

BIOMEDICAL REFERENCES  
FOR AVIATION SAFETY  
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# NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

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

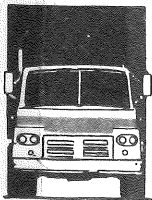
U.S. GENERAL AVIATION  
1979

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16. Abstract  This publication contains reports on all U.S. general aviation accidents, occurring in 1979, involving alcohol impairment as a cause/factor. Included are 34 accident Briefs, 30 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances and probable cause(s)/factor(s) for each accident. Additional statistical information is tabulated by type of accident, phase of operation, injury index, aircraft damage, pilot certificate, injuries and causal factor(s). This publication will be published annually.					
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## FOREWORD

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

In 1979, U.S. General Aviation aircraft were involved in 34 total and 30 fatal accidents where alcohol impairment was a cause/factor. In comparison, the entire General Aviation fleet incurred 4,023 total and 678 fatal accidents.

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

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

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

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

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

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## EXPLANATORY NOTES

### U.S. GENERAL AVIATION

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

### U.S. AIR CARRIER

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

### DEFINITIONS

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

#### Aircraft Accident

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

#### Fatal Injury

Any injury which results in death within 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

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

## EXPLANATORY NOTES

### INJURY INDEX

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

### TYPE OF ACCIDENT

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

#### Gear Collapsed

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

#### Gear Retracted

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

#### Airframe Failure

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

#### Engine Failure/Malfunction

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

### PHASE OF OPERATION

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

### KIND OF FLYING

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

#### 1. Instructional Flying

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



## EXPLANATORY NOTES

### KIND OF FLYING

#### 2. Noncommercial Flying

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

##### Pleasure

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

##### Business

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

##### Corporate/Executive Operations

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

#### 3. Commercial Flying

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

#### 4. Miscellaneous Flying

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

### COLLISION BETWEEN AIRCRAFT

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

## EXPLANATORY NOTES

### CAUSES AND RELATED FACTORS

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

### AIRCRAFT WEIGHT CATEGORIES

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

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

### SMALL FIXED-WING AIRCRAFT

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

### LARGE FIXED-WING AIRCRAFT

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

### ROTORCRAFT

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

### TYPES OF WEATHER CONDITIONS

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

# LIST OF ABBREVIATIONS USED IN BRIEFS

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



INJURIES, ACCIDENTS  
U.S. GENERAL AVIATION  
INVOLVING

ALCOHOL AS A CAUSE/FACTOR  
1979

	INJURIES					TOTAL
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	
PILOT	27	5		2		34
COPILOT	2					2
DUAL STUDENT		1				1
CHECK PILOT						
FLIGHT ENGINEER						
NAVIGATOR						
CABIN ATTENDANT						
EXTRA CREW						
PASSENGERS	26	8	1	1		36
TOTAL	55	14	1	3		73
					ABOARD	
OTHER AIRCRAFT						
OTHER GROUND						
GRAND TOTAL	55	14	1	3		73

INVOLVES 34 TOTAL ACCIDENTS  
INVOLVES 30 FATAL ACCIDENTS

# ANALYTIC TABLE

## KIND OF FLYING BY PILOT CERTIFICATE

KIND OF FLYING	PILOT CERTIFICATE								RECORDS	ACCIDENTS	PERCENT	
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL. INSTR.	COMMERCIAL/ FL. INSTR.	ATR/ FL. INSTR.	OTHER				NONE
<u>INSTRUCTIONAL</u>												
DUAL						1				1	1	2.94
SOLO												
CHECK												
TRAINING												
<u>NONCOMMERCIAL</u>												
PLEASURE	5	12	4		1	1		1		24	24	70.59
PRACTICE		1								1	1	2.94
BUSINESS		2	1	1						4	4	11.76
CORPORATE/EXECUTIVE												
AERIAL SURVEY												
COMPANY FLIGHT												
OTHER												
<u>COMMERCIAL</u>												
AERIAL APPLICATION												
CROP CONTROL RELATED FLIGHT												
FIRE CONTROL												
FIRE CONTROL RELATED FLIGHT												
AERIAL MAPPING/PHOTOGRAPHY												
AERIAL ADVERTISING												
POWER AND PIPELINE PATROL												
FISH SPOTTING												
AIR TAXI-PASSENGER OPERATIONS			1			1				2	2	5.88
AIR TAXI-CARGO OPERATIONS				1						1	1	2.94
CONSTRUCTION WORK												
SCHEDULED PASSENGER SERVICE												
SCHEDULED CARGO SERVICE												
INTRA-STATE CHARTER PASSG.												
INTRA-STATE CHARTER CARGO.												
MILITARY CONTRACT-PASSENGER												
MILITARY CONTRACT-CARGO												
CHARTER CARGO-DOMESTIC												
CHARTER PASSG-DOMESTIC												
CHARTER-CARGO-INTERNATIONAL												
CHARTER-PASSG-INTERNATIONAL												
OTHER												
UNKNOWN/NOT REPORTED												

# ANALYTIC TABLE

## KIND OF FLYING BY PILOT CERTIFICATE

KIND OF FLYING	PILOT CERTIFICATE										RECORDS	ACCIDENTS	PERCENT
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL. INSTR.	COMMERCIAL/ FL. INSTR.	ATR/ FL. INSTR.	OTHER	NONE	UNKNOWN/ NOT REPORTED			
MISCELLANEOUS													
EXPERIMENTATION													
TEST													
DEMONSTRATION													
FERRY													
SEARCH AND RESCUE													
AIR SHOW/AIR RACING													
PARACHUTE JUMP													
PARACHUTE JUMP-AIR SHOW													
TOWING GLIDERS													
SEEDING CLOUDS													
HUNTING													
POLICE PATROL													
HIGHWAY TRAFFIC ADVISORY													
ALL OTHER PUBLIC FLYING													
OTHER													
UNKNOWN/NOT REPORTED				1							1	1	2.94
RECORDS	5	16	6	2		2	2		1		34		
ACCIDENTS	5	16	6	2		2	2		1			34	
PERCENTS	14.7	47.1	17.6	5.9	.0	5.9	5.9	.0	2.9				

