433 TOTAL HOURS, 2100 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT PALMER, MA	INTENDED DESTINATION BALTIMORE, MD			
		TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT COLLIDED WITH TREES		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN		
PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FIRE IN BRAKES, WHEEL ASSEMBLY, WHEEL WELL FIRE AFTER IMPACT						
3-0451	1/4/78 TIME - 1440	KEY LARGO, FL	HOWARD 500 N127LR DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 63, 12322 TOTAL HOURS, 301 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - OCEAN REEF DEPARTURE POINT MOBILE, AL	INTENDED DESTINATION KEY LARGO, FL			
		TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE		PHASE OF OPERATION LANDING ROLL		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL						
FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS POORLY MAINTAINED RUNWAY SURFACE						
3-1325	4/1/78 TIME - 2230	MADISON, FL	PIPER PA-34 N1839H DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 37, 5000 TOTAL HOURS, 700 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - MADISON COUNTY DEPARTURE POINT MADISON, FL	INTENDED DESTINATION JACKSONVILLE, FL			
		TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH FENCE, FENCEPOSTS		PHASE OF OPERATION TAKEOFF RUN TAKEOFF RUN		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT						
FACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT						
REMARKS- NO RWY LIGHTS. PLT MADE ARRANGEMENTS FOR CAR TO GO TO DEP END OF RWY & TURN ON TAIL LIGHTS.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1329	4/24/78 TIME - 1910	NR.KISSIMMEE,FL	CESSNA 411 N411HG DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 30, 3060 TOTAL HOURS, 410 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - KISSIMMEE,FL DEPARTURE POINT INTENDED DESTINATION KISSIMMEE,FL ORLANDO,FL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE DITCHING LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- #1 CONNECTING ROD BROKEN AT CRANKSHAFT END.						
3-2897	5/25/78 TIME - 0755	MIAMI,FL	CONVAIR 880 N8815E DAMAGE-SUBSTANTIAL	CR- 0 0 3 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 56, 40000 TOTAL HOURS, 8000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MIAMI INTL DEPARTURE POINT INTENDED DESTINATION MIAMI,FL ST.MAARTEN,NETS TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED TAKEOFF ABORTED  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) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY,COMPANY MAINTAINED EOPMT,SERVICES,REGULATION MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- A/C TRAVELLED 285FT INTO OVERRUN FOL ABORT TKOF.FORWARD C/G EXCEEDED LIMIT BY 12.61 PER CENT MAC.						
3-1592	6/3/78 TIME - 1600	DESTIN,FL	CESSNA 3100 N76000 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	ATP,FLIGHT INSTR., AGE 36, 6586 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - FT WALTON BEACH DEPARTURE POINT INTENDED DESTINATION DESTIN,FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAXI TO TAKEOFF  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL REMARKS- PILOT STATED NO LT BRAKE RESPONSE.NO BRAKE DISCREPANCY NOTED BY MAINT PERS.GR,SKIN DMGD.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4311	12/4/78 TIME - 1420	FT PIERCE, FL	SWEARINGEN SAT226 N97AB DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 34, 6900 TOTAL HOURS, 60 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - FT PIERCE DEPARTURE POINT INTENDED DESTINATION FT LAUDERDALE, FL FT PIERCE, FL TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED						
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
3-3158	10/11/78 TIME - 2003	ATLANTA,GA	HELIO ACFT H-295 N275ZD DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 57, 12000 TOTAL HOURS, 120 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CHARLIE BROWN CTY DEPARTURE POINT INTENDED DESTINATION HOHENWALD,TN ATLANTA,GA TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL						
3-0546	4/7/78 TIME - 0830	SODA SPRINGS,ID	LEAR JET 24D N78AE DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1 OT- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP,FLIGHT INSTR., AGE 38, 7000 TOTAL HOURS, 1800 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SODA SPRINGS MUNI DEPARTURE POINT INTENDED DESTINATION ALBUQUERQUE,NM SODA SPRINGS,ID TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OTHER PERSONNEL - MISCELLANEOUS-PERSONNEL DRIVER OF VEHICLE REMARKS- COLLIDED WITH TRACTOR-TRAILER TRUCK.HIGHWAY 70 FT FM RUNWAY.AIRPORT WARNING SIGN 1 MILE FM RUNWAY.						
