

# NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594



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Doc NTSB AMM 81 02

# BRIEFS OF ACCIDENTS INVOLVING MIDAIR COLLISIONS

U.S. GENERAL AVIATION 1979



NTSB-AMM-81-2 C. /

UNITED STATES GOVERNMENT

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16.Abstract						
This publication c	ontains reports of U.S. genera	1 aviation accide	<b>nt</b> a			
involving midair collis	ions that occurred in 1979. I	ncluded are 25 ac	nics cident			
files, 14 of which invo	lve fatal accidents. The brie	f format presents	the			
facts, conditions, circ	umstances, and probable cause(	s) for each accid	ent.			
Additional statistical	information is tabulated by ki	nd of flying, pha	se			
of operation, injury in aircraft damage milet	dex, altitude of occurrence, a certificate, injuries and caus	irport proximity,				
This publication will b	e published annually	al factor(s).				
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aircraft damage, injuri	es, pilot data.	Springfield, Virgini	tion Service- a 22161			
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### FOREWORD

This publication contains reports of U.S. General Aviation midair collision accidents in Brief format arranged in order by state and date of occurrence. It also lists these accidents in order by file number. In addition, information is presented in several statistical tables which tabulate and summarize selected accident information, such as kind of flying, phase of operation, injuries, altitude of occurrence, airport proximity, causes and related factors, pilot certificates, and a 21 year tabulation of U.S. Civil Aviation accidents involving midair collisions.

The following chart compares the accident rates for total U.S. General Aviation with accidents involving U.S. General Aviation midair collisions:

	Hours Flown 1/	Total Accidents	Total Accident Rate 2/	Fatal Accidents	Fatal Accident Rate 2/
Total - U.S. General Aviation	43,340,081	4,023	9.28	678	1.56
U.S. General Aviation Accidents Involving Midair Collisions	43,340,081	25	0.06	14	0.03

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.

<sup>•</sup> 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 30 days of the accident.

### Serious Injury

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

### Substantial Damage

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

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### 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. <u>Miscellaneous Flying</u> <u>Includes other kinds</u> 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).

### 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	
5,701 -	27,000 kilograms	(12,566	- 59,525 pounds)
	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 ATR, FLIGHT INSTR. AIR SHOW/RACING AIR TAXI-CARGO AIR TAXI-PASSG APPROACH CTL-DEPARTURE APR CTL-TOW ENRT CTL SRV ASSOC CROP CTL ACTIVITIES ASSOC FIRE CTL ACTIVITIES COMMERCIAL, FLIGHT. INSTR. CORP / E XEC CR-CTR CARGO-D CTR CARGO-I CTR PASSG-D CTR PASSG-I LAST ENROUTE STOP MAPPING/PHOTO MIL CONTRACT CARGO INTL MIL CONTRACT PASS6 INTL MILITARY CTR CARGO DOM MILITARY CTR PASSG DOM MIL/CTR CARGO MIL/CTR PASSG NR . NS CTR CARGO NS CTR PASSG NS/CTR REVENUE CARGO DOM NS/CTR REVENUE CARGO INTL NS/CTR REVENUE PASSG DOM NS/CTR REVENUE PASSG INTL 0T-PARA JUMP PRIVATE, FL. INST R. PX-RADAR CTL/SURVEILLANCE SCHED CARGO SRV SCHED DOM CARGO SRV SCHED DOM PASSG SRV SCHED INTERNATL CARGO SRV SCHED INTERNATL PASSG SRV SCHED PASSG SRV S-D S- I UNK/NR

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

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# MID-AIR COLLISION ACCIDENTS U.S. CIVIL AVIATION

## 1959-79

					Number of Accidents by Segments of Aviation Involved					
		dents	Number	Air Carrier	Air Carrier	Air Carrier	Gen. Aviation	Gen. Aviation		
Year	<u>Total</u>	<u>Fatal</u>	Fatalities	Air Carrier	Gen. Aviation	Military	Military	Gen. Aviation		
				_	_	_	_			
1959	13	10	20	0	0	0	3	10		
1960	26	10	152 <u>a</u> /	1	4	0	2	19		
1961	20	10	22 —	0	Q	0	0	20		
1962	19	9	27	0	0	0	5	14		
1963	13	3	6	0	0	0	2	11		
1964	15	7	12	0	Q	0	2	13		
1965	27	14	30	1	Q	0	2	24		
1966	27	11	33	0	1	0	1	25		
1967	26	20	157	Q	2	1	3	20		
1968	37	23	69	0	3	0	1	33 b/		
1969	28	12	122	0	3	0	2	23 <del>D</del> /		
1970	37	21	55	0	0	0	5	32 <del>b</del> /		
1971	32	20	96	0	3	1	1	27		
1972	25	13	41	0	1	0	0	24 b/		
1973	24	12	29	0	0	0	0	24		
1974	34	19	48	0	0	0	2	32		
1975	29	13	47	0	0	Õ .	1	28		
1976	31	24	64	Ō	0	0	1	30		
1977	34	17	41	Õ	Õ	Õ	0	34		
1978	35	23	189 c/	Õ	1	Õ	1	33		
1979	25	14	34 <u>-</u>	Õ	- Ō	Õ	1	24		
TOTAL	557	$3\overline{05}$	$12\frac{94}{94}$	$\frac{3}{7}$	$1\frac{8}{8}$	$\frac{3}{2}$	35	$5\overline{00}$		
101101	557	505	- <i>L J</i> I	-	10	4	55	200		

a/ <u>b/</u> <u>c</u>/

Includes 6 persons on ground Includes 1 U.S. general aviation vs. foreign aircraft Includes 7 persons on ground

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NATIONAL TRANSPORTATION SAFETY BOARD Washington, D.C. 20594 August 3, 1981

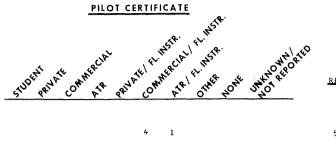
- 1 -

### ACCIDENTS, INJURIES MIDAIR COLLISIONS U.S. GENERAL AVIATION 1979

4 <b>.</b>				INJURIES			
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT	18	3	2	27			50
COPILOT DUAL STUDENT CHECK PILOT	1	i	1	4 1			1 5 2
FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT	2						2
EXTRA CREW PASSENGERS	2 13	2		13		•	. 2 28
TOTAL	34	6	3	45		ABOARD	88
OTHER AIRCRAFT OTHER GROUND							
GRAND TOTAL	34	6	3	45			88

INVOLVES 25 TOTAL ACCIDENTS INVOLVES 14 FATAL ACCIDENTS

# KIND OF FLYING BY PILOT CERTIFICATE



RECORDS ACCIDENTS PERCENT

## KIND OF FLYING

IND OF FLINNO		<u> </u>		<u> </u>	<u> </u>		<u> </u>			
INSTRUCTIONAL										
DUAL					4	1		5	4	10.00
SOL D	3							3	3	6.00
СНЕСК			1	1				2	2	4.00
TRAINING	2	1						3	2	6.00
NONCOMMERCIAL										
PLEASURE		10	3	1	1			15	11	30.00
PRACTICE	2	1						3	з	6.00
BUSINESS		1	2					3	3	6.00
CORPORATE/EXECUTIVE					2	1		3	3	6.00
AERIAL SURVEY										
COMPANY FLIGHT										
OTHER										
COMMERCIAL										
AERIAL APPLICATION										
CROP CONTROL RELATED FLIGHT										
FIRE CONTROL										
FIRE CONTROL RELATED FLIGHT					1			1.	1	2.00
AERIAL MAPPING/PHOTOGRAPHY									_	
AERIAL ADVERTISING										
POWER AND PIPELINE PATROL										
FISH SPOTTING										
AIR TAXI-PASSENGER OPERATIONS			1		2			3	3	6.00
AIR TAXI-CARGO OPERATIONS			1	1				2	1	4.00
CONSTRUCTION WORK										
SCHEDULED PASSENGER SERVICE										
SCHEDULED CARGO SERVICE										
INTRA-STATE CHARTER PASSG.										
INTRA-STATE CHARTER CARGO.										
MILITARY CONTRACT-PASSENGER										
MILITARY CONTRACT-CARGO										
CHARTER CARGO-DOMESTIC										
CHARTER PASSG-DOMESTIC										
CHARTER-CARGO-INTERNATIONAL										
CHARTER-PASSG-INTERNATIONAL										
OTHER										
UNKNOWN/NOT REPORTED										

# KIND OF FLYING BY PILOT CERTIFICATE

			PI	LOT CER	TIFICAT	E (14-					
	ن	N' TH	COMMERCIAL ST	A <sup>t</sup>	COMMERCIA	E HINSTR	.e1	NO REPORTED		б.,	
D OF FLYING	STUDE	PRIVATE	COM' AT	+ 841MM	COMIN ATO	OTHE W	ONE UNK	б <sup>х</sup>	RECUR	DS ACCIDE	NTS PFRCE
MISCELLANEOUS	•										
EXPERIMENTATION											•
TEST			1 1		1				3	2	6.00
DEMONSTRATION											
FERRY			1		1				2	1	4.00
SEARCH AND RESCUE											
AIR SHOW/AIR RACING											
PARACHUTE JUMP		1				•			. 1	1	2.00
PARACHUTE JUMP-AIR SHOW											
TOWING GLIDERS											
SEEDING CLOUDS											-
HUNTING											
POLICE PATROL											
HIGHWAY TRAFFIC ADVISORY											
ALL OTHER PUBLIC FLYING			1		•				1	1	2.00
OTHER										4	
UNKNOWN/NOT REPORTED											
	_										
RECORDS	7		10 5		12 2				50		
ACCIDENTS	6		10 5		92					25	
PERCENTS	14.0 2	8.0 20	.0 10.0	•0 24	••0 4•0	•0 •6	0.0				

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### FIRST PHASE OF OPERATION BY INJURY INDEX

### INJURY INDEX

### FIRST OPERATIONAL PHASE



### <u>RECORDS ACCÍDENTS PERCENT</u>

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KATIONAL THASE			
STATIC_			
STARTING ENGINE/S			
IDLING ENGINE/S			
ENGINE RUNUP			
IDLING ROTORS			
PARKED-ENGINES NOT OPERATING			
OTHER	· •		
TXXI			
TO TAKEOFF			
FROM LANDING			
OTHER			
GROUND TAXI TO TAKEOFF			
GROUND TAXI FROM LANDING			
GROUND TAXI, OTHER			
AERIAL TAXI TO TAKEOFF			
AERIAL TAXI TO/FROM LANDING			
AERIAL TAXI, OTHER			
TAKEOFE.			
RUN			
INITIAL CLIMB	1 3	4	3 8.00
VERTICAL			
RUNNING (ROTORCRAFT/VTOL-STOL)			
ABORTED (FIXED-WING)			
ABORTED (ROTORCRAFT/VTOL)			
ABORTED (ROTORCRAFT/STOL)			
OTHER			
<u>INFLIGHT</u>			
CLIMB TO CRUISE	1 2 1	4	3 8.00
NORMAL CRUISE	13 2 5	20	11 40.00
DESCENDING	1 1	2	2 4.00
HOLDING (IFR)		,	
HOVERING			
POWER-ON DESCENT (ROTORCRAFT)			
AUTOROTATIVE DESCENT			
ACROBATICS			

UNCONTROLLED DESCENT

# FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

•

PERCENTS

FIRST RATIONAL PHASE	*ATP	SERIOL	MIN NONE		RECORDS	ACCIDEN	IS <u>PERCEN</u>
EMERGENCY DESCENT	·• *						
LOW PASS							
OTHER				,			
EN ROUTE TO TREAT CROP							
EN ROUTE TO RELOADING AREA							
SURVEY FIELD/AREA							
STARTING SWATH RUN							
SWATH RUN							
FLAREOUT FOR SWATH RUN							
PULLUP FROM SWATH RUN							
PROCEDURE TURNAROUND							
CLEANUP SWATH							
MANEUVER TO AVOID OBSTRUCTION							
RETURN TO STRIP							
LANDING							
TRAFFIC PATTERN-CIRCLING	5		2		7	4	14.00
FINAL APPROACH (VFR)	6		4		10	6	20:00
INITIAL APPROACH							
FINAL APPROACH (IFR)							
LEVEL OFF/TOUCHDOWN			2		2	1	4.00
ROLL (FIXED WING)							
ROLL-ON/RUN-ON (ROTORCRAFT)							
POWER-ON LANDING (ROTORCRAFT)	· 1				1	1	2.00
POWER-OFF AUTOROTATIVE LDG							
GO-AROUND (VFR)							
MISSED APPROACH (IFR)							
OTHER				•			
UNKNOWN/NOT REPORTED							:
· · · ·							
RECORDS	28	4	18		50		
ACCIDENTS	14	2	9			25	