# 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	1				1	1	2.94
DRAINED WINGTIP POD OR FLOAT							
WHEELS-UP LANDING							
WHEELS-DOWN LANDING IN WATER							
GEAR COLLAPSED							
GEAR RETRACTED							
HARD LANDING							
NOSE OVER/DOWN							
ROLL OVER							
OVERSHOOT							
UNDERSHOOT	1				1	1	2.94
<u>COLLISION BETWEEN AIRCRAFT</u>							
BOTH IN FLIGHT							
ONE AIRBORNE							
BOTH ON GROUND							
<u>COLLISION WITH GROUND/WATER</u>							
CONTROLLED	6	1			7	7	20.59
UNCONTROLLED	8				8	8	23.53
<u>COLLIDED WITH</u>							
WIRES/POLES	3				3	3	8.82
TREES	6				6	6	17.65
RESIDENCE/S							
BUILDING/S							
FENCE, FENCEPOSTS							
ELECTRONIC TOWERS							
RUNWAY OR APPROACH LIGHTS							
AIRPORT HAZARD							
ANIMALS							
CROP							
FLAGMAN LOADER							
DITCHES							
SNOWBANK							
<u>PARKED AIRCRAFT (UNATTENDED)</u>							
AUTOMOBILE							
DIRT BANK							
OTHER							
BIRD STRIKE							



# ANALYTIC TABLE

## FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
STALL	2	2			4	4	11.76
SPIN							
SPIRAL							
MUSH							
<u>FIRE OR EXPLOSION</u>							
IN FLIGHT							
ON GROUND							
<u>AIRFRAME FAILURE</u>							
IN FLIGHT	1				1	1	2.94
ON GROUND							
ENGINE TEARAWAY							
ENGINE FAILURE OR MALFUNCTION	1				1	1	2.94
<u>PROPELLER/ROTOR FAILURE</u>							
PROPELLER							
TAIL ROTOR							
MAIN ROTOR							
PROP ROTOR ACNT TO PERSON		1		1	2	2	5.88
JET INTAKE/EXH ACNT TO PERS							
PROPELLER/JET/ROTOR BLAST							
TURBULENCE							
HAIL DAMAGE TO AIRCRAFT							
LIGHTNING STRIKE							
EVASIVE MANEUVER							
UNCONTROLLED ALT DEVIATION							
DITCHING							
MISSING ACFT NOT RECOVERED							
MISCELLANEOUS/OTHER							
UNDETERMINED							
RECORDS	29	4		1	34		
ACCIDENTS	29	4		1		34	
PERCENTS	85.3	11.8		2.9			

# 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	5.88
ENGINE RUNUP							
IDLING ROTORS							
PARKED-ENGINES NOT OPERATING							
OTHER							
<u>TAXI</u>							
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							
<u>TAKEOFF</u>							
RUN	1				1	1	2.94
INITIAL CLIMB	1	1			2	2	5.88
VERTICAL							
RUNNING (ROTORCRAFT/VTOL-STOL)							
ABORTED (FIXED-WING)							
ABORTED (ROTORCRAFT/VTOL)							
ABORTED (ROTORCRAFT/STOL)							
OTHER							
<u>INFLIGHT</u>							
CLIMB TO CRUISE	1				1	1	2.94
NORMAL CRUISE	6				6	6	17.65
DESCENDING							
HOLDING (IFR)							
HOVERING							
POWER-ON DESCENT (ROTORCRAFT)							
<u>AUTOROTATIVE DESCENT</u>							
ACROBATICS	1				1	1	2.94
BUZZING	4	1			5	5	14.71
UNCONTROLLED DESCENT	4				4	4	11.76

# 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	3				3	3	8.82
OTHER	1	1			2	2	5.88
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	2				2	2	5.88
FINAL APPROACH (VFR)	3				3	3	8.82
INITIAL APPROACH	1				1	1	2.94
FINAL APPROACH (IFR)							
LEVEL OFF/TOUCHDOWN							
ROLL (FIXED WING)							
ROLL-ON/RUN-ON (ROTORCRAFT)							
POWER-ON LANDING (ROTORCRAFT)							
POWER-OFF AUTOROTATIVE LDG							
GO-AROUND (VFR)							
MISSED APPROACH (IFR)							
OTHER							
UNKNOWN/NOT REPORTED	1				1	1	2.94
RECORDS	30	4			34		
ACCIDENTS	30	4				34	
PERCENTS	88.2	11.8	.0	.0			

## CAUSE/FACTOR TABLE

U.S. GENERAL AVIATION ACCIDENTS  
INVOLVING ALCOHOL AS A CAUSE/FACTOR  
1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 34 TOTAL ACCIDENTS

