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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

BRIEFS OF ACCIDENTS INVOLVING CORPORATE/EXECUTIVE AIRCRAFT

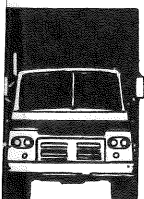
**U.S. GENERAL AVIATION
1979**

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16. Abstract This publication contains reports of U.S. general aviation corporate/executive aircraft accidents occurring in 1979. Included are 77 accident Briefs, 14 of which involve fatal accidents. The brief format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated by type of accident, phase of operation, injuries and causal/factor(s). This publication will be published annually.					
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FOREWORD

This publication contains reports of U.S. General Aviation corporate/executive accidents in Brief format arranged in order by state and date of occurrence. It also lists these accidents in order by file number and make/model sequence. In addition, information is presented in several statistical tables which tabulate and summarize selected accident information, such as injuries, a 10 year tabulation of U.S. General Aviation accidents involving corporate/executive aircraft, accident rates for particular aircraft makes/models, phase of operation, type of accident, pilot certificate and causes and related factors.

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

	Hours Flown 1/	Total Accidents	Total Accident Rate 2/	Fatal Accidents	Fatal Accident Rate 2/
Total - U.S. General Aviation	43,340,081	4,023	9.28	678	1.56
U.S. General Aviation Accidents Involving Corporate/Executive Aircraft	5,000,539	77	1.54	14	0.28

1/ Source: Federal Aviation Administration

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

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

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

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

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

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

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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-INTERNATL
OT-	OTHER AIRCRAFT AND GROUND
PARAJUMP	PARACHUTE JUMP
PRIVATE, FL. INSTR 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

Corporate/Executive Accidents
U.S. General Aviation
1970 - 1979

Year	Corporate/Executive Hours Flown 1/	Total Accidents	Total Accident Rate 2/	Fatal Accidents	Fatal Accident Rate 2/	Fatalities
1970	2,827,000	89	3.14	12	0.42	28
1971	2,638,000	76	2.88	8	0.30	41
1972	2,950,000	84	2.84	12	0.40	46
1973	3,399,600	94	2.76	24	0.70	62
1974	3,631,800	78	2.14	15	0.41	44
1975	3,806,800	63	1.65	17	0.44	44
1976	3,982,800	57	1.43	14	0.35	42
1977	4,246,000	60	1.41	18	0.42	51
1978	4,881,700	87	1.78	23	0.47	65
1979	5,000,539	77	1.54	14	0.28	51

1/ Source: Federal Aviation Administration

2/ Accident Rates per 100,000 hours flown.

INJURIES, ACCIDENTS
U.S. GENERAL AVIATION
INVOLVING

CORPORATE/EXECUTIVE AS A KIND OF FLYING
1979

		INJURIES					
		FATAL	SERIOUS	MINOR	NONE	UNKNOWN	TOTAL
PILOT		13	5	9	50		77
COPILOT		3			10		13
DUAL STUDENT			1				1
CHECK PILOT							
FLIGHT ENGINEER					1		1
NAVIGATOR							
CABIN ATTENDANT							
EXTRA CREW							
PASSENGERS		29	4	7	85		125
TOTAL		45	10	16	146	ABOARD	217
* OTHER AIRCRAFT		6			1		7
OTHER GROUND							
GRAND TOTAL		51	10	16	147		224

INVOLVES 77 TOTAL ACCIDENTS
INVOLVES 14 FATAL ACCIDENTS

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

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

FIRST TYPE OF ACCIDENT	PILOT CERTIFICATE								RECORDS	ACCIDENTS	PERCENT
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL. INSTR.	COMMERCIAL/ FL. INSTR.	ATR/ FL. INSTR.	OTHER			
GROUND-WATER LOOP-SWERVE			3		1	2			6	6	7.79
DAGGED WINGTIP POD OR FLOAT											
WHEELS-UP LANDING			1	2	1				4	4	5.19
WHEELS-DOWN LANDING IN WATER											
GEAR COLLAPSED											
GEAR RETRACTED											
HARD LANDING					2	1			3	3	3.90
NOSE OVER/DOWN.					1				1	1	1.30
ROLL OVER			1		1				2	2	2.60
OVERSHOOT			1	1	1	2			5	5	6.49
UNDERSHOOT			3						3	3	3.90
<u>COLLISION BETWEEN AIRCRAFT</u>											
BOTH IN FLIGHT					2	1			3	3	3.90
ONE AIRBORNE											
BOTH ON GROUND											
<u>COLLISION WITH GROUND/WATER</u>											
CONTROLLED			3	1	1				5	5	6.49
UNCONTROLLED											
COLLIDED WITH											
WIRES/POLES			1	1	1	1			4	4	5.19
TREES			2		2				4	4	5.19
RESIDENCE/S											
BUILDING/S											
FENCE, FENCEPOSTS			2			2			4	4	5.19
ELECTRONIC TOWERS											
RUNWAY OR APPROACH LIGHTS											
AIRPORT HAZARD											
ANIMALS											
CROP											
FLAGMAN LOADER											
DITCHES			1		1				2	2	2.60
SNOWBANK			1		1	1			3	3	3.90
PARKED AIRCRAFT (UNATTENDED)											
AUTOMOBILE											
DIRT BANK									1	1	1.30
OTHER			1								
BIRD STRIKE											

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

FIRST TYPE OF ACCIDENT	PILOT CERTIFICATE								RECORDS	ACCIDENTS	PERCENT
	STUDENT	PRIVATE	COMMERCIAL	ATR	PRIVATE/ FL. INSTR.	COMMERCIAL/ FL. INSTR.	ATR/ FL. INSTR.	OTHER			
STALL											
SPIN											
SPIRAL											
MUSH				1	2	1			4	4	5.19
<u>FIRE OR EXPLOSION</u>											
IN FLIGHT			1	1					2	2	2.60
ON GROUND											
<u>AIRFRAME FAILURE</u>											
IN FLIGHT			1		1				2	2	2.60
ON GROUND				1					1	1	1.30
ENGINE TEARAWAY											
ENGINE FAILURE OR MALFUNCTION			7	3	3	1			14	14	18.18
<u>PROPELLER/ROTOR FAILURE</u>											
PROPELLER											
TAIL ROTOR			2			1			3	3	3.90
MAIN ROTOR						1			1	1	1.30
PROP ROTOR ACDNT TO PERSON											
JET INTAKE/EXH ACDNT 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			28	14		21	14		77		
ACCIDENTS			28	14		21	14			77	
PERCENTS	.0	.0	36.4	18.2	.0	27.3	18.2	.0	.0	.0	

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
GROUND-WATER LOOP-SWERVE				6	6	6	7.79
DRAGGED WINGTIP POD OR FLOAT							
WHEELS-UP LANDING				4	4	4	5.19
WHEELS-DOWN LANDING IN WATER							
GEAR COLLAPSED							
GEAR RETRACTED							
HARD LANDING	1	2			3	3	3.90
NOSE OVER/DOWN		1			1	1	1.30
ROLL OVER		2			2	2	2.60
OVERSHOOT		5			5	5	6.49
UNDERSHOOT	1	2			3	3	3.90
<u>COLLISION BETWEEN AIRCRAFT</u>							
BOTH IN FLIGHT	2	1			3	3	3.90
ONE AIRBORNE							
BOTH ON GROUND							
<u>COLLISION WITH GROUND/WATER</u>							
CONTROLLED	3	2			5	5	6.49
UNCONTROLLED							
COLLIDED WITH							
WIRES/POLES	1	3			4	4	5.19
TREES	3	1			4	4	5.19
RESIDENCE/S							
BUILDING/S							
FENCE, FENCEPOSTS	1	3			4	4	5.19
ELECTRONIC TOWERS							
RUNWAY OR APPROACH LIGHTS							
AIRPORT HAZARD							
ANIMALS							
CROP							
FLAGMAN LOADER							
DITCHES		2			2	2	2.60
SNOWBANK		3			3	3	3.90
PARKED AIRCRAFT (UNATTENDED)							
AUTOMOBILE							
DIRT BANK							
OTHER		1			1	1	1.30
BIRD STRIKE							