3-0162	1/17/78 TIME - 1130	MT VERNON IL	CESSNA 152 N757UB DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 43, 4564 TOTAL HOURS, 1116 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MT VERNON-OUTLAND DEPARTURE POINT INTENDED DESTINATION SPRINGFIELD,IL MT VERNON IL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3709	4/24/78 TIME - 1756	WEST CHICAGO, IL	N AMERICAN NA265 N600BP DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 53, 7145 TOTAL HOURS, 305 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DU PAGE COUNTY DEPARTURE POINT INTENDED DESTINATION ST LOUIS, MO WEST CHICAGO, IL TYPE OF ACCIDENT UNDERSHOOT GROUND-WATER LOOP-SWERVE  PHASE OF OPERATION LANDING FINAL APPROACH LANDING ROLL  PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE						
3-3464	9/30/78 TIME - 1320	ELGIN, IL	BEECH 95-B55 N2AC DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 57, 2386 TOTAL HOURS, 1545 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ELGIN DEPARTURE POINT INTENDED DESTINATION ELGIN, IL PELLSTON, MI TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH CROP  PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM MAGNETOS MISCELLANEOUS ACTS, CONDITIONS - IMPROPER ALIGNMENT/ADJUSTMENT POWERPLANT - FUEL SYSTEM PUMPS MISCELLANEOUS ACTS, CONDITIONS - PRESSURE TOO LOW PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- MAG TIMING SET 12DEG AWAY FM RTC, FUEL FLOW 9GAL PER HR BELOW REQ AT 2600RPM.						
3-4019	12/22/78 TIME - 1130	S. BARRINGTON, IL	BEECH D-50 N150V DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 26, 5385 TOTAL HOURS, 115 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MILL ROSE FARM DEPARTURE POINT INTENDED DESTINATION CHICAGO, IL S. BARRINGTON, IL TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED  PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1298	5/8/78 TIME - 1730	WHEATLAND, IN	ENSTROM F28C N51684 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 28, 4014 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT WHEATLAND, IN INTENDED DESTINATION LOCAL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION PHASE OF OPERATION LANDING FINAL APPROACH HARD LANDING LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
3-4187	7/28/78 TIME - 1219	INDIANAPOLIS, IN	CESSNA 402B N4167G DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 1 OT- 0 1 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 39, 5259 TOTAL HOURS, 87 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MUNICIPAL DEPARTURE POINT INDIANAPOLIS, IN INTENDED DESTINATION MORRISTOWN, IN TYPE OF ACCIDENT COLLIDED WITH FENCE, FENCEPOSTS PHASE OF OPERATION TAKEOFF ABORTED  PROBABLE CAUSE(S) PILOT IN COMMAND - SPONTANEOUS-IMPROPER ACTION FACTOR(S) PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF REMARKS- PILOT ABORTED TAKEOFF RUN FOR UNKNOWN REASON.						
3-1970	3/21/78 TIME - 0145	ELMA, IA	CONVAIR 340 N4807C DAMAGE-DESTROYED	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 43, 9000 TOTAL HOURS, 5500 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT ST LOUIS, MO INTENDED DESTINATION MINNEAPOLIS, MN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION PHASE OF OPERATION IN FLIGHT NORMAL CRUISE COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FIRE IN ENGINE MISCELLANEOUS ACTS, CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ENG SEPARATED FROM A/C IN FLT DUE TO FIRE DAMAGE.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4296	12/11/78 TIME - 0535	MUSCATINE,IA	LEAR JET 35 N20BG DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 34, 7070 TOTAL HOURS, 750 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MUSCATINE MUNI DEPARTURE POINT INTENDED DESTINATION MUSCATINE,IA AKRON,OH TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH BUILDING(S) STATIC IDLING ENGINE(S)  PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM FUEL CONTROL MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RAMP/TAXIWAY PERSONNEL-PROCEDURE NOT COVERED IN FLT MANUAL.						
3-0040	1/19/78 TIME - 0935	HAWESVILLE,KY	MITSUBISHI MU-2 N115S DAMAGE-DESTROYED	CR- 0 0 2 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 36, 5600 TOTAL HOURS, 598 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - HANCOCK COUNTY DEPARTURE POINT INTENDED DESTINATION CARROLLTON,GA HAWESVILLE,KY TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH STALL MUSH LANDING FINAL APPROACH  PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
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		
3-1308	7/11/78 TIME - 1630	NR. SALYERSVILLE, KY	BELL 206B N55EA DAMAGE-MINOR	CR- 0 0 1 PX- 0 1 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 35, 2944 TOTAL HOURS, 194 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT SALYERSVILLE, KY	INTENDED DESTINATION SALYERSVILLE, KY		PHASE OF OPERATION STATIC IDLING ROTORS		
	TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON					
	PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER					

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
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 ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES  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 ORSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 59 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- BOTH PROP BLADE ANGLES FOUND AT 30DEG SETTINGS,FLAPS FOUND EXTENDED.						