INVOLVES 30 FATAL ACCIDENTS

BROAD CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT	28 93.33	15 50.00	29 96.67	3 75.00	.00	3 75.00	31 91.18	15 44.12	32 94.12
PERSONNEL	1 3.33	.00	1 3.33	1 25.00	.00	1 25.00	2 5.88	.00	2 5.88
AIRFRAME	.00	1 3.33	1 3.33	.00	.00	.00	.00	1 2.94	1 2.94
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
INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	.00	.00	.00	.00	.00	.00	.00	.00
ROTORCRAFT	.00	.00	.00	.00	.00	.00	.00	.00	.00
AIRPORT/AIRWAYS/FACILITIES	.00	1 3.33	1 3.33	.00	.00	.00	.00	1 2.94	1 2.94
WEATHER	.00	11 36.67	11 36.67	.00	.00	.00	.00	11 32.35	11 32.35
TERRAIN	.00	4 13.33	4 13.33	.00	1 25.00	1 25.00	.00	5 14.71	5 14.71
MISCELLANEOUS	.00	.00	.00	.00	1 25.00	1 25.00	.00	1 2.94	1 2.94
UNDETERMINED	1 3.33	.00	1 3.33	.00	.00	.00	1 2.94	.00	1 2.94

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

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

CAUSE/FACTOR TABLE

U.S. GENERAL AVIATION ACCIDENTS  
INVOLVING ALCOHOL AS A CAUSE/FACTOR  
1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 34 TOTAL ACCIDENTS

INVOLVES 30 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
<b>** PILOT **</b>									
PILOT IN COMMAND									
ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL		1	1					1	1
BECAME LOST/DISORIENTED	1		1				1		1
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS	6		6				6		6
EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT	1		1				1		1
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS	1		1				2		2
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	3		3	1		1	4		4
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	3	2	5				3	2	5
EXERCISED POOR JUDGMENT	2		2				2		2
INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS	1		1				1		1
MISJUDGED DISTANCE AND ALTITUDE	1		1				1		1
MISJUDGED ALTITUDE AND CLEARANCE	4		4	1		1	5		5
MISJUDGED ALTITUDE	1		1				1		1
MISJUDGED CLEARANCE	1		1				1		1
INCAPACITATION	1		1				1		1
PHYSICAL IMPAIRMENT	13	15	28	3		3	16	15	31
SPATIAL DISORIENTATION	4		4				4		4
FAILED TO MAINTAIN DIRECTIONAL CONTROL	1		1				1		1
FAILED TO ABORT TAKEOFF	1		1				1		1
SUBTOTAL	45	18	63	6		6	51	18	69
<b>** PERSONNEL **</b>									
RULES, REGULATIONS, STANDARDS PERSONNEL									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
OPERATIONAL SUPERVISORY PERSONNEL									
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
AIRPORT SUPERVISORY PERSONNEL									
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
MISCELLANEOUS-PERSONNEL									
PASSENGER	1		1	1		1	2		2
THIRD PILOT									
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL	1		1	1		1	2		2
<b>** AIRFRAME **</b>									
WINGS									
SPARS		1	1					1	1
FUSELAGE									
LANDING GEAR									
FLIGHT CONTROL SURFACES									
SUBTOTAL		1	1					1	1
<b>** AIRPORTS/AIRWAYS/FACILITIES **</b>									
AIRPORT FACILITIES									
AIRPORT CONDITIONS									
ICE/SLUSH ON RUNWAY		1	1					1	1
SNOW ON RUNWAY		1	1					1	1
AIRWAYS FACILITIES									
SUBTOTAL		2	2					2	2
<b>** WEATHER **</b>									

# CAUSE/FACTOR TABLE

## WEATHER (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
LOW CEILING		7	7					7	7
RAIN		4	4					4	4
FOG		5	5					5	5
SNOW		1	1					1	1
UNFAVORABLE WIND CONDITIONS		3	3					3	3
TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS		1	1					1	1
SQUALL LINE		1	1					1	1
THUNDERSTORM ACTIVITY		2	2					2	2
OTHER		2	2					2	2
SUBTOTAL		26	26					26	26
** TERRAIN **									
HIGH OBSTRUCTIONS		4	4		1	1		5	5
SUBTOTAL		4	4		1	1		5	5
** MISCELLANEOUS **									
UNDETERMINED	1		1				1		1
EVASIVE MANEUVER TO AVOID COLLISION					1	1		1	1
SUBTOTAL	1		1		1	1	1	1	2
GRAND TOTAL	47	51	98	7	2	9	54	53	107
** MISCELLANEOUS ACTS, CONDITIONS **									
DISREGARD OF GOOD OPERATING PRACTICE				1		1	1		1
UNWARRANTED LOW FLYING	4	1	5	1	1	2	5	2	7
STOLEN OR UNAUTHORIZED USE OF AIRCRAFT		3	3					3	3
SEPARATION IN FLIGHT		1	1					1	1
PILOT FATIGUE		2	2					2	2
ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT	15	15	30	3	1	4	18	16	34
AIRFRAME ICE		1	1					1	1
WATER IN FUEL	1		1				1		1
OVERLOAD FAILURE		1	1					1	1