ANALYTIC TABLE

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FIRST TYPE OF ACCIDENT	AIRCRAFT DAMAGE				RECORDS	ACCIDENTS	PERCENT
	DESTROYED	SUBSTANTIAL	MINOR	NONE			
<u>STALL</u>							
SPIN							
SPIRAL							
MUSH	1	3			4	4	5.19
<u>FIRE OR EXPLOSION</u>							
IN FLIGHT	2				2	2	2.60
ON GROUND							
<u>AIRFRAME FAILURE</u>							
IN FLIGHT		2			2	2	2.60
ON GROUND		1			1	1	1.30
ENGINE TEARAWAY							
ENGINE FAILURE OR MALFUNCTION	3	11			14	14	18.18
<u>PROPELLER/ROTOR FAILURE</u>							
PROPELLER							
TAIL ROTOR	1	2			3	3	3.90
MAIN ROTOR		1			1	1	1.30
PROP ROTOR ACDNT TO PERSON							
JET INTAKE/EXH ACDNT 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	19	58			77		
ACCIDENTS	19	58				77	
PERCENTS	24.7	75.3	.0	.0			

ANALYTIC TABLE

FIRST PHASE OF OPERATION BY INJURY INDEX

FIRST OPERATIONAL PHASE	INJURY INDEX				RECORDS	ACCIDENTS	PERCENT
	FATAL	SERIOUS	MINOR	NONE			
<u>STATIC</u>							
STARTING ENGINE/S							
IDLING ENGINE/S							
ENGINE RUNUP							
IDLING ROTORS							
PARKED-ENGINES NOT OPERATING							
OTHER							
<u>TAXI</u>							
TO TAKEOFF			2		2	2	2.60
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			1		1	1	1.30
<u>TAKEOFF</u>							
RUN			3		3	3	3.90
INITIAL CLIMB			7		7	7	9.09
VERTICAL			1	2	3	3	3.90
RUNNING (ROTORCRAFT/VTOL-STOL)							
ABORTED (FIXED-WING)			1		1	1	1.30
ABORTED (ROTORCRAFT/VTOL)							
ABORTED (ROTORCRAFT/STOL)							
OTHER							
<u>INFLIGHT</u>							
CLIMB TO CRUISE	4		1	1	6	6	7.79
NORMAL CRUISE	4	1	2	8	15	15	19.48
DESCENDING							
HOLDING (IFR)							
HOVERING			1	1	2	2	2.60
POWER-ON DESCENT (ROTORCRAFT)							
AUTOROTATIVE DESCENT							
ACROBATICS							
BUZZING							
UNCONTROLLED DESCENT							

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							
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							
<u>LANDING</u>							
TRAFFIC PATTERN-CIRCLING	1				1	1	1.30
FINAL APPROACH (VFR)				3	3	3	3.90
INITIAL APPROACH							
FINAL APPROACH (IFR)	4	1		1	6	6	7.79
LEVEL OFF/TOUCHDOWN		1	1	10	12	12	15.58
ROLL (FIXED WING)			1	7	8	8	10.39
ROLL-ON/RUN-ON (ROTORCRAFT)							
POWER-ON LANDING (ROTORCRAFT)			1	1	2	2	2.60
POWER-OFF AUTOROTATIVE LDG							
GO-AROUND (VFR)	1		1	1	3	3	3.90
MISSED APPROACH (IFR)		1			1	1	1.30
OTHER							
UNKNOWN/NOT REPORTED				1	1	1	1.30
RECORDS	14	4	10	49	77		
ACCIDENTS	14	4	10	49		77	
PERCENTS	18.2	5.2	13.0	63.6			

CAUSE/FACTOR TABLE

U.S. GENERAL AVIATION ACCIDENTS
 CORPORATE/EXECUTIVE AS A KIND OF FLYING
 1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 77 TOTAL ACCIDENTS

INVOLVES 14 FATAL ACCIDENTS

BROAD CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*	CAUSE	FACTOR	TOTAL*
PILOT	13 92.86	2 14.29	13 92.86	44 69.84	4 6.35	44 69.84	57 74.03	6 7.79	57 74.03
PERSONNEL	1 7.14	1 7.14	2 14.29	5 7.94	.00	5 7.94	6 7.79	1 1.30	7 9.09
AIRFRAME	.00	.00	.00	.00	.00	.00	.00	.00	.00
LANDING GEAR	.00	.00	.00	4 6.35	.00	4 6.35	4 5.19	.00	4 5.19
POWERPLANT	3 21.43	.00	3 21.43	8 12.70	.00	8 12.70	11 14.29	.00	11 14.29
SYSTEMS	.00	.00	.00	.00	1 1.59	1 1.59	.00	1 1.30	1 1.30
INSTRUMENTS/EQUIPMENT & ACCESSORIES	.00	.00	.00	.00	.00	.00	.00	.00	.00
ROTORCRAFT	.00	.00	.00	4 6.35	.00	4 6.35	4 5.19	.00	4 5.19
AIRPORT/AIRWAYS/FACILITIES	.00	1 7.14	1 7.14	1 1.59	12 19.05	13 20.63	1 1.30	13 16.88	14 18.18
WEATHER	.00	8 57.14	8 57.14	1 1.59	12 19.05	13 20.63	1 1.30	20 25.97	21 27.27
TERRAIN	.00	2 14.29	2 14.29	.00	5 7.94	5 7.94	.00	7 9.09	7 9.09
MISCELLANEOUS	.00	.00	.00	.00	1 1.59	1 1.59	.00	1 1.30	1 1.30
UNDETERMINED	.00	.00	.00	2 3.17	.00	2 3.17	2 2.60	.00	2 2.60

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

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

CAUSE/FACTOR TABLE

U.S. GENERAL AVIATION ACCIDENTS
 CORPORATE/EXECUTIVE AS A KIND OF FLYING
 1979

(EXCLUDES ACCIDENTS WITHOUT CAUSAL ASSIGNMENT)