3-0590	3/14/78 TIME - 1821	NEW ORLEANS,LA	N.A.MERICAN NA-265 N318C DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 4 OT- 0 1 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 30, 5567 TOTAL HOURS, 2291 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LAKEFRONT DEPARTURE POINT INTENDED DESTINATION NEW ORLEANS,LA SAINT LOUIS,MO TYPE OF ACCIDENT COLLISION WITH AIRCRAFT ONE AIRBORNE  PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT REMARKS- TKOF RWY 36.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0487	4/7/78 TIME - 1950	FERRIDAY, LA	CESSNA 182P N52317 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 23, 665 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT NATCHEZ, MS	INTENDED DESTINATION RETURN	LAST ENROUTE STOP FERRIDAY, LA		
		TYPE OF ACCIDENT COLLIDED WITH ELECTRONIC TOWERS		PHASE OF OPERATION IN FLIGHT LOW PASS		
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FIRE AFTER IMPACT						
3-4470	4/27/78 TIME - 1548	NR. FLATWOODS, LA	AERO COMDR 1121A N250UA DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 52, 20000 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT LAFAYETTE, LA	INTENDED DESTINATION TULSA, OK	PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT		
		TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT				
PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) AIRFRAME - FLIGHT CONTROL SURFACES ELEVATOR ASSEMBLY, ATTACHMENTS AIRFRAME - FLIGHT CONTROL SURFACES HORIZONTAL STABILIZER, ATTACHMENTS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT FIRE AFTER IMPACT REMARKS- LOSS OF CONTROL OCCURRED AFTR LEAVING FL230 FOR FL350. GENERAL DISINTEGRATION.						
3-1170	6/2/78 TIME - 0830	NR. BATON ROUGE, LA	CESSNA 421C N37427 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 6	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 32, 2700 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT PATTERSON, LA	INTENDED DESTINATION NASHVILLE, TN	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE IN FLIGHT UNCONTROLLED DESCENT		
		TYPE OF ACCIDENT STALL SPIN AIRFRAME FAILURE IN FLIGHT				
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- CHECKING ENG PERF. LOST CTL IN IMC, RECOVERED IN VFR CONDS.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1950	7/7/78 TIME - 1430	PATTERSON, LA	CESSNA 421C N98457 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 42, 7386 TOTAL HOURS, 532 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PATTERSON DEPARTURE POINT INTENDED DESTINATION PATTERSON, LA LAFAYETTE, LA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS OTHER MISCELLANEOUS ACTS, CONDITIONS - LEAK/LEAKAGE MISCELLANEOUS ACTS, CONDITIONS - OIL STARVATION MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- RIGHT ENGINE OIL LEAK, CAUSE WAS NOT DETERMINED.						
3-3522	11/5/78 TIME - 1804	LAFAYETTE, LA	LEAR JET 25B N336WR DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 8	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 53, 13355 TOTAL HOURS, 6732 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LAFAYETTE REGNL DEPARTURE POINT INTENDED DESTINATION MCCOOK, NE LAFAYETTE, LA TYPE OF ACCIDENT UNDERSHOOT GEAR COLLAPSED PHASE OF OPERATION LANDING FINAL APPROACH LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- PLT STATED ACFT DESCENDED BELOW VASI 3 TIMES DURING APPROACH.						
3-3451	11/25/78 TIME - 0820	LUTCHER, LA	BELL 206B N33TA DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 33, 2944 TOTAL HOURS, 113 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION NEW ORLEANS, LA LUTCHER, LA TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES PHASE OF OPERATION LANDING POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						



## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
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 PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH STALL LANDING MISSED APPROACH  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 CEILING AT ACCIDENT SITE OVERCAST 600 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 51 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 80 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- PIC NOT DETERMINED.						