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

LISTING OF ACCIDENTS  
INVOLVING  
ALCOHOL AS A CAUSE/FACTOR

U.S. GENERAL AVIATION  
1979  
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 0039	N34EB	021179	FORT WORTH, TX	CESSNA	172	SERIOUS
3 0435	N735JH	031479	NGRANITE, OK	CESSNA	182Q	FATAL
3 0569	N11306	022779	NALBANY, GA	CESSNA	150	FATAL
3 0796	N7167P	031779	TAFT, CA	PIPER	PA-24	FATAL
3 0912	N222LR	061879	NEW ORLEANS, LA	MITSUBISHI	MU-2B	FATAL
3 0962	N6920W	031879	NCAMDEN, SC	PIPER	PA-28	FATAL
3 1072	N9978P	052779	NBOISE CITY, OK	PIPER	PA-36	FATAL
3 1081	N201GW	032379	CEDAR RAPIDS, IA	BEECH	E18S	FATAL
3 1680	N9278U	011279	NORLANDO, FL	CESSNA	150M	FATAL
3 1758	N5471H	071179	LITTLE ROCK, AR	CESSNA	172M	FATAL
3 1768	N61882	042679	NGORMAN, CA	CESSNA	172M	FATAL
3 1835	N172KA	070779	BREMERTON, WA	CESSNA	172M	FATAL
3 1845	N1459R	061779	CLEARWATER, MN	GRUMMAN	AA-1B	FATAL
3 2103	N4739B	100179	GAINESVILLE, TX	CESSNA	152	FATAL
3 2144	N8064D	041379	ELIASVILLE, TX	PIPER	PA-22	SERIOUS
3 2571	N26147	072279	NFT. PIERCE, FL	PIPER	J-3C65	FATAL
3 2782	N15325	071179	BURMUDA DUNES, CA	PIPER	PA-32	FATAL
3 2889	N60677	081479	PLEASANT HILL, MO	CESSNA	150J	FATAL
3 2973	N31929	120879	MOUNTAIN HOME, ID	AERONCA	65-CA	FATAL
3 3110	N21479	111179	SUGARLAND, TX	CESSNA	172M	FATAL

LISTING OF ACCIDENTS  
INVOLVING  
ALCOHOL AS A CAUSE/FACTOR

U.S. GENERAL AVIATION  
1979  
(IN FILE ORDER SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 3200	N470PP	120979	NIDAHO FALLS, ID	CESSNA	182	FATAL
3 3240	N6518	093079	WATERTOWN, WI	FLY-BABY	1-A	FATAL
3 3244	N234MA	112679	NPOST OAK, TX	MITSUBISHI	MU-2B	FATAL
3 3265	N99484	111879	BISHOPVILLE, SC	ERCO	415-C	FATAL
3 3291	N756LA	111179	NOBLESVILLE, IN	CESSNA	206	SERIOUS
3 3343	N3594U	121179	WOMACK, MO	CESSNA	182S	FATAL
3 3470	N9101E	050779	GREENVILLE, KY	MAULE	M-5	SERIOUS
3 3515	N9458W	031779	PARK FORREST, IL	PIPER	PA-28	FATAL
3 3522	N3027Z	070479	NST CHARLES, IL	PIPER	PA-22	FATAL
3 3656	N1726U	100379	NJUNEAU, AK	CESSNA	207	FATAL
3 3658	N2681C	112479	NNAPA, CA	CESSNA	182R	FATAL
3 3659	N16436	122879	BROAD BROOK, CT	PIPER	PA-28	FATAL
3 3918	N32418	081779	WENDOVER, UT	PIPER	PA-34	FATAL
3 3958	N69618	082979	BLUE RIDGE, IN	CESSNA	310	FATAL



NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING

ALCOHOL AS A CAUSE/FACTOR

U.S. GENERAL AVIATION

1979

(IN STATE AND DATE ORDER)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
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## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3656	10/3/79	NR. JUNEAU, AK	CESSNA 207	CR- 1 0 0	COMMERCIAL	COMMERCIAL, FL. INSTR.,
	TIME - 1213		N1726U	PX- 2 0 0	AIR TAXI-PASSG	AGE 22, 2623 TOTAL HOURS,
			DAMAGE-DESTROYED			21 IN TYPE, INSTRUMENT
						RATED.
	DEPARTURE POINT	INTENDED DESTINATION		LAST ENROUTE STOP		
	JUNEAU, AK	RETURN		HOONAH, AK.		
	TYPE OF ACCIDENT			PHASE OF OPERATION		
	COLLISION WITH GROUND/WATER	UNCONTROLLED		IN FLIGHT UNCONTROLLED DESCENT		
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS					
	PILOT IN COMMAND - SPATIAL DISORIENTATION					
	FACTOR(S)					
	PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING					
	PILOT IN COMMAND - PHYSICAL IMPAIRMENT					
	MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT					
	WEATHER - LOW CEILING					
	WEATHER - RAIN					
	WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS					
	WEATHER - SQUALL LINE					
	WEATHER - OTHER					
	WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON					
	WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT					
	SKY CONDITION			CEILING AT ACCIDENT SITE		
	OVERCAST			650		
	VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE		
	UNKNOWN/NOT REPORTED			RAIN		
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TEMPERATURE-F		
	UNKNOWN/NOT REPORTED			49		
	TYPE OF WEATHER CONDITIONS			TYPE OF FLIGHT PLAN		
	IFR			VFR		
	FIRE AFTER IMPACT					
	REMARKS- MERGING CLOUD LAYERS FORECASTED. BLOOD ALCOHOL LEVEL 108MG%.					