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56.0 8.0 .0 36.0

FIRST PHASE OF OPERATION	Ś	POTED SUPS	ANTINO	+ ONE			
CTATIC			<u> </u>	-2-	- 		
STATIC							
STARTING ENGINE/S							
IDLING ENGINE/S							
ENGINE RUNUP							
IDLING ROTORS							
PARKED-ENGINES NOT OPERATING							
OTHER							
FROM LANDING							
OTHER							
GROUND TAXI TO TAKENFF							
GROUND TAXI FROM LANDING							
GROUND TAXI, OTHER							
AERIAL TAXI TO TAKEOFF AERIAL TAXI TO/FROM LANDING							
•							
AERIAL TAXI, OTHER							
<u>TAKEOFF</u> RUN							
INITIAL CLIMB		2					
VERTICAL	1	3					
RUNNING (ROTORCRAFT/VTOL-STOL)							
ABORTED (FIXED-WING)							
ABORTED (ROTORCRAFT/VTOL)							
ABORTED (ROTORCRAFT/STOL)							
OTHER							
INFLIGHT_							
CLIMB TO CRUISE	3		1				
NORMAL CRUISE	10	7	2	1			
DESCENDING	10	2	2	•			
HOLDING (IFR)		L					
HOVERING							
POWER-ON DESCENT (ROTORCRAFT)							
AUTOROTATIVE DESCENT							
ACROBATICS							
BUZZING							

UNCONTROLLED DESCENT

i

TED TIAL

FIRST PHASE OF OPERATION BY AIRGRAFT DAMAGE

ANALYTIC TABLE

RECORDS ACCIDENTS PERCENT

4

4

20

. 2

3

3

2

11

8.00

8.00

40.00 4.00

PAGE 7

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FIRST PHASE OF OPERATION BY AIRCRAFT DAMAGE

FIRST PHASE OF OPERATION

-

DESTROYED ANTIAL

RECORDS ACCIDENTS PERCENT

	<u> </u>				
EMERGENCY DESCENT					
LOW. PASS					
OTHER					
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 TURNARDUND					
CLEANUP SWATH					
MANEUVER TO AVOID OBSTRUCTION					
RETURN TO STRIP					
LANDING					
TRAFFIC PATTERN-CIRCLING	3 3 1		7	4	14.00
FINAL APPROACH (VFR)	4 5 1		10	6	20.00
INITIAL APPROACH	ι.				
FINAL APPROACH (IFR)					
LEVEL OFF/TOUCHDOWN	· 2		2	1	4.00
ROLL (FIXED WING)					
ROLL-ON/RUN-ON (ROTORCRAFT)					
POWER-ON LANDING (ROTORCRAFT)	1		1	1	2.00
POWER-OFF AUTOROTATIVE LDG					
GO-AROUND (VFR)					
MISSED APPROACH (IFR)					
OTHER					
UNKNOWN/NOT REPORTED					
RECORDS	22 22 5 1		50		
ACCIDENTS	18 17 5 1			25	
PERCENTS	44.0 44.0 10.0 2.0				

# AIRPORT PROXIMITY BY CONDITIONS OF LIGHT CONDITION OF LIGHT

### AIRPORT PROXIMITY

ON AIRPORT	16
ON SEAPLANE BASE	
ON HELIPORT	
ON BARGE/SHIP/PLATFORM	
IN TRAFFIC PATTERN	4
WITHIN 1/4 MILE	
WITHIN 1/2 MILE	3
WITHIN 3/4 MILE	1
WITHIN 1 MILE	2
WITHIN 2 MILES	3
WITHIN 3 MILES	1
WITHIN 4 MILES	2
WITHIN 5 MILES	4
BEYOND 5 MILES	10
UNKNOWN/NOT REPORTED	2
RECORDS	48
ACCIDENTS	
PERCENTS	96.0

	· · · · · · · · · · · · · · · · · · ·	LIGHT			
OATLIC	shir ARH				
OAT	NT NTGHT DRAW		RECORDS	ACCIDE	NTS PERCENT
	4			•	
16			16	8	32.00
4			4	2	8.00
4			-		0.00
3			3	2	6.00
1			1	1	2.00
2			2	1	4.00
3			3	2	6.00
1			1	1	2.00
2			2	1	4.00
4			4	2	8.00
10 2	2		12	6 1	24.00 4.00
2				1	
48	2		50		
24	1			25	
96.0	•0 4•0				

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	. AL 1	KIMITY BY ALTITUDE OF A TITUDE OF OCCURRENCE	OCCURR ENC E		
AIRPORT PROXIMITY.	1 REPORTED 1000 FEET	FEET FEET		RECORDS	ACCIDENTS PERCENT
	N/NU NAHT	- 2999 - 3999 - 3999 - 3999			<u>.</u>
	UNKNO. L DWER	2000 3000 HIGHEK 3999			
ON AIRPORT	2 14			16	8 32.00
ON SEAPLANE BASE					
ON HELIPORT					
ON BARGE/SHIP/PLATFORM					
IN TRAFFIC PATTERN	2 2			4	2 8.00
WITHIN 1/4 MILE					
WITHIN 1/2 MILE		2 1		3	2 6.00
WITHIN 3/4 MILE		1		1	1 2.00
WITHIN 1 MILE	2			2	1 4.00
WITHIN 2 MILES	3			3	2 6.00
WITHIN 3 MILES	1			1	1 2.00
WITHIN 4 MILES	2			2	1 4.00
WITHIN 5 MILES		4		4	2 8.00
BEYGND 5 MILES	4 4	2 2		12	6 24.00
UNKNOWN/NOT REPORTED		2		2	1 4.00
RECORDS	14 18 4	4 4 6		50	
ACCIDENTS	7 9 2	2 2 3			25
PERCENTS		8.0 8.0 12.0			£./

TYPE OF FLIGHT PLAN BY INJURY INDEX <u>INJURY INDEX</u>

OF FLIGHT PLAN	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	RECORD	S ACCIDENTS PERCEN
NONE	25 3 13	41	24 82.00
VFR	1 1 3	5	4 10.00
IFR	1 1	2	2 4.00
CONTROLLED VFR			
IFR (VFR CONDITIONS ON TOP)	1	1	1 2.00
TOWER EN ROUTE CONTROL SERVICE DVFR	· , · 1	1	1 2.00
VFR FLIGHT FOLLOWING SERVICE			
SPECIAL VFR			
NTHER			
UNKNOWN/NOT REPORTED			
RECORDS	28 4 18	50	
ACCIDENTS	14 2 9		25
PERCENTS	56.0 8.0 .0 36.0		

.

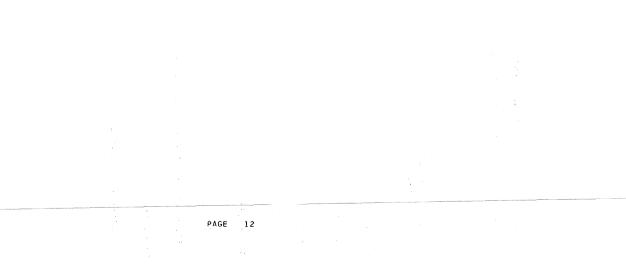
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### CONTROLLING AGENCY BY CONTROL ZONE/AREA

	· · · ·				CONTRO	L ZONE/ARE	A I		·.				
										· · ·			
	•				UNIT NOT	*EPORTED							
<u>_co</u>	NTROLLING AGENCY		145	HD.	UNKINO						RECORDS	ACCIDE	ENTS PERCENT
			• .								L.		
	ND CONTROL		4	23	1						28	16	56.00
	GROUND CONTROL												
	LOCAL CONTROL		4		•			4	•		4	2	8.00
	APPROACH CONTROL-DEPARTURE			1							1	1	2.00
	APPROACH CONTROL-LANDING		1								1	1	2.00
	APCH CTL-TOWER EN ROUTE CTL								al de la companya de	×.			
	CENTER EN ROUTE												· .
	FLIGHT SERVICE STATION											•	
	TOWER		. 4								4	٦	8.00
	UNICOM	•	2	4	4						10	5	20.00
	GC A										_		
5	UNKNOWN/NOT REPORTED				2						2	1	4.00
•	•			· · ·									
	RECORDS		15	28	7		.:				50		
	ACCIDENTS		8	15	4							25	
	PERCENTS	. •	30.0	56.0 1	4.0								



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#### CAUSE/FACTOR TABLE

#### U.S. GENERAL AVIATION ACCIDENTS INVOLVING MIDAIR COLLISIONS 1979

#### (EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 25 TOTAL ACCIDENTS

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#### INVOLVES 14 FATAL ACCIDENTS

	FATA	L ACCIDE	NTS	NONFA	TAL ACCIE	ENTS	, ALL ACCIDENTS			
BROAD CAUSE/FACTOR	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FAC TOR	TO TAL *	
PILOT	14	2	14	11	3	11	25	5	25	
PERSONNEL	100.00 14 100.00	14.29 .00	100.00 14 100.00	100.00 10 90.91	27.27 .00	100.00 10 90.91	100.00 24 96.00	20.00 .00	100.00 24 96.00	
AIRFRAME	•00	•00	• 00	•00	•00	•00	•00	•00	.00	
LANDING GEAR	•00	•00	•00	.00	.00	•00	•00	•00	•00	
POWERPLANT	•00	•00	•00	.00	•00	.00	•00	.00	•00	
SYSTEMS	•00	•00	•00	•00	.00	•00	•00	. •00	•00	
ROTORCRAFT	•00	•00	•00	.00	•00.	•00	•00	.00	•00	
AIRPORT/AIRWAYS/FACILITIES	•00	•00	•00	•00	•00 2	•00 2	•00	•00 2	•00 2	
WEATHER	•00	•00	•00	•00	18.18 1 9.09	18.18 1 9.09	•00	8.00 1 4.00	. 8.00 1 4.00	
TERRAIN	.00	.00	•00	.00	.00	.00	•00	.00	•00	
MISCELLANEOUS	.00	•00	•00	.00	•00	•00	•00	.00	.00	
UNDETERMINED	.00	.00	00	.00	.00	.00	•00	.00	•00	