INVOLVES 77 TOTAL ACCIDENTS

INVOLVES 14 FATAL ACCIDENTS

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **									
PILOT IN COMMAND									
ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT	1		1		1	1	1	1	2
CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS	1		1				1		1
DELAYED IN INITIATING GO-AROUND				2		2	2		2
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT					1	1		1	1
FAILED TO EXTEND LANDING GEAR				2		2	2		2
FAILED TO SEE AND AVOID OTHER AIRCRAFT	2		2	1		1	3		3
FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS	1		1	3		3	4		4
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	1		1	3		3	4		4
MISJUDGED, SPEED, ALTITUDE OR CLEARANCE				1		1	1		1
FAILED TO MAINTAIN ADEQUATE ROTOR RPM				2		2	2		2
FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT				1		1	1		1
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS				1		1	1		1
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS				3		3	3		3
PREMATURE LIFT OFF				1		1	1		1
IMPROPER LEVEL OFF				3		3	3		3
IMPROPER IFR OPERATION	4		4	3		3	7		7
IMPROPER IN-FLIGHT DECISIONS OR PLANNING	1		1	2		2	3		3
IMPROPER COMPENSATION FOR WIND CONDITIONS					1	1		1	1
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING	2	1	3	7		7	9	1	10
INADEQUATE SUPERVISION OF FLIGHT	1		1				1		1
MISMANAGEMENT OF FUEL				3		3	3		3
EXERCISED POOR JUDGMENT	1		1				1		1
TAXIED/PARKED WITHOUT PROPER ASSISTANCE				1		1	1		1
MISJUDGED DISTANCE AND SPEED				5		5	5		5
MISJUDGED DISTANCE				1		1	1		1
MISJUDGED DISTANCE AND ALTITUDE				2		2	2		2
MISJUDGED ALTITUDE AND CLEARANCE				1		1	1		1
MISJUDGED ALTITUDE	2		2				2		2
MISJUDGED CLEARANCE				3		3	3		3
INCAPACITATION	1		1				1		1
PHYSICAL IMPAIRMENT		1	1					1	1
FAILED TO MAINTAIN DIRECTIONAL CONTROL				5		5	5		5
SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND				2		2	2		2
FAILED TO ABORT TAKEOFF				2		2	2		2
FAILED TO INITIATE GO-AROUND				2	1	3	2	1	3
SUBTOTAL	18	2	20	62	4	66	80	6	86
COPILOT									
MISJUDGED DISTANCE AND ALTITUDE	1		1				1		1
SUBTOTAL	1		1				1		1
** PERSONNEL **									
RULES, REGULATIONS, STANDARDS PERSONNEL									
FLIGHT INSTRUCTOR									
MAINTENANCE, SERVICING, INSPECTION									
IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL)				1		1	1		1
INADEQUATE MAINTENANCE AND INSPECTION				2		2	2		2
OTHER				1		1	1		1
OPERATIONAL SUPERVISORY PERSONNEL									
DEFICIENCY, COMPANY MAINTAINED EQMT, SERV, REGULATIONS		1	1					1	1
WEATHER PERSONNEL									
TRAFFIC CONTROL PERSONNEL									
AIRPORT SUPERVISORY PERSONNEL									
AIRWAYS FACILITIES PERSONNEL									
PRODUCTION-DESIGN-PERSONNEL									
MISCELLANEOUS-PERSONNEL									
PILOT OF OTHER AIRCRAFT	1		1	1		1	2		2
THIRD PILOT									

CAUSE/FACTOR TABLE

PERSONNEL (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
FLIGHT ENGINEER									
FLIGHT PERSONNEL									
DISPATCHING (AIR CARRIER ONLY)									
SUBTOTAL	1	1	2	5		5	6	1	7
** AIRFRAME **									
WINGS									
FUSELAGE									
LANDING GEAR									
MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC				1		1	1		1
NORMAL RETRACTION/EXTENSION ASSEMBLY				1		1	1		1
WHEELS, TIRES, AXLES				1		1	1		1
GEAR LOCKING MECHANISM				1		1	1		1
FLIGHT CONTROL SURFACES									
SUBTOTAL				4		4	4		4
** POWERPLANT **									
ENGINE STRUCTURE									
CRANKSHAFT				1		1	1		1
MASTER AND CONNECTING RODS	1		1				1		1
OTHER				1		1	1		1
IGNITION SYSTEM									
FUEL SYSTEM									
PUMPS				1		1	1		1
RAM AIR ASSEMBLY				1		1	1		1
LUBRICATING SYSTEM									
COOLING SYSTEM									
PROPELLER AND ACCESSORIES									
EXHAUST SYSTEM									
STACKS	1		1				1		1
ENGINE ACCESSORIES									
ENGINE CONTROLS									
POWERPLANT-INSTRUMENTS									
MISCELLANEOUS									
POWERPLANT FAILURE FOR UNDETERMINED REASONS	1		1	1		1	2		2
REDUCTION GEAR ASSEMBLY									
COMPRESSOR ASSEMBLY									
COMBUSTION ASSEMBLY									
TURBINE ASSEMBLY									
WHEEL, TURBINE				1		1	1		1
BEARING, SHAFT				2		2	2		2
ACCESSORY DRIVE ASSEMBLY									
LUBRICATING SYSTEM									
OTHER				1		1	1		1
FUEL SYSTEM									
SAFETY SYSTEM									
IGNITION SYSTEM									
TORQUEMETER									
AIR BLEED									
EXHAUST SYSTEM									
THRUST REVERSER									
PROPELLER SYSTEM									
CONSTANT SPEED DRIVE									
POWER LEVER									
PROPELLER LEVER									
REVERSE THRUST LEVER									
ENGINE INDICATING EQUIPMENT									
ENGINE INSTALLATION									
SUBTOTAL	3		3	9		9	12		12
** SYSTEMS **									
ELECTRICAL SYSTEM									
SWITCHES					1	1		1	1
HYDRAULIC SYSTEM									
FLIGHT CONTROL SYSTEMS									
ANTI-ICING, DE-ICING SYSTEMS									
AIR CONDITION, HEATING AND PRESSURIZATION									
AUTO PILOT									
FIRE WARNING SYSTEM									
FIRE EXTINGUISHER SYSTEM									

CAUSE/FACTOR TABLE

SYSTEMS (CONTINUED)

DETAILED CAUSE/FACTOR -----	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
OXYGEN SYSTEM									
OTHER SYSTEMS									
SUBTOTAL					1	1		1	1
** ROTORCRAFT **									
ROTOR ASSEMBLIES									
TAIL ROTOR BLADES				1		1	1		1
TRANSMISSION ROTOR DRIVE SYSTEM									
TAIL ROTOR DRIVE SHAFT ASSEMBLY				2		2	2		2
SPRAG SYSTEM				1		1	1		1
FLIGHT CONTROL SYSTEMS									
MISCELLANEOUS UNITS AND ASSEMBLIES									
SUBTOTAL				4		4	4		4
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES									
RUNWAY LIGHTING					1	1		1	1
AIRPORT CONDITIONS									
WET RUNWAY				1	2	3	1	2	3
ICE/SLUSH ON RUNWAY					5	5		5	5
SNOW ON RUNWAY					3	3		3	3
SNOW WINDROWS					3	3		3	3
OTHER					1	1		1	1
AIRWAYS FACILITIES									
OTHER		1	1					1	1
SUBTOTAL		1	1	1	15	16	1	16	17
** WEATHER **									
LOW CEILING		6	6		2	2		8	8
RAIN		1	1		2	2		3	3
FOG		6	6		4	4		10	10
SNOW		1	1		1	1		2	2
ICING CONDITIONS--INCLUDES SLEET, FREEZING RAIN, ETC					2	2		2	2
UNFAVORABLE WIND CONDITIONS				1	3	4	1	3	4
WIND SHEAR					1	1		1	1
SUBTOTAL		14	14	1	15	16	1	29	30
** TERRAIN **									
WET, SOFT GROUND					2	2		2	2
HIGH OBSTRUCTIONS		2	2		3	3		5	5
SUBTOTAL		2	2		5	5		7	7
** MISCELLANEOUS **									
SMOKE IN COCKPIT					1	1		1	1
UNDETERMINED				2		2	2		2
SUBTOTAL				2	1	3	2	1	3
GRAND TOTAL	23	20	43	88	41	129	111	61	172
** MISCELLANEOUS ACTS, CONDITIONS **									
FIRE OF UNDETERMINED ORIGIN					1	1		1	1
LEAK/LEAKAGE		1	1					1	1
DOWNWIND					2	2		2	2
GROUND RESONANCE				1		1	1		1
DISCONNECTED				2		2	2		2
JAMMED				1		1	1		1
EXCESSIVE PRESSURE				1		1	1		1
PRESSURE TOO LOW				1		1	1		1
INTENTIONAL WHEELS UP				2	1	3	2	1	3
RAN OFF END OF RUNWAY					3	3		3	3
CHECKLIST--FAILED TO USE		1	1					1	1
NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA				1	1	2	1	1	2
UNWARRANTED LOW FLYING	1		1				1		1

CAUSE/FACTOR TABLE

MISCELLANEOUS ACTS, CONDITIONS (CONTINUED)