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1758	7/11/79	LITTLE ROCK, AR	CESSNA 172M N5471H	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 40, 330 TOTAL HOURS, 105 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT PARAGOULD, AR			DAMAGE-DESTROYED INTENDED DESTINATION LITTLE ROCK, AR			
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER			UNCONTROLLED		PHASE OF OPERATION LANDING INITIAL APPROACH	
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - PARTIAL BRIEFING BY FLIGHT SERVICE PERSONNEL, BY PHONE/RADIO, LIMITED BY PILOT ACTION WEATHER FORECAST - WEATHER CONSIDERABLY WORSE THAN FORECAST						
SKY CONDITION OVERCAST			CEILING AT ACCIDENT SITE 300			
VISIBILITY AT ACCIDENT SITE 1/2 MILE OR LESS			PRECIPITATION AT ACCIDENT SITE NONE			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG			TEMPERATURE-F 74			
WIND DIRECTION-DEGREES 6			WIND VELOCITY-KNOTS 5			
TYPE OF WEATHER CONDITIONS IFR			TYPE OF FLIGHT PLAN SPECIAL VFR			
REMARKS- BLOOD ALCOHOL LEVEL .065%.						
3-0796	3/17/79	TAFT, CA	PIPER PA-24 N7167P	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 33, 396 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT BURBANK, CA			DAMAGE-DESTROYED INTENDED DESTINATION UNKNOWN/NOT REPORTED		LAST ENROUTE STOP UNKNOWN/NOT REPORTED	
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER			CONTROLLED		PHASE OF OPERATION LANDING FINAL APPROACH	
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT						
REMARKS- PLTS BLOOD ALCOHOL LEVEL .061 GM/DL. BAGS OF MARIJUANA SEED FOUND ABOARD.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1768	4/26/79	NR.GORMAN,CA	CESSNA 172M	CR- 1 1 0	INSTRUCTIONAL	ATP, FLIGHT INSTR., AGE
	TIME - 2210		N61882	PX- 1 1 0	DUAL	55, 5000 TOTAL HOURS, 500
			DAMAGE-SUBSTANTIAL			IN TYPE, INSTRUMENT
						RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		BAKERSFIELD,CA	HAWTHORNE,CA			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		COLLISION WITH GROUND/WATER	CONTROLLED		IN FLIGHT	NORMAL CRUISE
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS				
		PILOT IN COMMAND - PHYSICAL IMPAIRMENT				
		MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT				
		FACTOR(S)				
		WEATHER - LOW CEILING				
		WEATHER - RAIN				
		WEATHER - FOG				
		WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONNEL, IN PERSON				
		WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION			CEILING AT ACCIDENT SITE	
		OVERCAST			2000	
		VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE	
		1/4 MILE OR LESS			RAIN	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TEMPERATURE-F	
		FOG			68	
		TYPE OF WEATHER CONDITIONS			TYPE OF FLIGHT PLAN	
		IFR			VFR	
		REMARKS- PIC BLOOD ALCOHOL LEVEL .158%. MTNS OBSCURED.				

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2782	7/11/79	BURMUDA DUNES,CA	PIPER PA-32	CR- 1 0 0	NONCOMMERCIAL	PRIVATE, AGE 41, 680
	TIME - 2310		N15325	PX- 0 0 0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, 670 IN TYPE, NOT INSTRUMENT RATED.
			DAMAGE-DESTROYED			
		NAME OF AIRPORT - BURMUDA DUNES				
		DEPARTURE POINT	INTENDED DESTINATION			
		EL MONTE,CA	BURMUDA DUNES,CA			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		COLLIDED WITH WIRES/POLES			LANDING TRAFFIC PATTERN-CIRCLING	
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - MISJUDGED ALTITUDE				
		PILOT IN COMMAND - PHYSICAL IMPAIRMENT				
		MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT				
		FACTOR(S)				
		WEATHER - UNFAVORABLE WIND CONDITIONS				
		WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED				
		SKY CONDITION			CEILING AT ACCIDENT SITE	
		CLEAR			UNLIMITED	
		VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE	
		5 OR OVER(UNLIMITED)			NONE	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TEMPERATURE-F	
		NONE			80	
		WIND DIRECTION-DEGREES			WIND VELOCITY-KNOTS	
		310			10	
		TYPE OF WEATHER CONDITIONS			TYPE OF FLIGHT PLAN	
		VFR			NONE	
		REMARKS- POWER POLES.WIND GUSTING 20K.BLOOD ALCOHOL 0.19%				

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3658	11/24/79	NR.NAPA,CA	CESSNA 182R	CR- 1 0 0	NONCOMMERCIAL	PRIVATE, AGE 23, 220
	TIME - 0307		N2681C	PX- 2 0 0	PLEASURE/PERSONAL TRANSP	TOTAL HOURS, UNK/NR IN
			DAMAGE-DESTROYED			TYPE, NOT INSTRUMENT
						RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		SACRAMENTO,CA	NAPA,CA			
		TYPE OF ACCIDENT			PHASE OF OPERATION	
		COLLISION WITH GROUND/WATER	CONTROLLED		IN FLIGHT	NORMAL CRUISE
		PROBABLE CAUSE(S)				
		PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE				
		PILOT IN COMMAND - PHYSICAL IMPAIRMENT				
		MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT				
		FACTOR(S)				
		WEATHER - OTHER				
		WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE				
		WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT				
		SKY CONDITION			CEILING AT ACCIDENT SITE	
		OVERCAST			2300	
		VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE	
		3 MILES OR LESS			UNKNOWN/NOT REPORTED	
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TYPE OF WEATHER CONDITIONS	
		FOG			VFR	
		TYPE OF FLIGHT PLAN				
		NONE				
		REMARKS- VSBY RESTRICTED BY FOG,HAZE.LIGHT RW IN AREA.HIT HILL AT NIGHT.BLOOD ALCOHOL LEVEL 0.18%.				