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

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

### CAUSE/FACTOR TABLE

### U.S. GENERAL AVIATION ACCIDENTS INVOLVING MIDAIR COLLISIONS 1979

### (EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

### INVOLVES 25 TOTAL ACCIDENTS

INVOLVES 14 FATAL ACC

14	FATAL	ACCIDENTS
1,	, ATAL	ACCIDENTS

	FAT	AL ACCID	ENTS	NONFA	TAL ACCI	DENTS	AL	L ACCIDE	N TS
DETAILED CAUSE/FACTOR	CAUSE	FAC TOR	TOTAL	CAUSE	FAC TOR	TOTAL	CAUSE	FAC TOR	TOTAL
	•								
** PILOT **									
PILOT IN COMMAND DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT FAILED TO SEE AND AVOID OTHER AIRCRAFT FAILED TO USE OR INCORRECTLY USED MISC EOUIPMENT FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC IMPROPER IN-FLIGHT DECISIONS OR PLANNING INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING EXERCISED POOR JUDGMENT OPERATED CARELESSLY MISJUDGED DISTANCE MISJUDGED CLEARANCE MISJUDGED CLEARANCE FAILED TO ABORT TAKEOFF DIRECT ENTRIES	17 1 1 1	1	17 1 . 1 1 1 1	14 1 1 2 2	1 3 1 1	1 14 3 1 1 1 1 2 2	31 1 1 1 1 2 3	1 3 1 1 1	1 31 3 1 1 1 1 1 1 1 2 3
SUBTOTAL	20	2	22	20	6	26	40	8	48
DUAL STUDENT FAILED TO SEE OTHER AIRCRAFT SUBTOTAL	2 2		2				2 2		2 2
CHECK PILOT FAILED TO SEE OTHER AIRCRAFT	1		1				1		
SURTOTAL	1		1				1		1
** PERSONNEL **									
RULES, REGULATIONS, STANDARDS PERSONNEL FLIGHT INSTRUCTOR MAINTENANCE, SERVICING, INSPECTION OPERATIONAL SUPERVISORY PERSONNEL WEATHER PERSONNEL TRAFFIC CONTROL PERSONNEL ISSUED IMPROPER OR CONFLICTING INSTRUCTIONS INADEQUATE SPACING OF AIRCRAFT	2 2		2 2	2		2	2 2 2		2 2 2 2
AIRWAYS FACILITIES PERSONNEL PRODUCTION-DESIGN-PERSONNEL MISCELLANEOUS-PERSONNEL			٠						
PILOT OF OTHER AIRCRAFT THIRD PILOT Flight Engineer	21		21	15		15	36		36
FLIGHT PERSONNEL DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL	25		25	17		17	42		42
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES OTHER AIRPORT CONDITIONS OTHER AIRWAYS FACILITIES				. <b>.</b>	2	2		2 2	2 2
SUBTOTAL					4	4		4	4
** WEATHER **									

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and the second second

### CAUSE/FACTOR TABLE

WEATHER (CONTINUED)	FA1	AL ACCI	ENTS	NONFA	TAL ACC	DEN1S	AL	L ACCIDE	NTS
DETAILED CAUSE/FACTOR	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
OBSTRUCTIONS TO VISION					2	2		2	2
SUBTOTAL					2	2	-	2	2
GRAND TOTAL	48	2	50	37	12	49	85	14	99
** MISCELLANEOUS ACTS, CONDITIONS **	•								
SUNGLARE TOUCH AND GO LANDING		2	2 2		••			2	2
DIRECT ENTRY CAUSES			•						

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PILOT-FAILED TO MAINTAIN ADEQUATE SEPARATION PILOT-FAILED TO MAINTAIN ADEQUATE SEPARATION PILOT-FAILED TO MAINTAIN ADEQUATE SEPARATION

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

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### LISTING OF ACCIDENTS INVOLVING MIDAIR COLLISIONS U.S. GENERAL AVIATION 1979 (IN FILE ORDER SEQUENCE)

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FILE NUMBER	AIRCRAF REGIST.		LOCATION	AIRCRAF MAKE	T MODEL	INJURY INDEX
			· · ·			
3 0014	N12WF	010379	NFT LAUDERDALE, FL	BEECH	58	NONE
3 0014	N76LA	010379	NFT LAUDERDALE,FL	BEECH	E-18S	NONE
, 3 0272	N732RW	011579	FAIRFIED,NJ	CESSNA	T210	NONE
3 0272	N9035X	011579	FAIRFIELD,NJ	CESSNA	182D	NONE
3 0274	N28175	021179	BRYANS CORNER,OK	BELLANCA	17-30A	FATAL
3 0274	N302CB	021179	BRYANS CORNER.OK	BELLANCA	17 <b>-</b> 30A	FATAL
3 0284	N141WB	020779	ARLINGTON, KS	CESSNA	414	SERIOUS
3 0284	N1782E	020779	ARLINGTON, KS	CESSNA	310R	SERIOUS
3 0587	N2029E	032279	LIBERAL,KS	CESSNA	172	SERIOUS
3 0587	N5930F	032279	LIBERAL,KS	CESSNA	210	SERIOUS
3 1010	N2055K	022679	NGREENVILLE,MS	BEECH	58	FATAL
3 1010	N500MG	022679	NGREENVILLE, MS	BEECH	95455	FATAL
3 1174	N1895T	041779	VEEDER SBURG, IN	PIPER	PA-28	FATAL
3 1174	N6347J	041779	VEEDERSBURG, IN	PIPER	PA-28	FATAL
3 1480	N2873B	011779	OPA LOCKA,FL	BELL	47G2	FATAL
3 1480	USCG137	6011779	OPA LOCKA,FL	SIKORSKY	HH52A	FATAL
3 2570	N5111G	080479	W PALM BEACH, FL	CESSNA	150	FATAL
3 2570	N7708Y	080479	W PALM BEACH,FL	PIPER	PA-30	FATAL
3 2573	N1495T	040279	DAVIE,FL	PIPER	PA-34	FATAL
3 2573	N3740Q	040279	DAVIE,FL	BEECH	D95A	FATAL
3 2614	N3893M	021779	NLOGAN, UT	PIPER	PA-28	FATAL
J 2017	140 0 0 0 11	VL1117				

### LISTING OF ACCIDENTS INVOLVING MIDAIR COLLISIONS U.S. GENERAL AVIATION 1979 (IN FILE ORDER SEQUENCE)

FILE NUMBER	AIRCRAF REGIST.	T DATE	LOCATION	A IRCRAF MAKE 	MODEL	INJURY INDEX
3 2614	N47378	021779	NLOGAN.UT	PIPER	PA-28	FATAL
3 2650	N345B	070379	NASHDOWN, AR	CESSNA	340	FATAL
3 2650	N73532	070379	NASHDOWN, AR	CESSNA	R172	FATAL
3 2667	N40090	071579	CLARKSVILLE, TN	CESSNA	402	NONE
3 2667	N5567V	071579	CLARKSVILLE, TN	BEECH	T-34	NONE
3 2832	N23ER	032879	DAYTONA BEACH.FL	CESSNA	172	NONE
3 2832	N84ER	032879	DAYTONA BEACH, FL	CESSNA	172	NONE
3 2866	N33TN	011179	TEMPLETON, MA	PIPER	PA-31	FATAL
3 2866	N8022J	011179	TEMPLETON, MA	AEROSTAR	600	FATAL
3 3145	N4437J	102979	PLAINWELL, MI	PIPER	PA-28	FATAL
3 3145	N5345Z	102979	PLAINWELL, MI	PIPER	PA-22	FATAL
3 3149	N6051P	090279	BLOOMFIELD TWP,WI	PIPER	PA-24	FATAL
3 3149	N8859Y	090279	BLOOMFIELD TWP.WI	PIPER	PA-39	FATAL
3 3212	N219TC	080579	GRAND HAVEN, MI	BREEZY	F GC 100	FATAL
3 3212	N7421H	080579	GRAND HAVEN, MI	PIPER	J3C-65	FATAL
3 3337	N1134Q	060679	NBURLINGTON, WI	PIPER	PA-32R	NONE
3 3337	N3538M	060679	NBURLINGTON + WI	PIPER	PA-28R	NONE
3 3466	N4324Q	073079	SIMSBURY,CT	CESSNA	172L	NONE
3 3466	N63637	073079	SIMSBURY, CT	CESSNA	150M	NONE
3 3621	N405CA	110779	NSTAMFORD, CT	PIPER	PA-31	NONE
3 3621	N54857	110779	NSTAMFORD,CT	PIPER	PA-23	NONE
			1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1			

# LISTING OF ACCIDENTS INVOLVING MIDAIR COLLISIONS U.S. GENERAL AVIATION 1979 (IN FILE ORDER SEQUENCE)

FILE	AIRCRAF	т		AIRCRAF	Т	INJURY
NUMBER	REGIST.	DATE	LOCATION	MAKE	MODEL	INDEX
	خت برو، ههٔ خژه روه براه زنه:	ên eyş tîk êje	(28) No 21) and any any any an An			وي وي وي وي وي وي
3 3679	N4839P	101079	SAN JOSE.CA	CESSNA	P210N	NONE
3 3679	N6117V	101079	SAN JOSE,CA	BEECH	35-33	NONE
3 3694	N24906	111879	BAKERSFIELD, CA	CESSNA	152	NONE
3 3694	N3188U	111879	BAKER SFIELD, CA	CESSNA	182F	NONE
3 3900	N2440D	091079	RAMONA,CA	PIPER	PA-38	FATAL
3 3900	N405DF	091079	RAMONA,CA	GRUMMAN	TS-2A	FATAL
3 3914	N1800D	101779	ALBANY, OH	CESSNA	150	FATAL
3 3914	N900U	101779	ALBANY,OH	CESSNA	150	FATAL

### NATIONAL TRANSPORTATION SAFETY BOARD

### WASHINGTON, D. C. 20594

### BRIEFS OF ACCIDENTS

### INVOLVING MIDAIR COLLISIONS

### U.S. GENERAL AVIATION

### (IN STATE AND DATE SEQUENCE)

1979

FILE	DATE	LOCATION	AIRCRAFT DATA	= • •		IES S M		FLIGHT PURPOSE	PILOT DATA
3-2650	TIME - 1	E POINT	CESSNA R172 N73532 DAMAGE-DESTROYED INTENDED DESTINATION	CR- PX- OT-	2	0	0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 55, 134 TOTAL HOURS, ALL IN TYPE NOT INSTRUMENT RATED.
X	TEXARK TYPE OF COLLIS	-	LOCAL BOTH IN FLIGHT		Ρ			F OPERATION IGHT NORMAL CRUISE	
		CAUSE(S) NEL - MISCELLANEOU	S-PERSONNEL PILOT OF O	THER A	IRC	RAF	т		
	CONTRO		•	.−SMAL	LU	RA	DAR	AV. CTL/SURVEILLANCE - NOT U OL ZONE/AREA - NO	NDER RADAR CONTACT

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ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN

EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED

F       SMAN       PURPOSE         3-2650       7/3/79       NR.ASHDOWN,AR       CESSNA 340       CR       1 0       NONCOMMERCIAL       ATP.FLIGHT INS         TIME       - 1815       N345B       PX       3 0       0       CORP/EXEC       36,5375       103.10         DEPARTURE POINT       INTENDED DESTINATION       DITTLE ROCK AR       DALLAS.TX       PHASE OF OPERATION       RATED.         TYPE OF ACCIDENT       OALLAS.TX       PHASE OF OPERATION       RATED.         PROBABLE CAUSE(S)       PILOT IN COMMAND - FAILED TO SEE AND AVDID OTHER AIRCRAFT       FACTOR(S)       NISCELLANEOUS ACTS.CONDITIONS - SUNGLARE         SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV.       CONTROL CAUSEAR - NO       CONTROL       RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTA         TAKEFIC ADJING AGENCY - NO CONTROL       RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTA       CONTROL COLLISION LIGHTS - INSTALLED.OPERATION UN         3-3900       9/10/79       RAMONA.CA       GRUMMAN TS-2A       CR-       0       0       ASSOC FIRE CTL ACTIVITY       AGE 52, 9000 T         3-3900       9/10/79       RAMONA.CA       GRUMMAN TS-2A       CR-       0       0       ASSOC FIRE CTL ACTIVITY       AGE 52, 9000 T         3-3900       9/10/79       RAMONA.CA       GRUMMAN TS-2A<			***		S OF ACCIDENTS							
<ul> <li>3-2650 7/3/79 NR.ASHODWN.AR CESSNA 340 CR 1 0 0 NONCOMMERCIAL ATP.FLIGHT INS TIME - 1815 NA45B PX 3 0 0 CORP/EXEC ASTORNED DAMAGE-DESTROYED OT 3 0 0 CORP/EXEC ASTORNED DAMAGE-DESTROYED OT 3 0 0 CORP/EXEC ASTORNED DAMAGE-DESTROYED OT 3 0 0 CORP/EXEC ASTORNED DALLAS.TX PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT IN FLIGHT IN FLIGHT ON COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT IN FLIGHT IN FLIGHT IN FLIGHT IN COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN STR ASTORNED ACTS.CONDITIONS - SUNGLARE</li> <li>SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV.</li> <li>CONTROLLING AGENCY - ND CONTROL CONTROL CONTROL CONTACTION TAKEN - UNKNOWN/NOT REPORTED ANTI-COLLISION LIGHTS - INSTALLED, DERATION UN ANTI-COLLISION TAKEN - UNKNOWN/NOT REPORTED ANTI-COLLISION LIGHTS - INSTALLED, DERATION UNCLOSE OF OPERATION CONTROLLED AGE 52, 000 T 775 IN TYPE, I RATED.</li> <li>3-3900 9/10/79 RAMONA.CA GRUMMAN TS-2A CR 0 0 1 COMMERCIAL CONMERCIAL, FL ACTIVITY AGE 52, 000 T 775 IN TYPE, I RATED.</li> <li>3-3900 9/10/79 RAMONA.CA GRUMMAN TS-2A CR 0 0 1 COMMERCIAL CONMERCIAL, FL ACTIVITY AGE 52, 000 T 775 IN TYPE, I RATED.</li> <li>3-3900 9/10/79 RAMONA.CA GRUMMAN TS-2A CR 0 0 1 COMMERCIAL CONMERCIAL, FL ACTIVITY AGE 52, 000 T 775 IN TYPE, I RATED.</li> <li>3-3900 9/10/79 RAMONA.CA LOCAL COLLISION LIGHTS - INSTALLED, DERATION UNCLOADER CONTACLED ATT AGE 50, 000 T 775 IN TYPE, I RATED.</li> <li>3-3900 9/10/79 RAMONA.CA DEDEDESTINATION AGES-DEGRES A DA AVOID OTHER AIRCRAFT PERSONNEL PLIOT OF OTHER AIRCRAFT PERSONNEL PLIOT OF SE AND AVOID OTHER AIRCRAFT PERSONNEL PLIOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVLARGE US GEN.AV. CONTROLLED AIRCPART ANDIA CONTROLLED AIRCRAFT PERSONNEL PLIOT OF OTHER AIRCRAFT PERSONNEL PLIOT NONVERCEMEC ANGLE-DEGREES - 0</li> </ul>					E S M/N		PILOT DATA					
DEPARTURE POINT INTENDED DESTINATION LITTLE ROCK.AR DALLAS.TX PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - SUNGLARE SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED AMAGE-SUBSTANTIAL OT - 1 0 0 NAME OF AIRPORT - RAMONA DEPARTURE POINT INTENDED DESTINATION RAMONA.CA GRUMMAN TS-2A CR- 0 0 1 COMMERCIAL COMMERCIAL COMMERCIAL, FL TIME - 1758 NAGSOF PX - 0 0 0 ASSOC FIRE CTL ACTIVITY AGE 52, 9000 T TATED. NAME OF AIRPORT - RAMONA DEPARTURE POINT INTENDED DESTINATION RAMONA.CA LOCAL TYPE DF ACCIDENT INTENDED DESTINATION RAMONA.CA LOCAL TYPE DF ACCIDENT AIRCRAFT BOTH IN FLIGHT COLLISION WITH AIRCRAFT BOTH IN FLIGHT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT PHORIDEDCINCONTROLLED AIRCPORT - UNCONTROLLED CONVERGENCE ANGLE-DEGREES - 00 VERTICAL COLLISION ANGLE-DEGREES - 0		7/3/70	9 NR.ASHDOWN,AR	CESSNA 340 N345B	CR- 1 0 0 PX- 3 0 0	CORP/EXEC	ATP,FLIGHT INSTR., AGE 36, 5375 TOTAL HOURS, 30 IN TYPE, INSTRUMENT PATED					
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - SUNGLARE SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UN EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UN EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UN EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UN EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UN EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UN EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UN EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED ANTI-COLLISION AILED, OPERATION NAME DF AIRPORT - RAMONA DEPARTURE POINT INTENDED DESTINATION RAMDNA.CA UDCAL TYPE DF ACCIDENT INTENDED DESTINATION RAMDNA.CA LOCAL PHASE OF OPERATION PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT PHASE OF OPERATION PHASE OF OPERATION PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT PROBABLE CAUSE(S) PILOT ING AGENCY - NO CONTROL CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED CONVERCE ANGLE-DEGREES - 00		LIT	TLE ROCK + AR		PHASE	OF OPERATION	NATED.					
PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SUNGLARE SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED -3900 9/10/79 RAMONA.CA TIME - 1758 NAME DF AIRPORT - RAMONA COMMANCA COMMANCA DEPARTURE POINT COLLISION WITH AIRCRAFT BOTH IN FLIGHT TYPE DF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT - MOTUNCONTROLLED AIRPORT - UNCONTROLLED CONTROLLING AGENCY - N		COLI	LISION WITH AIRCRAFT	LIGHT NORMAL CRUISE	SE							
SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED 3-3900 9/10/79 RAMONA.CA TIME - 1758 GRUMMAN TS-24 CR- 0 0 1 COMMERCIAL TIME - 1758 N405DF PX- 0 0 0 ASSOC FIRE CTL ACTIVITY AGE 52, 9000 T DAMAGE-SUBSTANTIAL 0T- 1 0 0 RAMONA.CA DEPARTURE POINT INTENDED DESTINATION RAMONA.CA TYPE DF ACCIDENT LOCAL TYPE DF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVLARGE US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROLLING ANGLE-DEGREES - 90 VERTICAL COLLISION ANGLE-DEGREES - 0		PILO FACTO	PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT ACTOR(S)									
SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED 3-3900 9/10/79 RAMONA.CA TIME - 1758 GRUMMAN TS-24 CR- 0 0 1 COMMERCIAL TIME - 1758 N405DF PX- 0 0 0 ASSOC FIRE CTL ACTIVITY AGE 52, 9000 T DAMAGE-SUBSTANTIAL 0T- 1 0 0 RAMONA.CA DEPARTURE POINT INTENDED DESTINATION RAMONA.CA TYPE DF ACCIDENT INTENDED DESTINATION RAMONA.CA TYPE DF ACCIDENT ALOCAL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVLARGE US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROLLING AGENCY - NO CONTROL CONTROLLING AGENCY - NO CONTROL CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED CONTROLLING AGENCY - NO CONTROL CONTROLLING AGENCY - NO CONTROL CONTROLLING AGENCY - NO CONTROL CONTROLLING AGENCY - NO CONTROL CONTROLLING AGENCY - NO CONTROL CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED CONTROLLED/UNCONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED CONTROLLED/UNCONTROLLED/UNCONTROLED												
3-3900       9/10/79       RAMONA,CA       GRUMMAN TS-2A       CR-       0       0       1       COMMERCIAL       COMMERCIAL       FL         TIME - 1758       N405DF       PX-       0       0       ASSOC FIRE CTL ACTIVITY       AGE 52, 9000 T         NAME DF AIRPORT - RAMONA       DEPARTURE POINT       INTENDED DESTINATION       RATED.       RATED.         NAME DF ACCIDENT       INTENDED DESTINATION       PHASE OF OPERATION       RAFFIC PATTERN-CIRCLING         PROBABLE CAUSE (S)       PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT       PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT         PECIAL DATA       SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVLARGE US GEN.AV.       CONTROLLING AGENCY - NO CONTROL       RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTA         CONTROLLING AGENCY - NO CONTROL       ONTROLLING AGENCY - NO       NONE       CONTROLLED AIRPORT - UNCONTROLLED AIRPORT - UNCONTROLLED         CONTROL ZONE/AREA - NO       HORIZONTAL COLLISION ANGLE-DEGREES - 90       VERTICAL COLLISION ANGLE-DEGREES - 0		SEGI CON TRAI	EGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV. ONTROLLING AGENCY - NO CONTROL RAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO									
TIME - 1758       N405DF       PX-0000ASSOC FIRE CTL ACTIVITY       AGE 52, 9000 T         DAMAGE-SUBSTANTIAL 0T-100       0       775 IN TYPE, I         NAME DF AIRPORT - RAMONA       INTENDED DESTINATION       RATED.         DEPARTURE POINT       INTENDED DESTINATION       RATED.         RAMDNA.CA       LOCAL       PHASE OF OPERATION         COLLISION WITH AIRCRAFT BOTH IN FLIGHT       PHASE OF OPERATION         COLLISION WITH AIRCRAFT BOTH IN FLIGHT       LANDING TRAFFIC PATTERN-CIRCLING         PROBABLE CAUSE(S)       PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT         PECIAL DATA       SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVLARGE US GEN.AV.         CONTROLLING AGENCY - NO CONTROL       RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTA         CONTROLLING AGENCY - NO CONTROL       CONTROLLED /UNCONTROLLED AIRPORT - UNCONTROLLED         CONTROL ZONE/AREA - NO       CONTROLE ANGLE-DEGREES - 90	•											
NAME DF AIRPORT - RAMONA DEPARTURE POINT INTENDED DESTINATION RAMONA.CA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVLARGE US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 90 VERTICAL COLLISION ANGLE-DEGREES - 0	-3900			N405DF	PX- 0 0 0	ASSOC FIRE CTL ACT	775 IN TYPE, INSTRUMENT					
RAMDNA.CA       LOCAL         TYPE OF ACCIDENT       PHASE OF OPERATION         COLLISION WITH AIRCRAFT BOTH IN FLIGHT       LANDING TRAFFIC PATTERN-CIRCLING         PROBABLE CAUSE(S)       PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT         PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT         SPECIAL DATA         SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVLARGE US GEN.AV.         CONTROLLING AGENCY - NO CONTROL         TRAFFIC ADVISORY ISSUED - NONE         CONTROL ZONE/AREA - NO         HORIZONTAL COLLISION ANGLE-DEGREES - 90		1										
COLLISION WITH AIRCRAFT BOTH IN FLIGHT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVLARGE US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 90 CONTROL COLLISION ANGLE-DEGREES - 0 COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING TRAFFIC PATTERN-CIRCLING TRAFFIC PATTERN-CIRCLING LANDING TRAFFIC PATTERN-CIRCLING CONTROL ADVISORY ISSUED - SMALL US GEN.AVLARGE US GEN.AV. CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED CONTROL ZONE/AREA - NO VERTICAL COLLISION ANGLE-DEGREES - 0						:						
PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVLARGE US GEN.AV. CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 90 VERTICAL COLLISION ANGLE-DEGREES - 0				BOTH IN FLIGHT			-CIRCLING					
SPECIAL DATA         SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVLARGE US GEN.AV.         CONTROLLING AGENCY - NO CONTROL       RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTA         TRAFFIC ADVISORY ISSUED - NONE       CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED         CONTROL ZONE/AREA - NO       CONVERGENCE ANGLE-DEGREES - 45         HORIZONTAL COLLISION ANGLE-DEGREES - 90       VERTICAL COLLISION ANGLE-DEGREES - 0	* • · · ·	PIL	PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT									
CONTROLLING AGENCY - NO CONTROLRADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTATRAFFIC ADVISORY ISSUED - NONECONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLEDCONTROL ZONE/AREA - NOCONVERGENCE ANGLE-DEGREES - 45HORIZONTAL COLLISION ANGLE-DEGREES - 90VERTICAL COLLISION ANGLE-DEGREES - 0		SPECI	ECIAL DATA									
EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED		CON TRA CON	TROLLING AGENCY - NO FFIC ADVISORY ISSUED TROL ZONE/AREA - NO	CONTROL - NONE	RADA CONT CONV							
		EVAS	SIVE ACTION TAKEN - U	NKNOWN/NOT REPORTED								