3-2574	6/25/78 TIME - 1115	SWANS ISLAND,ME	PIPER PA-28 N5567U DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 33, 2150 TOTAL HOURS, 10 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MORRISON DEPARTURE POINT INTENDED DESTINATION SWANS ISLAND,ME ROCKLAND,ME TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH AIRPORT HAZARD TAKEOFF RUN  PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - RUNWAY CLOSED REMARKS- PIC LANDED AT CLOSED AIRPORT.COLLIDED WITH ROCK ON RWY.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0042	1/17/78 TIME - 1145	CUMBERLAND,MD	MITSUBISHI MU2-J N44KS DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 8	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 38, 13851 TOTAL HOURS, 1790 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CUMBERLAND MUNI DEPARTURE POINT INTENDED DESTINATION TOLEDO,OH CUMBERLAND,MD TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA MISCELLANEOUS ACTS,CONDITIONS - BRITTLE WEATHER - SNOW WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALY CORRECT 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 RELATIVE BEARING OF WIND NONE CALM TEMPERATURE-F WIND VELOCITY-KNOTS 24 CALM 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
3-1312	3/31/78 TIME - 1116	SALISBURY, MD	AERO COMDR 500B N313UT DAMAGE-DESTROYED	CR- 1 0 0 PX- 4 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 42, 5600 TOTAL HOURS, 2412 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SLSBY-WICOMICO DEPARTURE POINT INTENDED DESTINATION SALISBURY, MD KNOXVILLE, TN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION STALL MUSH PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING FINAL APPROACH PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPERLY SERVICED AIRCRAFT (GROUND CREW) MISCELLANEOUS ACTS, CONDITIONS - FUEL CONTAMINATION-EXCLUSIVE OF WATER IN FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL GRADE-IMPROPER FACTOR(S) PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE SUPERVISION/TRAINING OF RAMP CREWS PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- KEROSENE MIXED WITH 100LL, TURNING BACK TO ARPT, L THROTTLE AT IDLE, CARB HT ON, CRASHED 1/2 MI SHORT.						
3-2557	8/23/78 TIME - 1605	ESCANABA, MI	CESSNA 337 N75BB DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 27, 7153 TOTAL HOURS, 808 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DELTA COUNTY DEPARTURE POINT INTENDED DESTINATION ESCANABA, MI TRAVERSE CITY, MI TYPE OF ACCIDENT COLLIDED WITH AIRPORT HAZARD PHASE OF OPERATION TAXI TO TAKEOFF PROBABLE CAUSE(S) PERSONNEL - AIRPORT SUPERVISORY PERSONNEL FAILURE TO NOTIFY OF UNSAFE COND/AND OR FAILURE TO MARK OBSTRUCTION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS UNMARKED OBSTRUCTIONS REMARKS- ACCUMULATION OF HEAVY RAIN OBSCURED RAISED DRAIN.						
3-3400	10/31/78 TIME - 1800	YPSILANTI, MI	MITSUBISHI MU2B20 N13EW DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 31, 4116 TOTAL HOURS, 86 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WILLOW RUN DEPARTURE POINT INTENDED DESTINATION HOWELL, MI YPSILANTI, MI TYPE OF ACCIDENT WHEELS-UP PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
3-0967	1/10/78 TIME - 1845	YAZOO CITY,MS	BEECH B-90 N388MC DAMAGE-DESTROYED	CR- PX-	2 3	0 0	0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 40, 4047 TOTAL HOURS, 3661 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BARRIER FIELD DEPARTURE POINT INTENDED DESTINATION CINCINNATI,OH YAZOO CITY,MS TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLISION WITH GROUND/WATER UNCONTROLLED  PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH  PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - ACCESSORY DRIVE ASSEMBLY BEARING,ACCESSORY DRIVE SHAFT MISCELLANEOUS ACTS,CONDITIONS - EXCESSIVE-WEAR/PLAY COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE FIRE AFTER IMPACT									
3-0022	1/27/78 TIME - 1505	ST.JOSEPH,MO	CESSNA 421B N5433J DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1 4	NONCOMMERCIAL CORP/EXEC	ATP,FLIGHT INSTR., AGE 49, 8000 TOTAL HOURS, 1400 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ST.JOSEPH DEPARTURE POINT INTENDED DESTINATION CHICAGO,OH ST.JOSEPH,MO TYPE OF ACCIDENT WHEELS-UP  PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - WRONG PART MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP REMARKS- L/G ASSEMBLY EQUIPPED WITH FLAP MOTOR IN LIEU OF L/G MOTOR.									