DETAILED CAUSE/FACTOR	FATAL ACCIDENTS			NONFATAL ACCIDENTS			ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
FAILED TO USE ALL AVAILABLE RUNWAY				1		1	1		1
POORLY PLANNED APPROACH		1	1					1	1
LANDED ON FOAMED RUNWAY					2	2		2	2
ELECTRICAL FAILURE					1	1		1	1
FATIGUE FRACTURE	1		1	2		2	3		3
FAILURE OF TWO OR MORE ENGINES					1	1		1	1
SEPARATION IN FLIGHT		1	1		1	1		2	2
FIRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT					1	1		1	1
FIRE IN ENGINE	1	1	2				1	1	2
PILOT FATIGUE		2	2					2	2
FUEL EXHAUSTION				3		3	3		3
PILOT SUFFERED HEART ATTACK	1		1				1		1
ICE-WINDSHIELD				1	1	2	1	1	2
IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR CG				1		1	1		1
SUNGLARE		1	1		2	2		3	3
LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM				1		1	1		1
WATER IN FUEL				1		1	1		1
AIRCRAFT CAME TO REST IN WATER		1	1		1	1		2	2
HYDROPLANING ON WET RUNWAY					2	2		2	2
OVERLOAD FAILURE					5	5		5	5
MATERIAL FAILURE	1		1	6		6	7		7
FUEL STARVATION				1		1	1		1

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

LISTING OF ACCIDENTS
INVOLVING
CORPORATE/EXECUTIVE AIRCRAFT

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

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE ----	LOCATION -----	AIRCRAFT MAKE ----	MODEL -----	INJURY INDEX -----
3 0105	N62482	012379	SPRINGFIELD, MO	PIPER	PA-23	NONE
3 0113	N500DD	010579	BURBANK, CA	CESSNA	500	NONE
3 0121	N24188	011979	RUSTON, LA	BEECH	B60	NONE
3 0122	N5NW	012379	SEARCY, AR	MITSUBISHI	MU-2B	MINOR
3 0155	N3413G	020779	KALAMAZOO, MI	CESSNA	310R	NONE
3 0177	N888HB	010379	MILWAUKEE, WI	CESSNA	340	NONE
3 0190	N52LF	021279	BUTLER, PA	SWEARINGEN	SA26AT	NONE
3 0213	N421JA	022379	MARION, OH	CESSNA	421B	NONE
3 0343	N4191C	011979	NWEST CHICAGO, IL	CESSNA	402	NONE
3 0366	N9170Y	022879	CLINTON, IA	PIPER	PA-31	NONE
3 0388	N251M	040979	GARDNER, KS	MITSUBISHI	MU-2B	NONE
3 0440	N604H	031779	SCHROON LAKE, NY	ENSTROM	F-28C	SERIOUS
3 0460	N30FB	021779	LINCOLN, NE	CESSNA	414A	NONE
3 0542	N4494A	022879	CHESTERFIELD, MO	BEECH	58	SERIOUS
3 0588	N88CR	011679	HOUSTON, TX	BEECH	C90	FATAL
3 0629	N5541L	012279	CONCORD, NH	LOCKHEED	L-1329	MINOR
3 0745	N179SB	050179	WALDRON, AR	BEECH	65	NONE
3 0853	N216SC	030379	ASPEN, CO	WESTWIND	1124	NONE
3 0896	N8374F	051979	KING CITY, CA	HUGHES	369D	SERIOUS
3 1039	N58333	030979	ANGLETON, TX	HUGHES	369D	FATAL

LISTING OF ACCIDENTS
INVOLVING
CORPORATE/EXECUTIVE AIRCRAFT

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

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 1183	N8410G	040579	PORTLAND, IN	CESSNA	421	NONE
3 1211	N8601F	050979	SPOKANE, WA	HUGHES	369D	MINOR
3 1235	N41022	062179	TRENTON, SC	CESSNA	421B	NONE
3 1237	N27554	052879	INDIANAPOLIS, IN	BELL	206-11	NONE
3 1256	N4802	061479	PELL CITY, AL	CESSNA	180	MINOR
3 1316	N8674F	053079	AMHERSTDALE, WV	HUGHES	369D	NONE
3 1404	N800BC	082479	TOPEKA, KS	CESSNA	340A	MINOR
3 1455	N516KA	060179	NEW YORK, NY	AGUSTA	109A	NONE
3 1586	N90315	070679	GARY, WV	BELL	206	NONE
3 1736	N6485N	042479	ST. FRANCIS, WI	CESSNA	T210N	SERIOUS
3 1757	N9808Q	062279	EAST ST LOUIS, IL	AEROSTAR	601P	NONE
3 1763	N9898M	040279	NBEECH ISLAND, SC	CESSNA	210M	NONE
3 2019	N248T	081379	CASTLE AFB, CA	ROCKWELL IN	690A	NONE
3 2049	N8079Q	070679	MONTGOMERY, AL	CESSNA	421B	NONE
3 2379	N588D	083079	REXBURG, ID	CESSNA	R172K	NONE
3 2390	N5JR	042779	CHICAGO, IL	BEECH	65-A90	MINOR
3 2431	N138T	101679	HAWTHORN, CA	CESSNA	501	NONE
3 2511	N155AL	091879	PATTERSON, LA	BELL	206B	NONE
3 2512	N713SP	100479	NALEXANDRIA, LA	AERO COMDR	680W	MINOR
3 2524	N2191U	100179	GUYMON, OK	BRANTLY	B-2B	NONE

LISTING OF ACCIDENTS
INVOLVING
CORPORATE/EXECUTIVE AIRCRAFT

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

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 2581	N500GH	090779	ROTONDA, FL	BELL	206B	NONE
3 2650	N345B	070379	NASHDOWN, AR	CESSNA	340	FATAL
3 2667	N4009Q	071579	CLARKSVILLE, TN	CESSNA	402	NONE
3 2691	N7115N	101579	MIDDLETON, WI	BEECH	56TC	MINOR
3 2698	N58320	072779	NSHELTON, NE	HUGHES	269C	NONE
3 2718	N6192A	071279	EVELETH, MN	PIPER	PA-31T	NONE
3 2725	N1389G	110779	GRAND RAPIDS, MN	CESSNA	340A	NONE
3 2866	N8022J	011179	TEMPLETON, MA	AEROSTAR	600	FATAL
3 2871	N723Q	032979	WHEELING, IL	BEECH	65-80	FATAL
3 2928	N910TL	121779	ANGLETON, TX	BEECH	95-A55	NONE
3 2937	N5018N	100979	LAKE CHARLES, LA	BELL	206L	NONE
3 2945	N321HF	120579	CAMERON, LA	PIPER	PA-32	NONE
3 2977	N51759	120779	NPORT MANSFIELD, TX	ENSTROM	F-28C	NONE
3 3011	N7060L	082079	NCRESAPTOWN, MD	CESSNA	310K	FATAL
3 3041	N700S	122379	MONTEREY, CA	BEECH	65-90	NONE
3 3051	N2162E	121579	CEDAR VALE, KS	PIPER	PA-32	NONE
3 3071	N4SW	091479	NKLAMATH FALLS, OR	DOUGLAS	DC-7C	FATAL
3 3101	N5469G	010979	NSPANISH FORKS, UT	CESSNA	421C	FATAL
3 3136	N14478	082579	SAN JUAN, PR	CONVAIR	440	NONE
3 3175	N2271W	111679	DAYTON, OH	BELL	47G5	NONE