	14 da 16 4 4 4 4		BRIEFS OF ACCIDENTS								
FILE	•	LOCATION	AIRCRAFT DATA	IN	JUR F	IES SM/	N	FLIGHT PURPOSE	PILOT DATA		
			PIPER PA-38	C R <del>-</del> P X -	1 0	0 0	0 0		STUDENT, AGE 21, 50 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.		
	DEPARTURE	IRPORT - RAMONA POINT	INTENDED DESTINATION					OUTE STOP			
	SAN DIE TYPE OF A		RETURN		Р	R A M H A S E		•CA OPERATION			
		ON WITH AIRCRAFT	BOTH IN FLIGHT					G TRAFFIC PATTERN-CI	RCLING		
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT										
	SPECIAL D	ΔΤΔ									
		S OF AVIATION INV LING AGENCY - NO	OLVED - SMALL US GEN.AV. CONTROL	-LARG	ΕU	-			IT UNDER RADAR CONTACT		
	TRAFFIC ADVISORY ISSUED - NONE					CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT					
	CONTROL ZONE/AREA – NO HORIZONTAL COLLISION ANGLE-DEGREES – 90 EVASIVE ACTION TAKEN – UNKNOWN/NOT REPORTED										
3 <b>-</b> 3679		SAN JOSE+CA 28		CR-	0	0	2	INSTRUCTIONAL	COMMERCIAL, FL.INSTR., AGE 32, 2250 TOTAL HOURS		
		· · · · · ·	DAMAGE-SUBSTANTIAL						65 IN TYPE, INSTRUMENT RATED.		
	NAME OF AIRPORT - SAN JOSE MUNI.										
	SAN JOSE	E,CA	LOCAL	·							
	TYPE OF AC COLLISI	CCIDENT ON WITH AIRCRAFT	BOTH IN FLIGHT					OPERATION G FINAL APPROACH			
	PROBABLE (	CAUSE(S)									
	PERSONNEL - TRAFFIC CONTROL PERSONNEL OTHER PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT										
	FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OTHER										
	SPECIAL DATA										
	SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV. CONTROLLING AGENCY - TOWER RADAR CONTACT										
	TRAFFIC ADVISORY ISSUED - BY LOCAL CONTROL CONTROL ZONE/AREA - YES					CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT CONVERGENCE ANGLE-DEGREES - 0					
	HORIZONTAL COLLISION ANGLE-DEGREES - 0 ANTI-COLLISION LIGHTS - INSTALLED,OPERATION UNKNOWN REMARKS- TWR DID NOT ASCERTAIN PLT RCVD INSTR TO CHG RWY.COLLIDED W BEECH 35-33 ON TKOF FM RWY W DSPLCD THR										
	REMARKS- 1	TWR DID NOT ASCER		HG RW	Y.C	DLLI	DED	W BEECH 35-33 ON TKO	F FM RWY W DSPLCD THR		
			•								

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	F S M/	N PURPOSE	PILOT DATA						
	10/10/79 TIME - 162 NAME OF A DEPARTURE SAN JOSI	SAN JOSE,CA 28 IRPORT - SAN JOSE POINT E,CA	BEECH 35-33 N6117V DAMAGE-SUBSTANTIAL MUNI. INTENDED DESTINATION LAKE PORT.CA	CR- 0 0 PX- 0 0 OT- 0 0	2	COMMERCIAL, AGE 52, 5000 TOTAL HOURS, 2 IN TYPE, INSTRUMENT RATED.						
	COLLISI PROBABLE ( PERSONNE PERSONNI FACTOR(S)	TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PERSONNEL - TRAFFIC CONTROL PERSONNEL OTHER PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES OTHER										
	SPECIAL DATA         SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVSMALL US GEN.AV.         CONTROLLING AGENCY - TOWER       RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT         TRAFFIC ADVISORY ISSUED - BY LOCAL CONTROL       CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT         CONTROL ZONE/AREA - YES       CONVERGENCE ANGLE-DEGREES - O         HORIZONTAL COLLISION ANGLE-DEGREES - O       EVASIVE ACTION TAKEN - NO         ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN       REMARKS- COLLIDED W CESSNA P210 LNDG ON RWY W DSPLCD THR.TWR DIDN'T INSURE OTR PLT RCVD INSTR TO CHG RWY.											
3-3694	TIME - 11 DEPARTURE DELANO,C TYPE OF AC	POINT CA CCIDENT	N3188U DAMAGE-NONE INTENDED DESTINATION LANCASTER•CA	PX- 0 0 DT- 0 0 PHASE	OF OPERATION	PRIVATE, AGE 44, 527 TRANSP TOTAL HOURS, 185 IN TYPE NOT INSTRUMENT RATED.						
	COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT											
	CONTROLI TRAFFIC HORIZONI	S OF AVIATION INVO LING AGENCY - NO O ADVISORY ISSUED	- NONE .E-DEGREES - 131	RAD CON VER	AR CTL/SURVEILLANCE - TROL ZONE/AREA - NO TICAL COLLISION ANGLE	- NOT UNDER RADAR CONTACT DEGREES - O INSTALLED,OPERATION UNKNOWN						
		•										

			BRIEFS	S OF ACCIDE	NTS				
FILE			AIRCRAFT DATA	FS	1/N	FLIGHT PURPOSE	PILOT DAT		
	11/18/79 BAKER	SFIELD,CA A	CESSNA 152 N24906 DAMAGE-SUBSTANTIAL INTENDED DESTINATION POTERVILLE,CA	CR- 0 0 PX- 0 0 OT- 0 0	1 0 1 5E OF	NONCOMMERCIAL Practice	STUDENT, AGE 32, HOURS, ALL IN TY INSTRUMENT RATED	40 TOTA >E, NOT	
		ND — FAILED SGELLANEOUS	TO SEE AND AVOID OTHER -PERSONNEL PILOT OF OT		- T				
· · ·	SPECIAL DATA SEGMENTS OF AV CONTROLLING AG TRAFFIC ADVISO	IATION INVO ENCY - NO C RY ISSUED - LISION ANGL		R C V	ADAR DNTRO ERTI	CTL/SURVEILLANCE - DL ZONE/AREA - NO CAL COLLISION ANGLE	- NOT UNDER RADAR CONTACT E-DEGREES - O INSTALLED,OPERATION UNKNO		
	· .		•						
	7/30/79 SIMSB TIME - 1900	URY,CT	CESSNA 150M N63637 DAMAGE-SUBSTANTIAL	PX- 0 0	0	INSTRUCTIONAL DUAL	ATP,FLIGHT INSTR 35, 5946 TOTAL H 4218 IN TYPE, IN: RATED.	OURS,	
	NAME OF AIRPORT DEPARTURE POINT SIMSBURY,CT TYPE OF ACCIDENT		TRI-TOWN INTENDED DESTINATION LOCAL	РНА	SE O	F OPERATION			
	COLLISION WITH	AIRCRAFT	BOTH IN FLIGHT	. L	NDI	NG LEVEL OFF/TOUCH	HDOWN		
	<pre>PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT</pre>								
	CONTROLLING AG TRAFFIC ADVISO CONTROL ZONE/A	ENCY - NO C RY ISSUED - REA - NO LISION ANGLI	NONE E-DEGREES - 0	R C C V	ADAR DNTRO DNVE ERTIO	CTL/SURVEILLANCE - DLLED/UNCONTROLLED RGENCE ANGLE-DEGREE CAL COLLISION ANGLE		IRPORT	
						•			
	· · ·			PAGE 23					
				1					

BRIEFS OF ACCIDENTS \_\_\_\_\_ INJURIES FILE DATE LOCATION AIRCRAFT DATA FLIGHT PILOT DATA F S M/N PURPOSE , \_\_\_\_\_ CR- 0 0 1 NONCOMMERCIAL . PRIVATE, AGE 47, 123 3-3466 7/30/79 SIMSBURY,CT CESSNA 172L PX- 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 91 IN TYPE, TIME - 1900 N4324Q DAMAGE-SUBSTANTIAL OT- 0 0 2 NOT INSTRUMENT RATED. NAME OF AIRPORT - SIMSBURY TRI-TOWN DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP WAREHOUSE POINT,CT RETURN SIMSBURY,CT TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING LEVEL OFF/TOUCHDOWN · · · · · PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLING AGENCY - NO CONTROL CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO CONVERGENCE ANGLE-DEGREES - 180 HORIZONTAL COLLISION ANGLE-DEGREES - 0 VERTICAL COLLISION ANGLE-DEGREES - 45 ANTI-COLLISION LIGHTS - OPERATING EVASIVE ACTION TAKEN - NO AIRLINE TRANSPORT. AGE 3-3621 11/7/79 NR.STAMFORD.CT PIPER PA-23 CR- 0 0 1 COMMERCIAL PX- 0 0 0 AIR TAXI-CARGO 28, 5000 TOTAL HOURS, 250 TIME - 2245 N54857 IN TYPE, INSTRUMENT DAMAGE-MINOR OT- 0 0 1 RATED. DEPARTURE POINT INTENDED DESTINATION HARTFORD.CT QUEENS, NY PHASE OF OPERATION TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT . . SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - YES HORIZONTAL COLLISION ANGLE-DEGREES - 180 CONVERGENCE ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO VERTICAL COLLISION ANGLE-DEGREES - 0 ANTI-COLLISION LIGHTS - OPERATING REMARKS- PLT WAS UNAWARE THAT PLT OF OTHER ACFT, PA-31, WAS CLOSING IN FORMATION FM REAR.

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT	PILOT DATA
	· · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	F S M/I	N PURPOSE	
	11/7/79 NR.STAMFORD.CT TIME - 2245	PIPER PA-31 N405CA DAMAGE-SUBSTANTIAL INTENDED DESTINATION	CR- 0 0 PX- 0 0	1 COMMERCIAL 0 AIR TAXI-CARGO	COMMERCIAL, AGE 27, 2606 Total Hours, 923 IN TYPE INSTRUMENT RATED.
	HARTFORD,CT TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BO	NEWARK,NJ DTH IN FLIGHT		OF OPERATION LIGHT NORMAL CRUISE	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED PILOT IN COMMAND - MISJUDG	TO FOLLOW APPROVED PRO	CEDURES, DIRE	CTIVES,ETC.	
	SPECIAL DATA SEGMENTS OF AVIATION INVOL	VED - SMALL US CEN AV	-SMALL HS CE	N AM	
	CONTROLLING AGENCY - NO CON TRAFFIC ADVISORY ISSUED - CONVERGENCE ANGLE-DEGREES VERTICAL COLLISION ANGLE-D	NTROL NONE - O	RAD/ CON HOR:	AR CTL/SURVEILLANCE - N TROL ZONE/AREA - YES IZONTAL COLLISION ANGLE SIVE ACTION TAKEN - NO	
	ANTI-COLLISION LIGHTS - OPE				CON OR DRE REFERE
	ANTI-COLLISION LIGHTS - OPI REMARKS- PLT BLINDED BY STRO		CLOSURE W AN		COM OR PRE-BRIEFING.
	REMARKS- PLT BLINDED BY STRO 1/3/79 NR.FT LAUDERDALE.FL TIME - 1039	BE LITE,DRG FORMATION BEECH E-18S N76LA DAMAGE-SUBSTANTIAL	CR- 0 0 PX- 0 0 (	OTHER CO ACFT,PA-23,WO 1 NONCOMMERCIAL	PRIVATE, AGE 26, 325 ANSP TOTAL HOURS, 30 IN TYPE,
	REMARKS- PLT BLINDED BY STRO 1/3/79 NR.FT LAUDERDALE.FL TIME - 1039 DEPARTURE POINT MIAMI.FL	BE LITE, DRG FORMATION BEECH E-18S N76LA DAMAGE-SUBSTANTIAL INTENDED DESTINATION	CR- 0 0 PX- 0 0 0 DT- 0 0	OTHER CO ACFT,PA-23,WO 1 NONCOMMERCIAL 0 PLEASURE/PERSONAL TR 1	PRIVATE, AGE 26, 325 ANSP TOTAL HOURS, 30 IN TYPE,
	REMARKS- PLT BLINDED BY STRO 1/3/79 NR.FT LAUDERDALE.FL TIME - 1039 DEPARTURE POINT MIAMI.FL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT B	BE LITE, DRG FORMATION BEECH E-18S N76LA DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL OTH IN FLIGHT	CR- 0 0 PX- 0 0 0 DT- 0 0 PHASE	OTHER CO ACFT,PA-23,WO 1 NONCOMMERCIAL 0 PLEASURE/PERSONAL TR	PRIVATE, AGE 26, 325 ANSP TOTAL HOURS, 30 IN TYPE,
	REMARKS- PLT BLINDED BY STRO 1/3/79 NR.FT LAUDERDALE.FL TIME - 1039 DEPARTURE POINT MIAMI.FL TYPE OF ACCIDENT	BE LITE, DRG FORMATION BEECH E-18S N76LA DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL OTH IN FLIGHT	CR- 0 0 PX- 0 0 0 DT- 0 0 PHASE IN 1	OTHER CO ACFT,PA-23,WO 1 NONCOMMERCIAL 0 PLEASURE/PERSONAL TR 1 OF OPERATION FLIGHT NORMAL CRUISE	PRIVATE, AGE 26, 325 ANSP TOTAL HOURS, 30 IN TYPE,
	REMARKS- PLT BLINDED BY STRO 1/3/79 NR.FT LAUDERDALE.FL TIME - 1039 DEPARTURE POINT MIAMI.FL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT B PROBABLE CAUSE(S)	BE LITE, DRG FORMATION BEECH E-18S N76LA DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL OTH IN FLIGHT PERSONNEL PILOT OF OT VED - SMALL US GEN.AV. ACH CTL-DEPARTURE	CR- 0 0 PX- 0 0 0 DT- 0 0 PHASE IN 1 HER AIRCRAFT -SMALL US GEI RAD/	OTHER CO ACFT,PA-23,WO 1 NONCOMMERCIAL 0 PLEASURE/PERSONAL TR 1 OF OPERATION FLIGHT NORMAL CRUISE	PRIVATE, AGE 26, 325 ANSP TOTAL HOURS, 30 IN TYPE, NOT INSTRUMENT RATED.