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1853	7/14/78 TIME - 2241	ST LOUIS,MO	BEECH 200 N4298S DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 7	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 52, 15500 TOTAL HOURS, 763 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LAMBERT-ST LOUIS DEPARTURE POINT INTENDED DESTINATION HOPKINSVILLE,KY ST LOUIS,MO TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH RUNWAY OR APPROACH LIGHTS LANDING ROLL  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY WEATHER - THUNDERSTORM ACTIVITY MISCELLANEOUS ACTS,CONDITIONS - HYDROPLANING ON WET RUNWAY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED  SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 4000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN, THUNDERSTORM OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT QUARTERING HEAD WIND 293-337 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 72 240 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 20 IFR TYPE OF FLIGHT PLAN IFR						
3-3134	11/10/78 TIME - 1258	SPRINGFIELD,MO	CESSNA U206F N9658G DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 48, 2145 TOTAL HOURS, 16 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SPRINGFIELD MUN DEPARTURE POINT INTENDED DESTINATION SPRINGFIELD,MO ESTHERVILLE,IA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE COLLIDED WITH FENCE,FENCEPOSTS LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM RAM AIR ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- FUEL INLET AIR BOX ASSEMBLY BROKEN,P/N1250700-7.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0948	5/18/78	TETERBORD,NJ	SWEARINGEN SA26AT N22GW DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 26, 2400 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TETERBORD DEPARTURE POINT INTENDED DESTINATION MARTINSBURG,PA TETERBORD,NJ TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NOSEWHEEL STEERING AIRFRAME - LANDING GEAR SWITCHES, LEVERS, CRANKING MECHANISM, ETC. MISCELLANEOUS ACTS, CONDITIONS - STUCK AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT SHOULDERS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- NOSE WHL STEERING RIGHT SWITCH, P/N 26-53314-3, STUCK IN CLOSED POSITION.						
3-3336	6/29/78	FLUSHING,NY	CESSNA 340 N69497 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 59, 7000 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LAGUARDIA DEPARTURE POINT INTENDED DESTINATION BOSTON,MA FLUSHING,NY TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH PARKED AIRCRAFT TAXI FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- COLLIDED WITH FAIRCHILD F27, NO DAMAGE.						

## 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 SUBSTANTIALY 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
3-2790	9/1/78 TIME - 1248	NR.ROBBINSVILLE,NC	HUGHES 269C N9295F DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 28, 1075 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT ROBBINSVILLE,NC	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S)						
PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL)						
MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS						
POWERPLANT - LUBRICATING SYSTEM PUMP-PRESSURE						
MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE						
MISCELLANEOUS ACTS,CONDITIONS - OIL STARVATION						
PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.						
FACTOR(S)						
TERRAIN - HIGH OBSTRUCTIONS						
TERRAIN - ROUGH/UNEVEN						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
MISSING AIRCRAFT - LATER RECOVERED						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- FND 9/2.OIL PUMP IDLER SHFT SEIZED,SAND RUBBING SHAFT,IMPELLER BROKE.ENG SEIZED.LO RPM,STEEP DSCNT						



## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3610	11/21/78 TIME - 1930	NR.DAYTON,OH	CESSNA 421B N502SC DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 24, 1030 TOTAL HOURS, 115 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DAYTON INTL DEPARTURE POINT INTENDED DESTINATION RICHMOND,IN SIDNEY,OH TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING INITIAL APPROACH COLLIDED WITH WIRES/POLES LANDING ROLL  PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - PILOT FATIGUE WEATHER - LOW CEILING TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO 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 4 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F HAZE 36 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 10 5 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- COPILOT WAS CHIEF PILOT OF COMPANY WITH 4753HRS IN TYPE,18262 HRS TOTAL FLT TIME AND ATP CERT.						
3-1171	5/21/78 TIME - 0019	OKLAHOMA CITY,OK	CESSNA 414A N30AW DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 59, 11277 TOTAL HOURS, 802 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WILL ROGERS DEPARTURE POINT INTENDED DESTINATION TYLER,TX OKLAHOMA CITY,OK TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY SYSTEMS - HYDRAULIC SYSTEM RESERVOIR,LINES,FITTINGS MISCELLANEOUS ACTS,CONDITIONS - OBSTRUCTED REMARKS- PIECES OF O RING PACKING LODGED IN BALL CHECK CHAMBER OF UPLOCK ACTUATOR,P/N 5727110-5.						