LISTING OF ACCIDENTS
INVOLVING

CORPORATE/EXECUTIVE AIRCRAFT

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

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 3177	N20PC	100279	BENTON HARBOR, MI	CESSNA	310G	NONE
3 3298	N8303F	122279	NMT. VERNON, WA	HUGHES	369D	MINOR
3 3341	N757HW	101279	NWOLCOTT, CO	CESSNA	T182RG	NONE
3 3344	N6378Y	092979	GREENSBORO, NC	PIPER	PA-23	FATAL
3 3366	N5428J	122179	NLOCUST GROVE, AR	CESSNA	421B	FATAL
3 3437	N156WC	121179	SALT LAKE CITY, UT	BEECH	60	NONE
3 3463	N71900	083179	WHEATLAND, WY	CESSNA	U206A	NONE
3 3573	N55G	051879	ROME, NY	HAWKER	DH-125	NONE
3 3599	N6094S	102779	READING, PA	BEECH	58	NONE
3 3657	N501RP	101879	TRENTON, NJ	HUGHES	369D	MINOR
3 3668	N873Q	110179	NASHVILLE, TN	MITSUBISHI	MU-2F	FATAL
3 3693	N200BR	122179	PROVO, UT	MITSUBISHI	MU-2B	FATAL
3 3751	N26226	121279	LOS ANGELES, CA	CESSNA	441	NONE
3 3880	N78MC	111979	BECKWOURTH, CA	CESSNA	210	NONE
3 3886	N57233	100179	COLUMBUS, OH	AERO COMDR	690	NONE
3 3966	N8099J	111679	CHARLSTADT, NJ	AEROSTAR	601P	FATAL
3 3993	N6030S	122879	HAYDEN, CO	BEECH	B60	FATAL

LISTING OF ACCIDENTS
INVOLVING

CORPORATE/EXECUTIVE AIRCRAFT

U.S. GENERAL AVIATION
1979
(IN MAKE AND MODEL SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 2512	N713SP	100479	NALEXANDRIA, LA	AERO COMDR	680W	MINOR
3 2019	N24BT	081379	CASTLE AFB, CA	ROCKWELL IN	690A	NONE
3 3886	N57233	100179	COLUMBUS, OH	AERO COMDR	690	NONE
3 0853	N216SC	030379	ASPEN, CO	WESTWIND	1124	NONE
3 0745	N179SB	050179	WALDRON, AR	BEECH	65	NONE
3 0588	N88CR	011679	HOUSTON, TX	BEECH	C90	FATAL
3 2871	N723Q	032979	WHEELING, IL	BEECH	65-80	FATAL
3 2390	N5JR	042779	CHICAGO, IL	BEECH	65-A90	MINOR
3 3041	N700S	122379	MONTEREY, CA	BEECH	65-90	NONE
3 0542	N4494A	022879	CHESTERFIELD, MO	BEECH	58	SERIOUS
3 2691	N7115N	101579	MIDDLETON, WI	BEECH	56TC	MINOR
3 2928	N910TL	121779	ANGLETON, TX	BEECH	95-A55	NONE
3 3599	N6094S	102779	READING, PA	BEECH	58	NONE
3 0121	N24188	011979	RUSTON, LA	BEECH	B60	NONE
3 3993	N6030S	122879	HAYDEN, CO	BEECH	B60	FATAL
3 3437	N156WC	121179	SALT LAKE CITY, UT	BEECH	60	NONE
3 3175	N2271W	111679	DAYTON, OH	BELL	47G5	NONE
3 1237	N27554	052879	INDIANAPOLIS, IN	BELL	206-11	NONE
3 2511	N155AL	091879	PATTERSON, LA	BELL	206B	NONE
3 1586	N90315	070679	GARY, WV	BELL	206	NONE

LISTING OF ACCIDENTS
INVOLVING

CORPORATE/EXECUTIVE AIRCRAFT

U.S. GENERAL AVIATION
1979
(IN MAKE AND MODEL SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 2581	N500GH	090779	ROTONDA, FL	BELL	206B	NONE
3 2937	N5018N	100979	LAKE CHARLES, LA	BELL	206L	NONE
3 2524	N2191U	100179	GUYMON, OK	BRANTLY	B-2B	NONE
3 2379	N58BD	083079	REXBURG, ID	CESSNA	R172K	NONE
3 1256	N4802	061479	PELL CITY, AL	CESSNA	180	MINOR
3 3341	N757HW	101279	NWOLCOTT, CO	CESSNA	T182RG	NONE
3 1736	N6485N	042479	ST. FRANCIS, WI	CESSNA	T210N	SERIOUS
3 1763	N9898M	040279	NBEECH ISLAND, SC	CESSNA	210M	NONE
3 3880	N78MC	111979	BECKWOURTH, CA	CESSNA	210	NONE
3 0155	N3413G	020779	KALAMAZOO, MI	CESSNA	310R	NONE
3 3011	N7060L	082079	NCRESAPTOWN, MD	CESSNA	310K	FATAL
3 3177	N20PC	100279	BENTON HARBOR, MI	CESSNA	310G	NONE
3 0177	N888HB	010379	MILWAUKEE, WI	CESSNA	340	NONE
3 1404	N800BC	082479	TOPEKA, KS	CESSNA	340A	MINOR
3 2725	N1389G	110779	GRAND RAPIDS, MN	CESSNA	340A	NONE
3 2650	N345B	070379	NASHDOWN, AR	CESSNA	340	FATAL
3 3463	N71900	083179	WHEATLAND, WY	CESSNA	U206A	NONE
3 0460	N30FB	021779	LINCOLN, NE	CESSNA	414A	NONE
3 0343	N4191C	011979	NWEST CHICAGO, IL	CESSNA	402	NONE
3 2667	N4009Q	071579	CLARKSVILLE, TN	CESSNA	402	NONE

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3 0213	N421JA	022379	MARION, OH	CESSNA	421B	NONE
3 1235	N41022	062179	TRENTON, SC	CESSNA	421B	NONE
3 1183	N8410G	040579	PORTLAND, IN	CESSNA	421	NONE
3 2049	N8079Q	070679	MONTGOMERY, AL	CESSNA	421B	NONE
3 3101	N5469G	010979	NSPANISH FORKS, UT	CESSNA	421C	FATAL
3 3366	N5428J	122179	NLOCUST GROVE, AR	CESSNA	421B	FATAL
3 0113	N500DD	010579	BURBANK, CA	CESSNA	500	NONE
3 2431	N13BT	101679	HAWTHORN, CA	CESSNA	501	NONE
3 3751	N26226	121279	LOS ANGELES, CA	CESSNA	441	NONE
3 3136	N14478	082579	SAN JUAN, PR	CONVAIR	440	NONE
3 3573	N55G	051879	ROME, NY	HAWKER	DH-125	NONE
3 3071	N4SW	091479	NKLAMATH FALLS, OR	DOUGLAS	DC-7C	FATAL
3 2698	N58320	072779	NSHELTON, NE	HUGHES	269C	NONE
3 1039	N58333	030979	ANGLETON, TX	HUGHES	369D	FATAL
3 1211	N8601F	050979	SPOKANE, WA	HUGHES	369D	MINOR
3 1316	N8674F	053079	AMHERSTDALE, WV	HUGHES	369D	NONE
3 0896	N8374F	051979	KING CITY, CA	HUGHES	369D	SERIOUS
3 3298	N8303F	122279	NMT. VERNON, WA	HUGHES	369D	MINOR
3 3657	N501RP	101879	TRENTON, NJ	HUGHES	369D	MINOR
3 0105	N62482	012379	SPRINGFIELD, MO	PIPER	PA-23	NONE

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1979
(IN MAKE AND MODEL SEQUENCE)