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		· ···· · · · · ·	BRIEFS			
FILE			AIRCRAFT DATA	INJURIES	FLIGHT	PILOT DATA
	1/17/79 TIME - 1015	OPA LOCKA,FL	BELL 47G2 N2873B DAMAGE-DESTROYED	CR-100	INSTRUCTIONAL	
·	DEPARTURE F OPA LOCKA TYPE OF ACC COLLISION	AFL CIDENT N WITH AIRCRAFT	INTENDED DESTINATION LOCAL BOTH IN FLIGHT		DF OPERATION DFF INITIAL CLIMB	
	PERSONNEL	NUSE(S) COMMAND - FAILED - MISCELLANEOUS - TRAFFIC CONTR	TO SEE AND AVOID OTHER -PERSONNEL PILOT OF OT DL PERSONNEL ISSUED IN DL PERSONNEL INADEQUAT	HER AIRCRAFT		
	SPECIAL DAT SEGMENTS		LVED - SMALL US GEN.AV.	-US MILITARY		. •
3-2832	3/28/79 TIME - 1031	DAYTONA BEACH,FL	CESSNA 172 N84ER DAMAGE-SUBSTANTIAL	PX- 0 0 0	TRAINING	PRIVATE, AGE 18, 234 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE P DAYTONA B TYPE OF ACC	BEACH.FL CIDENT	EACH INTENDED DESTINATION LOCAL	PHASE (	DF OPERATION	
	PROBABLE CA PILOT IN	USE(S) COMMAND - FAILED	BOTH IN FLIGHT TO SEE AND AVOID OTHEF -PERSONNEL PILOT OF OT	RAIRCRAFT	NG TRAFFIC PATTERN-C	IRCLING
	CONTROLLI TRAFFIC / CONTROL Z EVASIVE /	OF AVIATION INVO NG AGENCY - LOCA ADVISORY ISSUED - CONE/AREA - YES ACTION TAKEN - NO	BY LOCAL CONTROL	RADAF CONTE HORIZ ANTI	& CTL/SURVEILLANCE - N Rolled/UNCONTROLLED AI MONTAL COLLISION ANGLE	IOT UNDER RADAR CONTACT RPORT - CONTROLLED AIRPORT -DEGREES - 45 NSTALLED,OPERATION UNKNOWN
	REMARKS- LA	ANDED SAFELY FOLL	DWING MID-AIR COLLISION	I WITH NZ3ER		

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BRIEFS OF ACCIDENTS

FILE		· · · ·		INJURIES F S M/N	PURPOSE	PILOT DATA
	3/28/79 TIME - 103 NAME OF AI DEPARTURE DAYTONA TYPE OF AC	DAYTONA BEACH,F 1 RPORT - DAYTONA POINT BEACH,FL CIDENT	DAMAGE-SUBSTANTIAL	OT- O O 1 PHASE C LANDI	INSTRUCTIONAL TRAINING 	STUDENT, AGE 18, 42 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
		COMMAND - FAILE	D TO SEE AND AVOID OTHER S-PERSONNEL PILOT OF OT			
	CONTROLL TRAFFIC CONTROL EVASIVE	OF AVIATION INV ING AGENCY - LOC ADVISORY ISSUED ZONE/AREA - YES ACTION TAKEN - N	OLVED - SMALL US GEN.AV. AL CONTROL - BY LOCAL CONTROL	RADAF CONTE HORIZ ANTI-	R CTL/SURVEILLANCE - COLLED/UNCONTROLLED CONTAL COLLISION ANG	NOT UNDER RADAR CONTACT AIRPORT - CONTROLLED AIRPORT LE-DEGREES - 45 INSTALLED,OPERATION UNKNOWN
3-2573	4/2/79 TIME <del>-</del> 140		PIPER PA-34 N1495T DAMAGE-SUBSTANTIAL	PX- 0 0 0		AIRLINE TRANSPORT, AGE 29, 1267 TOTAL HOURS, 17 IN TYPE, INSTRUMENT
	OPA LOCK TYPE OF AC	A+FL	INTENDED DESTINATION FT.LAUDERDALE.FL BOTH IN FLIGHT		DF OPERATION IGHT DESCENDING	RATED.
		LOT - FAILED TO	SEE AND AVOID OTHER AIRC S-PERSONNEL PILOT OF OT			
	CONTROLL TRAFFIC			RADAF CONTE	CTL/SURVEILLANCE -	UNDER RADAR CONTACT AIRPORT - CONTROLLED AIRPORT O

FILE	DATE LOCATION	AIRCRAFT DATA	-F	RIES S M/		FLIGHT PURPOSE	PILOT DATA
-2573	4/2/79 DAVIE,FL TIME - 1408	BEECH D95A N3740Q DAMAGE-DESTROYED	CR- 1	0	0	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 39, 1311 TOTAL HOURS, 137 IN TYPE INSTRUMENT RATED.
	DEPARTURE POINT OPA LOCKA,FL TYPE OF ACCIDENT COLLISION WITH AIRCRAFT	INTENDED DESTINATION POMPANO BEACH+FL				OPERATION GHT NORMAL CRUISE	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED PERSONNEL - MISCELLANEOUS-	TO SEE AND AVOID OTHE		FT		GHT NURMAL CRUISE	
	SPECIAL DATA SEGMENTS OF AVIATION INVO CONTROLLING AGENCY - NO CO CONTROL ZONE/AREA - YES REMARKS- TRANSPONDER REPLY N	INTROL		RAD EVA	AR SIV	CTL/SURVEILLANCE - NO E ACTION TAKEN - NO	T UNDER RADAR CONTACT
<del>-</del> 2570	8/4/79 W PALM BEACH+FL TIME - 1100	PIPER PA-30 N7708y DAMAGE-MINDR	CR- 0 PX- 0 0T- 2	0	0	INS TRUCTIONAL CHECK	COMMERCIAL, AGE 36, 562 Total Hours, 30 In Type, Instrument rated.
	NAME OF AIRPORT - W PALM BEA DEPARTURE POINT W PALM BEACH.FL TYPE OF ACCIDENT	ACH INTL				OPERATION	
	COLLISION WITH AIRCRAFT	BOTH IN FLIGHT		LAN	DIN	G TRAFFIC PATTERN-CI	RCLING
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED	TO SEE AND AVOID OTHER	AIRCRA	FT			
	SPECIAL DATA SEGMENTS OF AVIATION INVOL CONTROLLING AGENCY - LOCAL CONTROLLED/UNCONTROLLED A	CONTROL		TRA Con	FF I TRO	C ADVISORY ISSUED - B L ZONE/AREA - YES	
	EVASIVE ACTION TAKEN - NO			ANI	1-0	JULISIUN LIGHTS - INS	TALLED, OPERATION UNKNOWN
<b>-</b> 2570	8/4/79 W PALM BEACH∙FL TIME — 1100	CESSNA 150 N5111G DAMAGE-DESTROYED		0	0	NONCOMMERCIAL Pleasure/personal tra	PRIVATE, AGE 51, 426 NSP TOTAL HOURS, 275 IN TYPE NOT INSTRUMENT RATED.
	NAME OF AIRPORT - W PALM BE DEPARTURE POINT W PALM BEACH+FL	ACH INTL					
	TYPE OF ACCIDENT COLLISION WITH AIRCRAFT	BOTH IN FLIGHT				OPERATION G_ TRAFFIC PATTERN-CI	RCLING
	PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-	PERSONNEL PILOT OF 01	HER AIR	CRAFT			
	SPECIAL DATA SEGMENTS OF AVIATION INVOL CONTROLLING AGENCY - LOCAL		-SMALL			V. C ADVISORY ISSUED - B	

. BRIEES OF ACCIDENTS ------ETI E DATE LOCATION INJURIES FLIGHT PILOT DATA AIRCRAFT DATA F S M/N PURPOSE \_\_\_\_\_ \_\_\_\_ \_\_\_\_\_ 3-1174 4/17/79 VEEDERSBURG.IN PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 27, 309 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 296 IN TYPE, TIME - 1506 N6347J DAMAGE-SUBSTANTIAL DT- 2 0 0 NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LOCAL PERRYSVILLE IN TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN REMARKS- FORMATION FLIGHT.LANDED OK. 3-1174 4/17/79 VEEDERSBURG, IN CR- 1 0 0 NONCOMMERCIAL PIPER PA-28 PRIVATE, AGE 18, 166 TIME - 1506 PX- 1 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, ALL IN TYPE, N1895T a a second car a second se DAMAGE-DESTROYED OT- 0 0 2 NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION SPERRYSVILLE.IN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT-FAILED TO MAINTAIN ADEQUATE SEPARATION SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO EVASIVE ACTION TAKEN - NO FIRE AFTER IMPACT PAGE 30

FILE	DATE	LOCATION	AIRCRAFT DATA						PILOT DATA
	2/7/79 A TIME - 1330	ARLINGTON, KS	CESSNA 310R N1782E DAMAGE-SUBSTANTIAL	C R- P X -	0 .0	0 0	1 0	MISCELLANEOUS TEST	AIRLINE TRANSPORT, AGE 36, 6188 TOTAL HOURS, 830 IN TYPE, INSTRUMENT RATED.
	DEPARTURE PO WICHITA,KS TYPE OF ACCI		INTENDED DESTINATION		PI	HAS	ΞO	FOPERATION	
	,		BOTH IN FLIGHT			ΙN	FL	IGHT NORMAL CRUISE	· · ·
		ED TO MAINTAIN	ADEQUATE SEPARATION -PERSONNEL PILOT OF O	THER A]	[RC	RAF	т		
	CONTROLLIN TRAFFIC AD	DF AVIATION INVO NG AGENCY - NO C DVISORY ISSUED -	LVED - SMALL US GEN.AV ONTROL NONE KING EACH OTHERS UNDER		-	RA	DAR		DT UNDER RADAR CONTACT
-0284	2/7/79 TIME - 1330	ARLINGTON, KS	CESSNA 414 N141WB DAMAGE-DESTROYED	РХ <del>-</del>	0	0	0	TEST	COMMERCIAL, FL.INSTR., AGE 37, 9201 TOTAL HOURS, 31 IN TYPE, INSTRUMENT RATED.
	DEPARTURE PO WICHITA,KS	-	INTENDED DESTINATION						
	TYPE OF ACCI COLLISION	IDENT WITH AIRCRAFT	BOTH IN FLIGHT					F OPERATION IGHT NORMAL CRUISE	
		ED TO MAINTAIN	ADEQUATE SEPARATION -PERSONNEL PILOT OF O	THER AI	RC	RAF	T		
	CONTROLLIN TRAFFIC AC FIRE AFTER I	DF AVIATION INVO NG AGENCY - NO C DVISORY ISSUED - IMPACT			_ U	RA	DAR	AV. CTL/SURVEILLANCE - NC OL ZONE/AREA - NO	)T UNDER RADAR CONTACT
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BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS ETLE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PTIOT DATA F S M/N PURPOSE \_\_\_\_\_ 3-0587 3/22/79 LIBERAL.KS CESSNA 172 CR- 0 1 0 COMMERCIAL COMMERCIAL. FL.INSTR.. TIMĖ - 0735 N2029E PX- 0 2 0 AIR TAXI-PASSG AGE 24, 1428 TOTAL HOURS, DAMAGE-DESTROYED OT- 0 0 1 341 IN TYPE. INSTRUMENT RATED. NAME OF AIRPORT - LIBERAL MUNI DEPARTURE POINT INTENDED DESTINATION LIBERAL KS GARDEN CITY,KS TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 90 EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - OPERATING 3-0587 3/22/79 LIBERAL,KS CESSNA 210 CR- 0 0 1 MISCELLANEOUS COMMERCIAL, AGE 46, 7402 TOTAL HOURS, 500 IN TYPE, TIME - 0735 N5930F PX- 0 0 0 TEST DAMAGE-MINOR 0T- 0 3 0 INSTRUMENT, RATED. NAME OF AIRPORT - LIBERAL MUNI DEPARTURE POINT INTENDED DESTINATION LIBERAL KS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 90 EVASIVE ACTION TAKEN - YES ANTI-COLLISION LIGHTS - OPERATING REMARKS- ACFT RETURNED TO ARPT AND LANDED. 32 PAGE