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3659	12/28/79 TIME - 2258	BROAD BROOK, CT	PIPER PA-28 N16436 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 49, 3070 TOTAL HOURS, 470 IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - SKYLARK DEPARTURE POINT WAREHOUSE POINT, CT TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH TREES	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH		
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS TERRAIN - HIGH OBSTRUCTIONS						
		SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 5 OR OVER (UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 340 TYPE OF WEATHER CONDITIONS VFR	CEILING AT ACCIDENT SITE 3300 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 40 WIND VELOCITY-KNOTS 13 TYPE OF FLIGHT PLAN NONE			
REMARKS- PLT'S BLOOD/ALCOHOL LVL-187 MG%. WND GSTG 21KTS. RWY LGTS ON.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1680	1/12/79 TIME - 2015	NR. ORLANDO, FL	CESSNA 150M N9278U DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 32, 63 TOTAL HOURS, 61 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT PAHOKEE, FL	INTENDED DESTINATION ORLANDO, FL		LAST ENROUTE STOP BESINGER, FL		
	TYPE OF ACCIDENT COLLIDED WITH TREES			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
	PROBABLE CAUSE(S) PILOT IN COMMAND - BECAME LOST/DISORIENTED PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS					
	FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - LOW CEILING WEATHER - RAIN WEATHER - THUNDERSTORM ACTIVITY TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED					
	SKY CONDITION OVERCAST			CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED		
	VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED			PRECIPITATION AT ACCIDENT SITE RAIN, THUNDERSTORM		
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE UNKNOWN/NOT REPORTED			TYPE OF WEATHER CONDITIONS IFR		
	TYPE OF FLIGHT PLAN NONE					
	REMARKS- URIN ALCOHOL LEVEL 0.067%					
3-2571	7/22/79 TIME - 1845	NR. FT. PIERCE, FL	PIPER J-3C65 N26147 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	NO CERTIFICATE, AGE 28, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - NELSONS STRIP					
	DEPARTURE POINT FT. PIERCE, FL	INTENDED DESTINATION LOCAL				
	TYPE OF ACCIDENT COLLIDED WITH TREES			PHASE OF OPERATION IN FLIGHT BUZZING		
	PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FIRE AFTER IMPACT					
	REMARKS- BLOOD ALCOHOL LEVEL 0.334%					



## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0569	2/27/79	NR. ALBANY, GA	CESSNA 150 N11306 DAMAGE-DESTROYED	CR- 0 1 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 35, 1045 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT		INTENDED DESTINATION				
SYLVESTER, GA		LOCAL				
TYPE OF ACCIDENT				PHASE OF OPERATION		
COLLIDED WITH TREES				IN FLIGHT BUZZING		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - MISJUDGED CLEARANCE						
MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING						
FACTOR(S)						
PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
MISCELLANEOUS ACTS, CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT						
REMARKS- PILOT USE OF ACFT NOT AUTHORIZED FOR THIS FLT. PILOT'S BLOOD ALCOHOL TEST SHOWED .07 GM PERCENT.						
3-2973	12/8/79	MOUNTAIN HOME, ID	AERONCA 65-CA N31929 DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 27, 289 TOTAL HOURS, 84 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - MTN HOME MUNI						
DEPARTURE POINT		INTENDED DESTINATION		LAST ENROUTE STOP		
MOUNTAIN HOME, ID		UNKNOWN/NOT REPORTED		UNKNOWN/NOT REPORTED		
TYPE OF ACCIDENT				PHASE OF OPERATION		
STALL				LANDING FINAL APPROACH		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
FACTOR(S)						
MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE						
REMARKS- PILOT URINE ALCOHOL .142%.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3200	12/9/79	NR.IDAHO FALLS,ID	CESSNA 182 N470PP DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 16, 35 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - FANNING DEPARTURE POINT INTENDED DESTINATION IDAHO FALLS,ID LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED 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 FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING-- NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT  SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST/LOWER SCATTERED 800 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 31 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS CALM BELOW MINIMUMS TYPE OF FLIGHT PLAN NONE REMARKS- PLT BLOOD ALCOHOL LEVEL 0.06GM%.						
3-3515	3/17/79	PARK FORREST,IL	PIPER PA-28 N9458W DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 2 0	NONCOMMERCIAL PRACTICE	PRIVATE, AGE 35, 371 TOTAL HOURS, 196 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - HAEDTLER DEPARTURE POINT INTENDED DESTINATION PARK FORREST,IL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL IN FLIGHT OTHER  PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- PLT'S BLOOD/ALCOHOL LVL-.134%.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3522	7/4/79	NR. ST CHARLES, IL	PIPER PA-22 N3027Z DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 65, 255 TOTAL HOURS, 134 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT MORRIS, IL	INTENDED DESTINATION ST CHARLES, IL			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED		PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT		
PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST						
		SKY CONDITION OVERCAST	CEILING AT ACCIDENT SITE 900			
		VISIBILITY AT ACCIDENT SITE 4 MILES OR LESS	PRECIPITATION AT ACCIDENT SITE THUNDERSTORM			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG	TEMPERATURE-F 61			
		WIND DIRECTION-DEGREES 10	WIND VELOCITY-KNOTS 10			
		TYPE OF WEATHER CONDITIONS IFR	TYPE OF FLIGHT PLAN NONE			
REMARKS- PLT'S BLOOD/ALCOHOL LVL .056%.						
3-3958	8/29/79	BLUE RIDGE, IN	CESSNA 310 N69618 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 50, 2400 TOTAL HOURS, 1600 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT CINCINNATI, OH	INTENDED DESTINATION INDIANAPOLIS, IN			
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED		PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT		
PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
REMARKS- HIGH SPEED STEEP ANGLE DESCENT FROM 8000FT. PLT BLOOD ALCOHOL LEVEL 98MG%.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES S S M/N	FLIGHT PURPOSE	PILOT DATA
3-3291	11/11/79 TIME - 0953	NOBLESVILLE, IN	CESSNA 206 N756LA DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL. INSTR., AGE 26, 2530 TOTAL HOURS, 37 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT		INTENDED DESTINATION				
WESTFIELD, IN		ELWOOD, IN				
TYPE OF ACCIDENT				PHASE OF OPERATION		
COLLIDED WITH TREES				IN FLIGHT OTHER		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE						
PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING						
REMARKS- OBSVRD WITH ANOTHER ACFT ALTERNATING LEAD. PLT BLOOD ALCOHOL LVL .144%.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1081	3/23/79 TIME - 2053	CEDAR RAPIDS, IA	BEECH E18S N201GW DAMAGE-DESTROYED	CR- 2 0 0 PX- 0 0 0	COMMERCIAL AIR TAXI-CARGO	AIRLINE TRANSPORT, AGE 37, 7257 TOTAL HOURS, 170 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CEDAR RAPIDS MUNI DEPARTURE POINT INTENDED DESTINATION CEDAR RAPIDS, IA SPRINGFIELD, IL TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE STALL MUSH PHASE OF OPERATION TAKEOFF RUN TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY WEATHER - SNOW WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - AIRFRAME ICE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TEMPERATURE-F 34 WIND VELOCITY-KNOTS 22 TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- 2IN SLUSH & SNOW ON RWY. PLT BLOOD ALCOHOL LEVEL .035%.						
			CEILING AT ACCIDENT SITE 500 PRECIPITATION AT ACCIDENT SITE SNOW RELATIVE BEARING OF WIND HEAD WIND 338-022 DEGREES WIND DIRECTION-DEGREES 330 TYPE OF WEATHER CONDITIONS IFR			