FILE NUMBER -----	AIRCRAFT REGIST. -----	DATE -----	LOCATION -----	AIRCRAFT MAKE -----	MODEL -----	INJURY INDEX -----
3 3344	N6378Y	092979	GREENSBORO, NC	PIPER	PA-23	FATAL
3 2945	N321HF	120579	CAMERON, LA	PIPER	PA-32	NONE
3 3051	N2162E	121579	CEDAR VALE, KS	PIPER	PA-32	NONE
3 0366	N9170Y	022879	CLINTON, IA	PIPER	PA-31	NONE
3 2718	N6192A	071279	EVELETH, MN	PIPER	PA-31T	NONE
3 1455	N516KA	060179	NEW YORK, NY	AGUSTA	109A	NONE
3 0629	N5541L	012279	CONCORD, NH	LOCKHEED	L-1329	MINOR
3 0440	N604H	031779	SCHROON LAKE, NY	ENSTROM	F-28C	SERIOUS
3 2977	N51759	120779	NPORT MANSFIELD, TX	ENSTROM	F-28C	NONE
3 0388	N251M	040979	GARDNER, KS	MITSUBISHI	MU-2B	NONE
3 0122	N5NW	012379	SEARCY, AR	MITSUBISHI	MU-2B	MINOR
3 3668	N873Q	110179	NASHVILLE, TN	MITSUBISHI	MU-2F	FATAL
3 3693	N200BR	122179	PROVO, UT	MITSUBISHI	MU-2B	FATAL
3 0190	N52LF	021279	BUTLER, PA	SWEARINGEN	SA26AT	NONE
3 1757	N9808Q	062279	EAST ST LOUIS, IL	AEROSTAR	601P	NONE
3 2866	N8022J	011179	TEMPLETON, MA	AEROSTAR	600	FATAL
3 3966	N8099J	111679	CHARLSTADT, NJ	AEROSTAR	601P	FATAL

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20594

BRIEFS OF ACCIDENTS

INVOLVING

CORPORATE/EXECUTIVE AIRCRAFT

U.S. GENERAL AVIATION

1979

(IN STATE AND DATE ORDER)

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1256	6/14/79 TIME - 0845	PELL CITY, AL	CESSNA 180 N4802 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 52, 12530 TOTAL HOURS, 4520 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ST CLAIR COUNTY DEPARTURE POINT INTENDED DESTINATION BIRMINGHAM, AL SAVANNAH, GA TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2049	7/6/79 TIME - 1135	MONTGOMERY, AL	CESSNA 421B N8079Q DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 30, 4940 TOTAL HOURS, 760 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DANNELLY FIELD DEPARTURE POINT INTENDED DESTINATION MONTGOMERY, AL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT CLIMB TO CRUISE COLLIDED WITH FENCE, FENCEPOSTS LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM RAM AIR ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- DUGT FROM TURBOCHARGER OFF INTAKE MANIFOLD. SELF LOCKING NUT ON DUCT CLAMP, NO SELF LOCK ABILITY.						
3-0122	1/23/79 TIME - 0855	SEARCY, AR	MITSUBISHI MU-2B N5NW DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 33, 3300 TOTAL HOURS, 1031 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SEARCY MUNICIPAL DEPARTURE POINT INTENDED DESTINATION OKLAHOMA CITY, OK SEARCY, AR TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0745	5/1/79 TIME - 1615	WALDRON, AR	BEECH 65 N179SB DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 53, 9832 TOTAL HOURS, 4917 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - WALDRON MUNICIPAL DEPARTURE POINT INTENDED DESTINATION WALDRON, AR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH TREES LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) WEATHER - RAIN TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND UNKNOWN/NOT REPORTED LIGHT AND VARIABLE TEMPERATURE-F TYPE OF WEATHER CONDITIONS 63 IFR TYPE OF FLIGHT PLAN IFR						
3-2650	7/3/79 TIME - 1815	NR. ASHDOWN, AR	CESSNA 340 N345B DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0 OT- 3 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 36, 5375 TOTAL HOURS, 36 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION LITTLE ROCK, AR DALLAS, TX 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 FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE 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 - UNKNOWN/NOT REPORTED ANTI-COLLISION LIGHTS - INSTALLED, OPERATION UNKNOWN						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3366	12/21/79	NR. LOCUST GROVE, AR TIME - 0930	CESSNA 421B N5428J DAMAGE-DESTROYED	CR- 1 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 37, 6169 TOTAL HOURS, 885 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT LITTLE ROCK, AR	INTENDED DESTINATION LOCUST GROVE, AR			
		TYPE OF ACCIDENT COLLIDED WITH TREES	PHASE OF OPERATION LANDING FINAL APPROACH			
PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - IMPROPER IFR OPERATION						
FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRWAYS FACILITIES OTHER WEATHER - LOW CEILING WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OBSCURATION	CEILING AT ACCIDENT SITE 0			
		VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG	TEMPERATURE-F 53			
		WIND DIRECTION-DEGREES 180	WIND VELOCITY-KNOTS 10			
		TYPE OF WEATHER CONDITIONS IFR	TYPE OF FLIGHT PLAN IFR			
FIRE AFTER IMPACT						
REMARKS- NDB & COMPASS LOCATOR FOR SDF INOP. CRASHED APRX 1000FT ABV ARPT ELEV & 6MI OUT ON SDF LOC CRSLN.						
3-0113	1/5/79	BURBANK, CA	CESSNA 500 N500DD DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 33, 4333 TOTAL HOURS, 620 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - HOLLYWOOD BURBANK				
		DEPARTURE POINT SAN FRANCISCO, CA	INTENDED DESTINATION BURBANK, CA			
		TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH FENCE, FENCEPOSTS	PHASE OF OPERATION LANDING ROLL LANDING ROLL			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY						
FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - HYDROPLANING ON WET RUNWAY						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0896	5/19/79 TIME - 2200	KING CITY,CA	HUGHES 369D N8374F DAMAGE-DESTROYED	CR- 0 1 0 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP,FLIGHT INSTR., AGE 40, 5562 TOTAL HOURS, 362 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT LONE RANCH HELD PAD	INTENDED DESTINATION FRESNO,CA	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN		
		TYPE OF ACCIDENT HARD LANDING				
		PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE				
		FACTOR(S) SYSTEMS - ELECTRICAL SYSTEM SWITCHES MISCELLANEOUS ACTS,CONDITIONS - ELECTRICAL FAILURE FIRE AFTER IMPACT				
3-2019	8/13/79 TIME - 1753	CASTLE AFB,CA	ROCKWELL IN 690A N24BT DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 46, 2730 TOTAL HOURS, 18 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - CASTLE AFB DEPARTURE POINT FRESNO,CA	INTENDED DESTINATION MODESTO,CA	PHASE OF OPERATION TAKEDOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN		
		TYPE OF ACCIDENT AIRFRAME FAILURE IN FLIGHT WHEELS-UP				
		PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR WHEELS,TIRES,AXLES MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP				
		FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT MISCELLANEOUS ACTS,CONDITIONS - LANDED ON FOAMED RUNWAY REMARKS- RGT MAIN WHEEL BEARING FAILED & WHEEL SEPARATED IN FLT.				
3-2431	10/16/79 TIME - 1503	HAWTHORN,CA	CESSNA 501 N13BT DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 45, 7200 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
		NAME OF AIRPORT - HAWTHORNE DEPARTURE POINT SAN FRANCISCO	INTENDED DESTINATION HAWTHORN,CA	PHASE OF OPERATION LANDING FINAL APPROACH LANDING FINAL APPROACH		
		TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH FENCE,FENCEPOSTS				
		PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE,SPEED,ALTITUDE OR CLEARANCE				