## 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	COMMERCIAL, AGE 57, 7000
	TIME - 1010		N299F	PX- 0 0 0	CORP/EXEC	TOTAL HOURS, 500 IN TYPE,
			DAMAGE-DESTROYED			INSTRUMENT RATED.
	DEPARTURE POINT		INTENDED DESTINATION			
	OKLAHOMA CITY,OK		COLORADO SPRINGS,CO			
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	AIRFRAME FAILURE	IN FLIGHT			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
3-2359	1/5/78 TIME - 1923	COURTNEY, PA	BELL 206L N200BA DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 28, 3649 TOTAL HOURS, 660 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT E.MILLSBORD, PA	INTENDED DESTINATION PITTSBURGH, PA	PHASE OF OPERATION IN FLIGHT OTHER		
		TYPE OF ACCIDENT COLLIDED WITH TREES				
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 OBSCURATION	CEILING AT ACCIDENT SITE 600			
		VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS	PRECIPITATION AT ACCIDENT SITE RAIN, SNOW			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE	TEMPERATURE-F 33			
		WIND DIRECTION-DEGREES 220	WIND VELOCITY-KNOTS 5			
		TYPE OF WEATHER CONDITIONS VFR	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
3-0034	1/19/78 TIME - 1541	LATROBE, PA	GRUMMAN G-159 N5VX DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 56, 12998 TOTAL HOURS, 788 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LATROBE DEPARTURE POINT ELMIRA, NY TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH SNOWBANK  PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) WEATHER - SNOW AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY  SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE WIND DIRECTION-DEGREES 50 TYPE OF WEATHER CONDITIONS IFR  INTENDED DESTINATION LATROBE, PA  PHASE OF OPERATION LANDING ROLL LANDING ROLL  CEILING AT ACCIDENT SITE 1200 PRECIPITATION AT ACCIDENT SITE SNOW TEMPERATURE-F 22 WIND VELOCITY-KNOTS 3 TYPE OF FLIGHT PLAN IFR						
3-0956	2/21/78 TIME - 1200	RECTOR, PA	AGUSTA 109 N86NR DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 29, 7450 TOTAL HOURS, 121 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT PITTSBURG, PA TYPE OF ACCIDENT MISCELLANEOUS  PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN MISCELLANEOUS - FOREIGN OBJECT DAMAGE FACTOR(S) TERRAIN - SNOW-COVERED REMARKS- PIECE OF CRUSTED SNOW WITH SOIL STRUCK T/R.  INTENDED DESTINATION RECTOR, PA  PHASE OF OPERATION LANDING POWER-ON LANDING						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1127	3/22/78 TIME - 1510	NR.COLUMBIA,SC	BEECH 65-80 N3YY DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 70, 31650 TOTAL HOURS, 350 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT WAYNESBORO,GA	INTENDED DESTINATION WILMINGTON,NC			
		TYPE OF ACCIDENT FIRE OR EXPLOSION	IN FLIGHT	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - LEAK/LEAKAGE MISCELLANEOUS ACTS,CONDITIONS - FIRE IN ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. REMARKS- INDUCTION SYSTEM FIRE DUE TO WARPED INTAKE VALVE.						
3-2492	9/14/78 TIME - 0530	PARKSTON,SD	ROCKWELL IN 112 N1462J DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 29, 453 TOTAL HOURS, 69 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - PARKSTON MUNI	INTENDED DESTINATION MITCHELL,SD			
		DEPARTURE POINT PARKSTON,SD		PHASE OF OPERATION TAKEOFF RUN		
		TYPE OF ACCIDENT COLLIDED WITH FENCE,FENCEPOSTS				
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RUNWAY LIGHTING REMARKS- SEVERAL RUNWAY LIGHTS INOP.						
3-0266	4/11/78 TIME - 1757	KNOXVILLE,TN	CESSNA 402B N6367X DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP,FLIGHT INSTR., AGE 32, 6789 TOTAL HOURS, 64 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - MCGHEE-TYSON AIRP	INTENDED DESTINATION WICHITA,KS	LAST ENROUTE STOP SPRINGFIELD,MO		
		DEPARTURE POINT WICHITA,KS		PHASE OF OPERATION TAKEOFF ABORTED		
		TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED		LANDING LEVEL OFF/TOUCHDOWN		
PROBABLE CAUSE(S) MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - OPERATED CARELESSLY PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. PITCH CONTROL PROBLEM REMARKS- ACFT 616 8 LBS OVER MAX GWT FOR TOFF.4.95 PCNT MAC AFT OF REAR LIMIT						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
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 INTENDED DESTINATION JACKSON, TN MEMPHIS, TN 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 BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT  SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES FOG 140 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 10 BELOW MINIMUMS TYPE OF FLIGHT PLAN IFR REMARKS- CONTROLLER WARNED PLT OF LOW ALT ALERT 3 TIMES.						