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3470	5/7/79 TIME - 2030	GREENVILLE, KY	MAULE M-5 N9101E DAMAGE-NONE	CR- 0 0 1 PX- 0 1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP.	PRIVATE, AGE 43, 400 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - MUHLENBERG COUNTY DEPARTURE POINT GREENVILLE, KY INTENDED DESTINATION LOCAL TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON PHASE OF OPERATION STATIC IDLING ENGINE(S) PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER MISCELLANEOUS ACTS, CONDITIONS - DISREGARD OF GOOD OPERATING PRACTICE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- PAX SAID DRANK 3 BEERS BEFORE FLT. TOLD PLT TO WAIT, EXITED ACFT HURRIEDLY, WALKED INTO PROP.						
3-0912	6/18/79 TIME - 1831	NEW ORLEANS, LA	MITSUBISHI MU-2B N222LR DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 1 0 1	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 51, 6450 TOTAL HOURS, 450 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LAKEFRONT DEPARTURE POINT DECATUR, ALA INTENDED DESTINATION NEW ORLEANS, LA TYPE OF ACCIDENT PROPELLER/ROTOR ACCIDENT TO PERSON PHASE OF OPERATION STATIC IDLING ENGINE(S) PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- URINE ALCOHOL 235 M/G PERCENT						
3-1845	6/17/79 TIME - 1025	CLEARWATER, MN	GRUMMAN AA-1B N1459R DAMAGE-DESTROYED	CR- 0 1 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 38, 120 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT MINNEAPOLIS, MN INTENDED DESTINATION LOCAL TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES PHASE OF OPERATION IN FLIGHT BUZZING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT PILOT IN COMMAND - PHYSICAL IMPAIRMENT REMARKS- COLLIDED WITH WIRES. BLOOD ALCOHOL LEVEL .06%.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2889	8/14/79	PLEASANT HILL,MO	CESSNA 150J N60677 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 28, 30 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - LAKE WINNEBAGO			PHASE OF OPERATION	
		DEPARTURE POINT	INTENDED DESTINATION			
		PLEASANT HILL,MO	LOCAL			
		TYPE OF ACCIDENT				
		STALL	LANDING TRAFFIC PATTERN-CIRCLING			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
REMARKS- ALCOHOL CONTENT-BLOOD .225%, URINE .240%.CIGARETTE BUTT CONTAINING MARIJUANA FOUND IN ASHTRAY.						
3-3343	12/11/79	WOMACK,MO	CESSNA 182S N3594U DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 38, 794 TOTAL HOURS, 654 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT	INTENDED DESTINATION			
		CAHOKIA,IL	PIEDMONT,MO			
		TYPE OF ACCIDENT				
		COLLISION WITH GROUND/WATER	CONTROLLED	PHASE OF OPERATION		
				IN FLIGHT NORMAL CRUISE		
PROBABLE CAUSE(S)						
PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS						
PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
FACTOR(S)						
WEATHER - LOW CEILING						
WEATHER - FOG						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION	CEILING AT ACCIDENT SITE			
		OVERCAST	UNKNOWN/NOT REPORTED			
		VISIBILITY AT ACCIDENT SITE	PRECIPITATION AT ACCIDENT SITE			
		UNKNOWN/NOT REPORTED	RAIN			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE	TYPE OF WEATHER CONDITIONS			
		FOG	IFR			
		TYPE OF FLIGHT PLAN				
		NONE				
		FIRE AFTER IMPACT				
REMARKS- BLOOD ALCOHOL LVL-152MG%.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0435	3/14/79	NR.GRANITE,OK	CESSNA 1820 N735JH DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 51, 1675 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - JOE HARP FIELD DEPARTURE POINT INTENDED DESTINATION ALTUS,OK GRANITE,OK TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT LOW PASS  PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT MISSING AIRCRAFT - LATER RECOVERED REMARKS- RECOVERY DATE 3/24/79.BLOOD ALCOHOL LEVEL .143%.						
3-1072	5/27/79	NR.BOISE CITY,OK	PIPER PA-36 N9978P DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	MISCELLANEOUS UNKNOWN/NOT REPORTED	PRIVATE, AGE 21, 1055 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION BOISE CITY,OK UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED UNKNOWN/NOT REPORTED  PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - STOLEN OR UNAUTHORIZED USE OF AIRCRAFT REMARKS- BLOOD ALCOHOL 119MG %. UNAUTHORIZED USE OF ACFT.						
3-0962	3/18/79	NR.CAMDEN,SC	PIPER PA-28 N6920W DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 60, 54 TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION COLUMBIA,SC LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT LOW PASS  PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- BLOOD ALCOHOL LEVEL 59MG/DL.						



## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3265	11/18/79 TIME - 1600	BISHOPVILLE, SC	ERCO 415-C N99484 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 61, 1965 TOTAL HOURS, 1310 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT BISHOPVILLE, SC	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH TREES	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING FINAL APPROACH			
PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- BLOOD ETHANOL LEVEL .091%.						
3-0039	2/11/79 TIME - 0800	FORT WORTH, TX	CESSNA 172 N34EB DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 23, 165 TOTAL HOURS, 36 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT FORT WORTH, TX	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT COLLIDED WITH TREES	PHASE OF OPERATION IN FLIGHT BUZZING			
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING REMARKS- PLT BLOOD ALCOHOL LEVEL .29%.						
3-2144	4/13/79 TIME - 1915	ELIASVILLE, TX	PIPER PA-22 N8064D DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 1 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 45, 2280 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT ELIASVILLE, TX	INTENDED DESTINATION LOCAL			
		TYPE OF ACCIDENT STALL	PHASE OF OPERATION TAKEOFF INITIAL CLIMB			
PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						
FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2103	10/1/79	GAINESVILLE, TX	CESSNA 152 N4739B	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	STUDENT, AGE 28, 23 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT GAINESVILLE, TX			DAMAGE-DESTROYED INTENDED DESTINATION LOCAL			
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER			CONTROLLED		PHASE OF OPERATION IN FLIGHT NORMAL CRUISE	
PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT REMARKS- TISSUE FLUID ETHYL ALCOHOL LEVEL 0.124%.						
3-3110	11/11/79	SUGARLAND, TX	CESSNA 172M N21479	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 38, 150 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - HULL DEPARTURE POINT HOUSTON, TX			DAMAGE-DESTROYED INTENDED DESTINATION SUGARLAND, TX			
TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES					PHASE OF OPERATION IN FLIGHT LOW PASS	
PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT TERRAIN - HIGH OBSTRUCTIONS REMARKS- COLLIDED W PWR LINES & POLE BETWEEN DESTN ARPT & PLACE OF BUSINESS. PLTS BLOOD ALCOHOL LEVEL .069%.						
3-3244	11/26/79	NR. POST OAK, TX	MITSUBISHI MU-2B N234MA	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL BUSINESS	AIRLINE TRANSPORT, AGE 39, 11274 TOTAL HOURS, 1045 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT JACKSON, MS			INTENDED DESTINATION ARDMORE, OK			
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER			UNCONTROLLED		PHASE OF OPERATION IN FLIGHT UNCONTROLLED DESCENT	
PROBABLE CAUSE(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE REMARKS- BLOOD ALCOHOL LVL-170MG PERCENT. NO SLEEP IN 48HRS. CRASHED ON AUTO-PLT HDG. HYPERACTIVE DOG ABD.						

## BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3918	8/17/79 TIME - 1920	WENDOVER,UT	PIPER PA-34 N32418 DAMAGE-DESTROYED	CR- 2 0 0 PX- 4 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 42, 84 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - WENDOVER AF AUX			INTENDED DESTINATION			
DEPARTURE POINT WENDOVER,UT			SALT LAKE CITY,UT			
TYPE OF ACCIDENT COLLISION WITH GROUND/WATER			UNCONTROLLED		PHASE OF OPERATION TAKEOFF INITIAL CLIMB	
PROBABLE CAUSE(S) PILOT IN COMMAND - SPATIAL DISORIENTATION						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
REMARKS- NO GROUND REF POINTS IN DIR OF TKOK,DARK NIGHT,5HRS INST TIME,PLT BLOOD ALCOHOL LEVEL .056%.						
3-1835	7/7/79 TIME - 0014	BREMERTON,WA	CESSNA 172M N172KA DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 20, 129 TOTAL HOURS, 27 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT BREMERTON,WA			INTENDED DESTINATION LOCAL			
TYPE OF ACCIDENT COLLIDED WITH TREES					PHASE OF OPERATION IN FLIGHT BUZZING	
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING						
FIRE AFTER IMPACT						
REMARKS- ACFT TOPPED TREE,STRUCK GRND AT LOW FWD SPD 1/4 MILE AWAY,PLT B/A LEVEL .066 PER CENT.						
3-3240	9/30/79 TIME - 1500	WATERTOWN,WI	FLY-BABY 1-A N6518 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	ATP,FLIGHT INSTR., AGE 39, 7308 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
DEPARTURE POINT WATERTOWN,WI			INTENDED DESTINATION LOCAL			
TYPE OF ACCIDENT AIRFRAME FAILURE			IN FLIGHT		PHASE OF OPERATION IN FLIGHT ACROBATICS	
PROBABLE CAUSE(S) PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT						
FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT						
MISCELLANEOUS ACTS,CONDITIONS - ALCOHOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT						
AIRFRAME - WINGS SPARS						
MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE						
MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT						
REMARKS- PLT BLOOD ALCOHOL LEVEL .06%.						





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