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3880	11/19/79 TIME - 0515	BECKWOURTH, CA	CESSNA 210 N78MC DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 50, 3732 TOTAL HOURS, 158 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - BECKWOURTH DEPARTURE POINT INTENDED DESTINATION REDDING, CA TONAPAH, NV TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CRANKSHAFT MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP.T. REMARKS- CRANKSHAFT FAILED AT #5 & 6 CYL JOURNALS EVIDENCE OF BELOW SURFACE FATIGUE.						
3-3751	12/12/79 TIME - 1920	LOS ANGELES, CA	CESSNA 441 N26226 DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 67, 21162 TOTAL HOURS, 11 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LOS ANGELES INTL DEPARTURE POINT INTENDED DESTINATION STOCKTON, CA LOS ANGELES, CA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING ROLL GEAR RETRACTED LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS REMARKS- ONLY FAILURE FOUND DURING ENGINE/PPOP EXAM WAS LIMITED RESPONSE OF PROP GOVERNOR TO NEG CURRENT.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3041	12/23/79 TIME - 1915	MONTEREY,CA	BEECH 65-90 N700S DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 35, 10000 TOTAL HOURS, 900 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PENINSULA DEPARTURE POINT INTENDED DESTINATION MONTEREY,CA FRESNO,CA TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - WIND SHEAR WEATHER BRIEFING - OTHER SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST/LOWER SCATTERED 12000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE HEAD WIND 338-022 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 120 15 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WINDS GUSTING TO 40KNOTS.PILOTS ONLY WX BRIEFING CAME FROM ATIS.						
3-0853	3/3/79 TIME - 0952	ASPEN,CO	WESTWIND 1124 N216SC DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 56, 19664 TOTAL HOURS, 339 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ASPEN-PITKIN CO DEPARTURE POINT INTENDED DESTINATION DENVER,CO ASPEN,CO TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3341	10/12/79	NR.WOLCOTT,CO	CESSNA T182RG N757HW DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 40, 2950 TOTAL HOURS, 452 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT GRAND JUNCTION,CO	INTENDED DESTINATION DENVER,CO	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
		TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
REMARKS- SUPPORT CABLES LOCATED ABOVE POWER LINES THAT WERE APPROX 1200FT ABV CANYON FLOOR.						
3-3993	12/28/79	HAYDEN,CO	BEECH B60 N6030S DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 57, 12800 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - YAMPA VALLEY	DEPARTURE POINT DENVER,CO	INTENDED DESTINATION HAYDEN,CO	PHASE OF OPERATION LANDING FINAL APPROACH	
		TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED				
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION						
FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
		SKY CONDITION OBSCURATION	CEILING AT ACCIDENT SITE 800			
		VISIBILITY AT ACCIDENT SITE ZERO	PRECIPITATION AT ACCIDENT SITE NONE			
		OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG	TEMPERATURE-F 11			
		WIND VELOCITY-KNOTS CALM	TYPE OF WEATHER CONDITIONS BELOW MINIMUMS			
		TYPE OF FLIGHT PLAN IFR				
FIRE AFTER IMPACT						
REMARKS- VOR RWY 10 APCH.CRASHED 3.3NM NW OF ARPT AT 7200FT MSL.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2581	9/7/79 TIME - 1103	ROTONDA, FL	BELL 206B N500GH DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 54, 9003 TOTAL HOURS, 1952 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ROTONDA DEPARTURE POINT INTENDED DESTINATION ROTONDA, FL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES TAKEOFF VERTICAL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS						
3-2379	8/30/79 TIME - 1730	REXBURG, ID	CESSNA R172K N58BD DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 22, 395 TOTAL HOURS, 100 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - REXBURG-MADISON DEPARTURE POINT INTENDED DESTINATION HELENA, MT IDAHO FALLS, ID TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - TAXIED/PARKED WITHOUT PROPER ASSISTANCE WEATHER - UNFAVORABLE WIND CONDITIONS						
SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F BLOWING DUST 85 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 240 27 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- GUSTS TO 35KTS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0343	1/19/79	NR.WEST CHICAGO,IL	CESSNA 402 N4191C DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 25, 1759 TOTAL HOURS, 175 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - DU PAGE COUNTY DEPARTURE POINT INTENDED DESTINATION YOUNGSTOWN,OH WEST CHICAGO,IL TYPE OF ACCIDENT COLLIDED WITH SNOWBANK PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION PARTIAL OBSCURATION VISIBILITY AT ACCIDENT SITE 2 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TEMPERATURE-F 21 WIND VELOCITY-KNOTS 10 TYPE OF FLIGHT PLAN VFR CEILING AT ACCIDENT SITE 600 PRECIPITATION AT ACCIDENT SITE FREEZING RAIN RELATIVE BEARING OF WIND RIGHT QUARTERING HEAD WIND 023-067 DEGREES WIND DIRECTION-DEGREES 150 TYPE OF WEATHER CONDITIONS IFR						
3-2871	3/29/79	WHEELING,IL	BEECH 65-80 N7230 DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 39, 8000 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
NAME OF AIRPORT - PALWAUKEE DEPARTURE POINT INTENDED DESTINATION WHEELING,IL CHICAGO,IL TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION FIRE OR EXPLOSION IN FLIGHT PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - LEAK/LEAKAGE MISCELLANEOUS ACTS,CONDITIONS - FIRE IN ENGINE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE REMARKS- NO 5 CON ROD FAILED,HOLE IN OIL SUMP.LEFT WING AND GEAR FAILED ON LANDING.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2390	4/27/79 TIME - 1009	CHICAGO, IL	BEECH 65-A90 N5JR DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 68, 28405 TOTAL HOURS, 515 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - O'HARE INTL DEPARTURE POINT CHICAGO, IL INTENDED DESTINATION ATTICA, IN TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION DITCHING						
PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - FUEL SYSTEM PUMPS MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- RT ENG, S/N PCE-20870, FAILED DUE TO FUEL PUMP DECOUPLING FM DRIVE TRAIN.						
3-1757	6/22/79 TIME - 2251	EAST ST LOUIS, IL	AEROSTAR 601P N9808Q DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 6	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 27, 3950 TOTAL HOURS, 57 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BI-STATE DEPARTURE POINT EAST ST LOUIS, IL INTENDED DESTINATION OTTUMWA, IA TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES GEAR COLLAPSED						
PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED OR KNOWN AIRCRAFT DAMAGE PROP/ENGINE VIBRATION REMARKS- PLT HAD BEEN ON DUTY SINCE 0800.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1183	4/5/79 TIME - 1510	PORTLAND, IN	CESSNA 421 N8410G DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 32, 5000 TOTAL HOURS, 560 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - STEED FIELD DEPARTURE POINT INTENDED DESTINATION YOUNGSTOWN, OH PORTLAND, IN TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER (UNLIMITED) NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT QUARTERING HEAD WIND 293-337 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 56 225 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 35 VFR TYPE OF FLIGHT PLAN IFR REMARKS- OCCASIONAL GUSTS TO 40KTS.						
3-1237	5/28/79 TIME - 1836	INDIANAPOLIS, IN	BELL 206-11 N27554 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 33, 5571 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - METHODIST HPTL PD DEPARTURE POINT INTENDED DESTINATION INDIANAPOLIS, IN LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE, FENCEPOSTS LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0366	2/28/79 TIME - 2235	CLINTON,IA	PIPER PA-31 N9170Y DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 7	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 43, 2500 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CLINTON MUNI DEPARTURE POINT INTENDED DESTINATION CLINTON,IA BURLINGTON,IA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RUNWAY LIGHTING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS RAIN SHOWERS OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG HEAD WIND 338-022 DEGREES TEMPERATURE-F TYPE OF WEATHER CONDITIONS 33 IFR TYPE OF FLIGHT PLAN IFR REMARKS- RWY LIGHTS NOT ON DUE TO C/B OUT.						