3-1024	4/16/78 TIME - 1310	MC KINNEY, TX	BELL 206B N23JH DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 35, 5200 TOTAL HOURS, 1100 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION ADDISON, TX MC KINNEY, TX TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING  PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE						
3-1028	4/30/78 TIME - 1335	ROCKPORT, TX	SWEARINGEN SA26T N23X DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 60, 14440 TOTAL HOURS, 960 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ST JOSEPH ISLAND DEPARTURE POINT INTENDED DESTINATION AUSTIN, TX ROCKPORT, TX TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING ROLL  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4214	7/17/78 TIME - 1630	SULPHUR SPRING, TX	BEECH A65 N333FW DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 32, 6150 TOTAL HOURS, 1173 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT                      INTENDED DESTINATION LITTLE ROCK, AR                      FORT WORTH, TX TYPE OF ACCIDENT                      PHASE OF OPERATION FIRE OR EXPLOSION IN FLIGHT                      IN FLIGHT NORMAL CRUISE  PROBABLE CAUSE(S) POWERPLANT - FUEL SYSTEM LINES AND FITTINGS SYSTEMS - ELECTRICAL SYSTEM RELAYS AND WIRING MISCELLANEOUS ACTS, CONDITIONS - CHAFED PERSONNEL - PRODUCTION-DESIGN-PERSONNEL POOR/INADEQUATE DESIGN REMARKS- AD 72-18-08 REQUIRED INSP OF HOSES WHERE FIRE ORIGINATED HOWEVER N333FW'S S/N HOSES NOT INCLUDED.						
3-3295	9/23/78 TIME - 1800	AMARILLO, TX	BEECH 95B55 N443T DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 30, 6000 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TRADEWIND DEPARTURE POINT                      INTENDED DESTINATION KNOX CITY, TX                      AMARILLO, TX TYPE OF ACCIDENT                      PHASE OF OPERATION GEAR RETRACTED                      LANDING ROLL  PROBABLE CAUSE(S) PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR						
3-3454	9/24/78 TIME - 1447	HOUSTON, TX	GRUMMAN G-159 N91G DAMAGE-DESTROYED	CR- 0 0 2 PX- 0 1 17	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 39, 10284 TOTAL HOURS, 955 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - HOUSTON HOBBY DEPARTURE POINT                      INTENDED DESTINATION PONCA CITY, OK                      HOUSTON, TX TYPE OF ACCIDENT                      PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION                      LANDING GO-AROUND WHEELS-UP                      LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- R ENG SHUT DOWN IN FLT DUE LOW OIL PRES. R PROP NOT FULLY FEATHERED, L ENG NOT ABLE FULL ACCELERATE.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-4018	12/30/78 TIME - 2007	HOUSTON, TX	BEECH C-90 N2029N DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 1 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, 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						
3-4100	11/29/78 TIME - 2335	SALT LAKE CITY, UT	CESSNA 421A N38J DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 48, 7975 TOTAL HOURS, 41 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SALT LAKE CITY						
DEPARTURE POINT		INTENDED DESTINATION				
PALO ALTO, CA		SALT LAKE CITY, UT				
TYPE OF ACCIDENT			PHASE OF OPERATION			
ENGINE FAILURE OR MALFUNCTION			LANDING TRAFFIC PATTERN-CIRCLING			
COLLISION WITH GROUND/WATER CONTROLLED			LANDING FINAL APPROACH			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - MISMANAGEMENT OF FUEL						
MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION						
MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION						
FACTOR(S)						
PILOT IN COMMAND - IMPROPER IFR OPERATION						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- RETURNED TO VOR AFTER DEVIATING OFF COURSE DRG ILS.						



## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0818	5/9/78 TIME - 1835	OLYMPIA,WA	BEECH B90 N19Y DAMAGE-MINOR	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 DEPARTURE POINT INTENDED DESTINATION NORTH BEND,OR TACOMA,WA TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR ACCIDENT TO PERSON 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%						
3-1902	5/31/78 TIME - 1110	WHARTON,WV	AEROSPATIAL SA341G N9988F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	CUMMERCIAL, AGE 32, 3940 TOTAL HOURS, 868 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION WHARTON,WV LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING TRAFFIC PATTERN-CIRCLING HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING  PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- INCREASED COLLECTIVE TO AVOID POWER LINES DURING APPROACH.						
3-2184	8/4/78 TIME - 2204	BLUEFIELD,WV	CESSNA 414 N33BN DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 1 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 32, 3458 TOTAL HOURS, 97 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - MERCER COUNTY DEPARTURE POINT INTENDED DESTINATION WISE,VA BLUEFIELD,WV TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING MISSED APPROACH  PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - LUBRICATING SYSTEM MAGNETIC PLUGS MISCELLANEOUS ACTS,CONDITIONS - MISSING MISCELLANEOUS ACTS,CONDITIONS - OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- OIL SUMP DRAIN PLUG NOT FOUND,THREADS ON SUMP HOLE CLEAN & UNDAMAGED.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3488	10/2/78	NR. PLATTEVILLE, WI	PIPER PA-23	CR- 0 0 1	NONCOMMERCIAL	COMMERCIAL, AGE 42, 6053
	TIME - 0805		N555DG	PX- 0 0 0	CORP/EXEC	TOTAL HOURS, 2355 IN
			DAMAGE-SUBSTANTIAL			TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - PLATTEVILLE				
		DEPARTURE POINT	INTENDED DESTINATION			
		DUBUQUE, IA	PLATTEVILLE, WI			
		TYPE OF ACCIDENT		PHASE OF OPERATION		
		GROUND-WATER LOOP-SWERVE		LANDING ROLL		
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING				
		PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN				
		FACTOR(S)				
		AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY				
		MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE				
3-3058	2/27/78	BIG PINEY, WY	BEECH A90	CR- 2 0 0	NONCOMMERCIAL	COMMERCIAL, AGE 48, 10515
	TIME - 1023		N878T	PX- 4 0 0	CORP/EXEC	TOTAL HOURS, UNK/NR IN
			DAMAGE-DESTROYED			TYPE, INSTRUMENT RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		RANGELY, CO	EVANSTON, WY			
		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 - SNOW				
		WEATHER BRIEFING - OTHER				
		WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION		CEILING AT ACCIDENT SITE		
		OVERCAST		700		
		VISIBILITY AT ACCIDENT SITE		PRECIPITATION AT ACCIDENT SITE		
		1 MILE OR LESS		SNOW		
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE		TEMPERATURE-F		
		NONE		23		
		WIND DIRECTION-DEGREES		WIND VELOCITY-KNOTS		
		320		2		
		TYPE OF WEATHER CONDITIONS		TYPE OF FLIGHT PLAN		
		IFR		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
3-0812	4/4/78 TIME - 1025	CHEYENNE,WY	PIPER PA-34 N6646F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 31, 3628 TOTAL HOURS, 275 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CHEYENNE MUNI DEPARTURE POINT INTENDED DESTINATION RAPID CITY,SD CHEYENNE,WY TYPE OF ACCIDENT GEAR RETRACTED  PHASE OF OPERATION TAXI FROM LANDING  PROBABLE CAUSE(S) PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR						
3-2494	5/7/78 TIME - 1220	NR. ATLANTIC CITY,NJ	AEROSPATLE 330J N49496 DAMAGE-SUBSTANTIAL	CR- 1 1 0 PX- 1 1 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 42, 7490 TOTAL HOURS, 116 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION ATLANTIC CITY,NJ LOCAL TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE MAIN ROTOR COLLISION WITH GROUND/WATER UNCONTROLLED  PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING  PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM ENGINE DRIVE SHAFT MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- CRASHED IN ATLANTIC OCEAN.						
3-3225	8/7/78 TIME - 1106	NGREAT INAGUA,BWI	AERO COMDR 680F N669SA DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 35, 1800 TOTAL HOURS, 17 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT DITCHING  LAST ENROUTE STOP UNKNOWN/NOT REPORTED PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING LEVEL OFF/TOUCHDOWN  PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - FIRE IN ENGINE MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- PLT RPRTD ENG ON FIRE & DITCHING.ACFT NOT LOCATED.ACFT DMG & INJURY INDEX PRESUMED.						





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