			BRIEFS	S OF ACCIDENTS							
FILE	DATE	LOCATION	' AÌRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA					
3-2866	1/11/79 TE TIME - 1110		AEROSTAR 600 N8022J DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0 0T- 3 0 0	CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 23, 1600 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.					
	DEPARTURE POI BOSTON,MA TYPE OF ACCID	NAME OF AIRPORT - GARDNER MUNI DEPARTURE POINT INTENDED DESTINATION									
		MMAND - FAILED	TO SEE AND AVOID OTHER -PERSONNEL PILOT OF OT								
-	CONTROLLING	AGENCY - NO C ION LIGHTS - I	LVED - SMALL US GEN.AV. ONTROL NSTALLED, OPERATION UNKN	EVAS	.AV. IVE ACTION TAKEN - UN	IKNOWN/NOT REPORTED					
3-2866	1/11/79 TE TIME - 1110	MPLETON,MA	PIPER PA-31 N33TN DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0 DT- 2 0 0	AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 55, 12225 TOTAL HOURS, 870 IN TYPE, INSTRUMENT RATED.					
	DEPARTURE POIN CONCORD.MA TYPE OF ACCID	ENT	UNI INTENDED DESTINATION WHITE PLAINS, NY BOTH IN FLIGHT		DF OPERATION LIGHT NORMAL CRUISE						
		MMAND - FAILED	TO SEE AND AVOID OTHER -PERSONNEL PILOT OF O								
	SPECIAL DATA		LVED - SMALL US GEN.AV.	-SMALL US GEN	• AV •						

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BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-3212 8/5/79 GRAND HAVEN, MI PIPER J3C-65 CR- 1 O O NONCOMMERCIAL PRIVATE, AGE 45, 209 TIME - 1850 N7421H PX- 1 O O PLEASURE/PERSONAL TRANSP TOTAL HOURS, 38 IN TYPE, DAMAGE-DESTROYED 0T- 0 0 2 NOT INSTRUMENT RATED. NAME OF AIRPORT - MEMORIAL DEPARTURE POINT INTENDED DESTINATION GRAND HAVEN, MI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED AND CLEARANCE FACTOR(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTAGT CONTROLLING AGENCY - UNICOM TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO EVASIVE ACTION TAKEN - NO REMARKS- PHOTOGRAPHING JUMP.ABOVE.TO THE LEFT.& SLIGHTLY AHEAD OF THE BREEZY.OBSERVED ROLLING RIGHT. 3-3212 8/5/79 GRAND HAVEN, MI BREEZY FGC100 CR- 0 0 1 MISCELLANEOUS PRIVATE, AGE 39, 453 PX- 0 0 1 PARAJUMP-SPORT TOTAL HOURS, 27 IN TYPE, TIME - 1850 N219TC OT- 2 0 0 NOT INSTRUMENT RATED. DAMAGE-MINOR NAME OF AIRPORT - MEMORIAL INTENDED DESTINATION DEPARTURE POINT GRAND HAVEN,MI LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLING AGENCY - UNICOM TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO HORIZONTAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO REMARKS- LNDD OK. 34 PAGE

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FILE	DATE	LOCATION	AIRCRAFT DATA	INJUI F	RIES S M/	' N	FLIGHT PURPOSE	PILOT DATA
	10/29/79 PL TIME - 1625 NAME OF AIRPO DEPARTURE POI PLAINWELL, TYPE OF ACCID	LAINWELL,MI DRT - OTSEGO-PLA NT AI DENT	PIPER -PA-22 N53457 DAMAGE-SUBSTANTIAL INWELL INTENDED DESTINATION	CR- 0 PX- 0 OT- 1	1 0 0 .ÅST KAU ?HASE	0 0 ENRI AMA	NONCOMMERCIAL PRACTICE DUTE STOP ZOO+MI OPERATION	STUDENT, AGE 16, 24 TOTAL HOURS, 19 IN TYPE, NOT INSTRUMENT RATED.
		MMAND - FAILED	TO SEE AND AVOID OTHER PERSONNEL PILOT OF O			Г		
	CONTROLLING TRAFFIC ADV	G AGENCY - UNICO /ISORY ISSUED - NE/AREA - NO		-SMALL U	R A [ CO M	) AR NTRO	CTL/SURVEILLANCE - N	IOT UNDER RADAR CONTACT RPORT - UNCONTROLLED AIRPORT - 0
3 <b>-</b> 3 <u>1</u> 45	DEPARTURE POJ PLAINWELL,M TYPE OF ACCID	DRT - OTSEGO-PLA NT 1I	INTENDED DESTINATION LOCAL	0T- 0	1 PHASE	0 E 0F	INSTRUCTIONAL SOLO OPERATION G FINAL APPROACH	STUDENT, AGE 43, 27 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.
		MMAND - FAILED	TO SEE AND AVOID OTHER PERSONNEL PILOT OF O			г		
	CONTROLLING TRAFFIC ADV	G AGENCY - UNICC /ISORY ISSUED - NE/AREA - NO		SMALL (	R A [ C D M	) AR NTRO	CTL/SURVEILLANCE - N	IOT UNDER RADAR CONTACT RPORT - UNCONTROLLED AIRPORT - 0

## BRIEFS OF ACCIDENTS

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BRIEFS OF ACCIDENTS FILE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA DATE F S M/N PURPOSE \_\_\_\_\_ 3-1010 2/26/79 NR.GREENVILLE, MS BEECH 95A55 CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 28, 2699 TOTAL HOURS, 125 IN TYPE, TIME - 1425 N500MG PX- 0 0 0 BUSINESS DAMAGE-DESTROYED OT- 2 0 0 NOT INSTRUMENT RATED. NAME OF AIRPORT - GREENVILLE MUNI DEPARTURE POINT INTENDED DESTINATION DOTHAN .AL GREENVILLE, MS TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT -CONTROL ZONE/AREA - YES EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED COMMERCIAL, AGE 37, 7166 3-1010 2/26/79 NR.GREENVILLE.MS BEECH 58 CR- 1 0 0 COMMERCIAL TIME - 1425 PX- 1 0 0 AIR TAXI-PASSG TOTAL HOURS, 3066 IN N2055K DAMAGE-DESTROYED 0T - 1 0 0TYPE. INSTRUMENT RATED. NAME OF AIRPORT - GREENVILLE MUNI DEPARTURE POINT INTENDED DESTINATION GREENVILLE.MS CHARLOTTE.NC PHASE OF OPERATION TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT CLIMB TO CRUISE . PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - TOWER RADAR CTL/SURVEILLANCE - UNKNOWN/NOT REPORTED TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT CONTROL ZONE/AREA - YES EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED 36 PAGE

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FILE	DATE	LOCATION	AIRCRAFT DATA	IN. F	JUR	IES S M	/N	PURPOSE	PILOT DATA
	1/15/79 TIME <del>-</del> 16	FAIRFIELD,NJ	CESSNA 182D N9035X DAMAGE-DESTROYED	CR- PX-	0 0	0 0	1 0	PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 48, 2294 TOTAL HOURS, 622 IN TYPE, INSTRUMENT RATED.
	DEPARTURE FAIRFIE TYPE OF A	POINT LD,NJ	INTENDED DESTINATION SUSSEX.NJ			HAS	ΕO	F OPERATION IGHT CLIMB TO CRUISE	
	PROBABLE	CAUSE(S)	TO SEE AND AVOID OTHER						
	CONTROL TRAFFIC CONTROL VERTICA	S OF AVIATION INVOL LING AGENCY - APPRO ADVISORY ISSUED - ZONE/AREA - YES L COLLISION ANGLE-E	NONE			RA CO HO	DAR NTF RIZ	AV. CTL/SURVEILLANCE - NOT U OLLED/UNCONTROLLED AIRPOR ONTAL COLLISION ANGLE-DEG VE ACTION TAKEN - NO	T - CONTROLLED AIRPORT
-0272	1/15/79 TIME - 16		N732RW	РХ-	0	0	1	PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 44, 1000 TOTAL HOURS, 165 IN TYPE,
	DEPARTURE LINCOLN TYPE OF A	PARK+NJ	INTENDED DESTINATION LOCAL	. 01-	Ρ	HAS	ΕO	F OPERATION NG FINAL APPROACH	NOT INSTRUMENT RATED.
	PROBABLE PILOT I		TO SEE AND AVOID OTHER	R AIRCF	AF	т			
	CONTROL TRAFFIC CONTROL VERTICA ANTI-CO	S OF AVIATION INVOL LING AGENCY - NO CO ADVISORY ISSUED - ZONE/AREA - NO L COLLISION ANGLE-D LLISION LIGHTS - IN	NONE DEGREES - O ISTALLED, OPERATION UNKN	IOWN		RA CO HO EV	DAR NTF RIZ ASJ	AV. CTL/SURVEILLANCE - NOT U OLLED/UNCONTROLLED AIRPOR ONTAL COLLISION ANGLE-DEG VE ACTION TAKEN - NO D.PIC REPORTED NO HOOD WA	T - CONTROLLED AIRPORT REES - 20

BRIEFS OF ACCIDENTS

		BRIEFS	OF ACCIDENTS		· · ·
FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3914	10/17/79 ALBANY,OH TIME - 1830 NAME OF AIRPORT - OHIO UNI DEPARTURE POINT ALBANY,OH	CESSNA 150 N1800D DAMAGE-DESTROYED VERSITY INTENDED DESTINATION LOCAL	PX- 0 0 0 0T- 0 0 2	,	STUDENT, AGE 38, 45 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF ACCIDENT COLLISION WITH AIRCRAFT	BOTH IN FLIGHT		OF OPERATION ING FINAL APPROACH	
	FACTOR(S)	ED TO SEE AND AVOID OTHEF			
	SPECIAL DATA SEGMENTS OF AVIATION INV CONTROLLING AGENCY - UNI TRAFFIC ADVISORY ISSUED CONTROL ZONE/AREA - YES HORIZONTAL COLLISION ANG EVASIVE ACTION TAKEN - N FIRE AFTER IMPACT	ICOM - NONE GLE-DEGREES - 0	RADA CONT CONV VERT	R CTL/SURVEILLANCE - RAI ROLLED/UNCONTROLLED AIRF ERGENCE ANGLE-DEGREES - ICAL COLLISION ANGLE-DEG	
3-3914	10/17/79 ALBANY,OH TIME - 1830 NAME OF AIRPORT - OHIO UNI DEPARTURE POINT ALBANY,OH TYPE OF ACCIDENT COLLISION WITH AIRCRAFT	INTENDED DESTINATION LOCAL	PX- 0 0 1 OT- 1 0 0 PHASE		PRIVATE, AGE 18, 64 TOTA HOURS, 61 IN TYPE, NOT INSTRUMENT RATED.
	PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOU FACTOR(S) MISCELLANEOUS ACTS,CONDI				
	SPECIAL DATA SEGMENTS OF AVIATION INV CONTROLLING AGENCY - UNI TRAFFIC ADVISORY ISSUED CONTROL ZONE/AREA - YES HORIZONTAL COLLISION AND EVASIVE ACTION TAKEN - N	- NONE GLE-DEGREES - O	RADA CONT CONV VERT	R CTL/SURVEILLANCE - RAU ROLLED/UNCONTROLLED AIR ERGENCE ANGLE-DEGREES - ICAL COLLISION ANGLE-DE	

			BRIEF:	S UF AU				
FILE	DATE	LOCATION	AIRCRAFT DATA	IN. F	URIES S M	/ N	FLIGHT PURPOSE	PILOT DATA
	2/11/79 BRY, TIME - 1430 DEPARTURE POIN ALEXANDRIA,MM TYPE OF ACCIDE	ANS CORNER,OK	BELLANCA 17-30A N28175 DAMAGE-DESTROYED INTENDED DESTINATION PLAINVIEW,TX OTH IN FLIGHT	CR- PX- OT-	1 0 0 0 LAST DO PHAS	0 0 1 ENF DGE E OF	MISCELLANEOUS FERRY ROUTE STOP CITY,KS = OPERATION-	COMMERCIAL, AGE 31, 534 TOTAL HOURS, 234 IN TYPE, NOT INSTRUMENT RATED.
	FACTOR(S)	MAND - MISJUDG	ED CLEARANCE R IN-FLIGHT DECISIONS	OR PLA	.NN I NG			
	SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AVS CONTROLLING AGENCY - NO CONTROL TRAFFIC ADVISORY ISSUED - NONE CONVERGENCE ANGLE-DEGREES - 10 VERTICAL COLLISION ANGLE-DEGREES - 10 ANTI-COLLISION LIGHTS - INSTALLED.OPERATION UNKNOW REMARKS- FORMING 4 PLANE RT ECHELON FORMATION.4TH PL				RA CO HO EV	DAR NTRC RIZ( ASI\	CTL/SURVEILLANCE - N DL ZONE/AREA - NO DNTAL COLLISION ANGLE /E ACTION TAKEN - YES	
3-0274	2/11/79 BRY) TIME - 1430	ANS CORNER,OK	BFLLANCA 17-30A N302CB DAMAGE-SUBSTANTIAL	CR- PX- OT-	0 0 0 0 1 0	1 0 0	MISCELLANEOUS FERRY	COMMERCIAL, FL.INSTR., AGE 32, 1700 TOTAL HOURS, 1160 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POIN ALEXANDRIA TYPE OF ACCIDE COLLISION WI	r N NT TH AIRCRAFT B	INTENDED DESTINATION PLAINVIEW,TX OTH IN FLIGHT		LAST DO PHAS IN	ENF DGE E OF FL	ROUTE STOP CITY,KS OPERATION IGHT NORMAL CRUISE	KA IEU •
	PROBABLE CAUSE PERSONNEL - 1		PERSONNEL PILOT OF OT	THER AI	RCRAF	т		
	CONTROLLING TRAFFIC ADVI CONVERGENCE VERTICAL COL	AGENCY - NO CO SORY ISSUED - ANGLE-DEGREES LISION ANGLE-D	VED - SMALL US GEN.AV NTROL NONE - 10 IEGREES - 10 STALLED.OPERATION UNKN		US G RA CO HO EV	DAR NTR( RIZ(		

## BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA FLIGHT INJURIES PILOT DATA PURPOSE F S M/N 3-2667 7/15/79 CLARKSVILLE, TN BEECH T-34 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, FL.INSTR., TIME - 1020 N5567V PX- 0 0 0 PLEASURE/PERSONAL TRANSP AGE 27, 1360 TOTAL HOURS, DAMAGE-SUBSTANTIAL OT- 0 0 3 20 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - OUTLAW FIELD DEPARTURE POINT INTENDED DESTINATION CLARKSVILLE, TN SPRINGFIELD, TN PHASE OF OPERATION TYPE OF ACCIDENT COLLISION WITH AIRCRAFT BOTH IN FLIGHT TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - UNICOM TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT HORIZONTAL COLLISION ANGLE-DEGREES - 110 VERTICAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - YES REMARKS- TREES OBSCURED APPROACH ENDS OF INTERSECTING R/W.NO CALLS HEARD ON UNICOM FROM N55674. 3-2667 7/15/79 CLARKSVILLE, TN CESSNA 402 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL. FL.INSTR.. TIME - 1020 N4009Q PX- 0 0 2 CORP/EXEC AGE 29, 3719 TOTAL HOURS, DAMAGE-SUBSTANTIAL OT- 0 0 1 16 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - OUTLAW FIELD DEPARTURE POINT INTENDED DESTINATION CLARKSVILLE, TN ALTON, IL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER SPECTAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - UNICOM TRAFFIC ADVISORY ISSUED - OTHER CONTROLLED/UNCONTROLLED AIRPORT - CONTROLLED AIRPORT HORIZONTAL COLLISION ANGLE-DEGREES - 110 VERTICAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO REMARKS- TREES OBSCURED APPROACH ENDS OF INTERSECTING R/W

			BRIEF	S OF AC	CID	ENTS	;					
FILE	DATE	LOCATION	AIRCRAFT DATA		S	M/N	N PURPOSE	PILOT DATA				
	2/17/79 N TIME - 1330	R.LOGÁN,UT	PIPER PA-28 N47378 DAMAGE-DESTROYED	CR-	1 0	1 ( 0 (	) INSTRUCTIONAL ) DUAL -	COMMERCIAL, FL.INSTR., AGE 23, 501 TOTAL HOURS, 35 IN TYPE, INSTRUMENT RATED.				
	DEPARTURE I LOGAN,UT TYPE OF ACC	RPORT - CACHE-LOG POINT CIDENT N WITH AIRCRAFT	INTENDED DESTINATION LOCAL	•			OF OPERATION )ING FINAL APPROACH					
	PILOT IN DUAL STU	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT DUAL STUDENT - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT										
	CONTROLL TRAFFIC CONTROL		SMALL		RADA CONT CONV VERT	R CTL/SURVEILLANCE - N	RPORT - UNCONTROLLED AIRPORT - 0 EGREES - 2					
-2614	2/17/79 NI TIME - 133		PIPER PA-28 N3893M DAMAGE-MINOR		0	0 3	2 INSTRUCTIONAL L DUAL )	COMMERCIAL, FL.INSTR., AGE 45, 4856 TOTAL HOURS 105 IN TYPE, INSTRUMENT RATED.				
	DEPARTURE LOGAN,UT TYPE OF AC	RPORT - CACHE-LOG POINT CIDENT N WITH AIRCRAFT	INTENDED DESTINATION LOCAL			-	OF OPERATION NING FINAL APPROACH					
	DUAL STU	COMMAND - FAILED DENT - FAILED TO	TO SEE AND AVOID OTHE SEE AND AVOID OTHER AI -PERSONNEL PILOT OF O	RCRAFT								
	CONTROLL TRAFFIC CONTROL HORIZONT		NONE E-DEGREES - O	.−SMALL		RADA CONT CONV VERT	AR CTL/SURVEILLANCE - N	EGREES - 2				

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BRIEFS OF ACCIDENTS INJURIES FILE DATE LOCATION AIRCRAFT DATA FLIGHT PILOT DATA F S M/N PURPOSE CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 44, 1574 3-3337 6/6/79 NR.BURLINGTON,WI PIPER PA-32R TIME - 1920 PX- 0 0 5 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 2 IN TYPE, N1134Q DAMAGE-SUBSTANTIAL DT- 0 0 2 INSTRUMENT RATED. NAME OF AIRPORT - BURLINGTON MUNI DEPARTURE POINT INTENDED DESTINATION BURLINGTON, WI LOCAL PHASE OF OPERATION TYPE OF ACCIDENT LANDING FINAL APPROACH COLLISION WITH AIRCRAFT BOTH IN FLIGHT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT FACTOR(S) WEATHER - OBSTRUCTIONS TO VISION PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC. EQUIPMENT WEATHER BRIFFING - NO RECORD OF BRIFFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED 25000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND HAZE RIGHT QUARTERING HEAD WIND 023-067 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 150 67 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 10 VFR TYPE OF FLIGHT PLAN NONE SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - UNICOM RADAR CTL/SURVEILLANCE - UNKNOWN/NOT REPORTED CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - UNKNOWN/NOT REPORTED CONVERGENCE ANGLE-DEGREES - 0 HORIZONTAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO REMARKS- SMOKE & HAZE. GND UNICOM NOT MONITORED BY OPERATOR. PLT DID NOT HEAR OTHER ACFT RDO TRANS. PAGE 42

FILE	DATE		AIRCRAFT DATA	F	S M/	N	FLIGHT PURPOSE	PILO	T DATA
		•BURLINGTON •WI		CR- 0 PX- 0	0	2 0	INSTRUCTIONAL DUAL	COMMERCIAL, AGE 23, 904 46 IN TYPE, RATED.	TOTAL HOURS
	DEPARTURE P WAUKESHA, TYPE OF ACC	WI	INTENDED DESTINATION BURLINGTON,WI			-	OPERATION Ng Final Approach		
	FACTOR(S) WEATHER - PILOT IN WEATHER BRI	- MISCELLANEOUS- OBSTRUCTIONS TO COMMAND - FAILED	TO USE OR INCORRECTLY OF BRIEFING RECEIVED	USED M1			PMENT		
	3 MILES O	AT ACCIDENT SITE	CIDENT SITE		2500 PRECI NON	00 PI1 E	AT ACCIDENT SITE TATION AT ACCIDENT SITE E BEARING OF-WIND		
	HAZE TEMPERATURE 67 WIND VELOCI 10	-F			RIG WIND 150	HT DIF OF	QUARTERING HEAD WIND 02 RECTION-DEGREES WEATHER CONDITIONS	3-067 DEGREES	
	TYPE OF FLI NONE	GHT PLAN							
	SPECIAL DAT	Α	.VED - SMALL US GEN.AV			N . /	AV .		

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA E S M/N PURPOSE \_\_\_\_\_ 3-3149 9/2/79 BLOOMFIELD TWP,WI PIPER PA-24 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 50, 529 TIME - 1604 N6051P PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 230 IN TYPE, NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL OT- 2 0 0 NAME OF AIRPORT - PLAYBOY DEPARTURE POINT INTENDED DESTINATION GARY.IN LAKE GENEVA.WI TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT CONTROLLING AGENCY - NO CONTROL CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT TRAFFIC ADVISORY ISSUED - NONE CONTROL ZONE/AREA - NO CONVERGENCE ANGLE-DEGREES - 90 HORIZONTAL COLLISION ANGLE-DEGREES -60 VERTICAL COLLISION ANGLE-DEGREES - 0 EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - NOT OPERATING 3-3149 9/2/79 BLOOMFIELD TWP,WI PIPER PA-39 CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 54, 1333 TIME - 1604 N8859Y PX- 1 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 291 IN TYPE, INSTRUMENT RATED. OT- 0 0 2 DAMAGE-DESTROYED NAME OF AIRPORT - PLAYBOY DEPARTURE POINT INTENDED DESTINATION GARY . IN LAKE GENEVA, WI TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH IN FLIGHT IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT SPECIAL DATA SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV.-SMALL US GEN.AV. CONTROLLING AGENCY - NO CONTROL RADAR CTL/SURVEILLANCE - NOT UNDER RADAR CONTACT TRAFFIC ADVISORY ISSUED - NONE CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT CONTROL ZONE/AREA - NO CONVERGENCE ANGLE-DEGREES - 30 HORIZONTAL COLLISION ANGLE-DEGREES -VERTICAL COLLISION ANGLE-DEGREES - 0 60 EVASIVE ACTION TAKEN - NO ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN

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1981-0-361-828/94

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