3-0388	4/9/79 TIME - 1350	GARDNER,KS	MITSUBISHI MU-2B N251M DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 26, 1657 TOTAL HOURS, 908 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GARDNER MUNI DEPARTURE POINT INTENDED DESTINATION IOLA,KS KANSAS CITY,MO TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION OTHER MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIP. REMARKS- FUEL TRUCK CONTAMINATED WITH WATER.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1404	8/24/79 TIME - 0712	TOPEKA,KS	CESSNA 340A N800BC DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 30, 1527 TOTAL HOURS, 55 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PHILLIP BILLARD DEPARTURE POINT INTENDED DESTINATION TOPEKA,KS DENVER,CO TYPE OF ACCIDENT COLLIDED WITH DITCHES PHASE OF OPERATION TAKEOFF ABORTED PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED REMARKS- PLT STATED ELEV JAMMED.FLT CONTROLS & AUTO-PLT CHECKED GOOD.FLT CONT LOCK FOUND REMOVED & STOWED.						
3-3051	12/15/79 TIME - 1000	CEDAR VALE,KS	PIPER PA-32 N2162E DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 32, 2620 TOTAL HOURS, 129 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PRIVATE STRIP DEPARTURE POINT INTENDED DESTINATION CEDAR VALE,KS OKLAHOMA CITY,OK TYPE OF ACCIDENT COLLIDED WITH FENCE,FENCEPOSTS PHASE OF OPERATION TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND MISCELLANEOUS ACTS,CONDITIONS - FAILED TO USE ALL AVAILABLE RUNWAY FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND						
3-0121	1/19/79 TIME - 1430	RUSTON,LA	BEECH B60 N24188 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 23, 1010 TOTAL HOURS, 154 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - RUSTIN MUNICIPAL DEPARTURE POINT INTENDED DESTINATION SHREVEPORT,LA RUSTON,LA TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH FENCE,FENCEPOSTS PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY MISCELLANEOUS ACTS,CONDITIONS - HYDROPLANING ON WET RUNWAY MISCELLANEOUS ACTS,CONDITIONS - DOWNWIND MISCELLANEOUS ACTS,CONDITIONS - RAN OFF END OF RUNWAY TERRAIN - HIGH OBSTRUCTIONS						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2511	9/18/79 TIME - 1240	PATTERSON, LA	BELL 206B N155AL DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 51, 4819 TOTAL HOURS, 678 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - OFFSHORE HELIPORT DEPARTURE POINT INTENDED DESTINATION PATTERSON, LA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE, FENCEPOSTS TAXI AERIAL TAXI, OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE REMARKS- TAIL ROTOR STRUCK GUARD RAIL DRG HOVER.						
3-2512	10/4/79 TIME - 1915	NR. ALEXANDRIA, LA	AERO COMDR 680W N713SP DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 33, 1841 TOTAL HOURS, 31 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION PENSACOLA, FL FORT WORTH, TX TYPE OF ACCIDENT PHASE OF OPERATION FIRE OR EXPLOSION IN FLIGHT IN FLIGHT NORMAL CRUISE GEAR COLLAPSED LANDING, ROLL PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) MISCELLANEOUS - SMOKE IN COCKPIT MISCELLANEOUS ACTS, CONDITIONS - FIRE IN CABIN, COCKPIT, BAGGAGE COMPARTMENT MISCELLANEOUS ACTS, CONDITIONS - FIRE OF UNDETERMINED ORIGIN MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SMOKE IN COCKPIT REMARKS- LNDD SAFELY ON PASTURE. ACFT EXPLODED & BURNED IMMEDIATELY AFTERWARDS.						
3-2937	10/9/79 TIME - 0733	LAKE CHARLES, LA	BELL 206L N5018N DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 32, 4188 TOTAL HOURS, 81 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION LAKE CHARLES, LA SULFUR, LA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) POWERPLANT - TURBINE ASSEMBLY WHEEL TURBINE MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- NO.1 TURBINE, PN 6898991, SN 51956, FAILED. ACFT DESTROYED BY FIRE AFTER SAFE LNDG.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2945	12/5/79	CAMERON, LA	PIPER PA-32 N321HF DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 36, 9000 TOTAL HOURS, 1500 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CAMERON DEPARTURE POINT FREEPORT, TX TYPE OF ACCIDENT HARD LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF. INTENDED DESTINATION CAMERON, LA PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN						
3-3011	8/20/79	NR. CRESAPTOWN, MD	CESSNA 310K N7060L DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 37, UNK/NR TOTAL HOURS, 173 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT CUMBERLAND, MD TYPE OF ACCIDENT COLLISION WITH GROUND/WATER PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS FACTOR(S) WEATHER - LOW CEILING WEATHER - FOG TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED INTENDED DESTINATION CHARLESTON, WV PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE						
SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE ZERO OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- TKOF IN VFR CONDITIONS. DID NOT ACKNOWLEDGE RECEIPT OF IFR CLEARANCE. CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE RAIN TYPE OF WEATHER CONDITIONS IFR						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2866	1/11/79 TIME - 1110	TEMPLETON,MA	AEROSTAR 600 N8022J DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0 OT- 3 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 23, 1600 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
NAME OF AIRPORT - GARDNER MUNI DEPARTURE POINT INTENDED DESTINATION BOSTON,MA SYRACUSE,NY 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 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 EVASIVE ACTION TAKEN - UNKNOWN/NOT REPORTED ANTI-COLLISION LIGHTS - INSTALLED,OPERATION UNKNOWN FIRE AFTER IMPACT						
3-0155	2/7/79 TIME - 0840	KALAMAZOO,MI	CESSNA 310R N3413G DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP,FLIGHT INSTR., AGE 25, 2512 TOTAL HOURS, 508 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - KALAMAZOO MUNI DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP KALAMAZOO,MI KALAMAZOO,MI CHICAGO,IL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH SNOWBANK LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT MISCELLANEOUS ACTS,CONDITIONS - ICE-WINDSHIELD MISCELLANEOUS ACTS,CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 300 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS FREEZING DRIZZLE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN IFR REMARKS- PLT STATED TURNED OFF WINDSHIELD ALCOHOL DURING APP,ICE BLOCKED FORWARD VISION ON LNDG.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3177	10/2/79 TIME - 0807	BENTON HARBOR, MI	CESSNA 310G N20PC DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 56, 11039 TOTAL HOURS, 5887 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ROSS FIELD DEPARTURE POINT CINCINNATI, OH INTENDED DESTINATION BENTON HARBOR, MI TYPE OF ACCIDENT OVERSHOOT PHASE OF OPERATION COLLIDED WITH ELECTRONIC TOWERS LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY MISCELLANEOUS ACTS, CONDITIONS - RAN OFF END OF RUNWAY						
3-2718	7/12/79 TIME - 1000	EVELETH, MN	PIPER PA-31T N6192A DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 36, 1920 TOTAL HOURS, 178 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - EVELETH-VIRGINIA DEPARTURE POINT DULUTH, MN INTENDED DESTINATION EVELETH, MN TYPE OF ACCIDENT WHEELS-UP PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2725	11/7/79 TIME - 1445	GRAND RAPIDS, MN	CESSNA 340A N1389G DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 26, 2394 TOTAL HOURS, 145 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ITASCA COUNTY DEPARTURE POINT INTENDED DESTINATION ST. CLOUD, MN GRAND RAPIDS, MN TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. MISCELLANEOUS ACTS, CONDITIONS - ICE-WINDSHIELD AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 1000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND FOG CALM TEMPERATURE-F WIND VELOCITY-KNOTS 32 CALM TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- PLT STATED-DEPTH PERCEPTION DISTORTED DUE TO SNOW ON RWY, ICE ON WNDSHLD & RWY GRADIENT.						
3-0105	1/23/79 TIME - 1930	SPRINGFIELD, MO	PIPER PA-23 N62482 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 24, 1950 TOTAL HOURS, 800 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SPRINGFIELD MUNI DEPARTURE POINT INTENDED DESTINATION SPRINGFIELD, MO BENTONVILLE, AR TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH SNOWBANK TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS REMARKS- SOME R/W LGTS NOT VISABLE DUE TO SNOW BANKS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0542	2/28/79 TIME - 1904	CHESTERFIELD,MO	BEECH 58 N4494A DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 3 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 57, 3794 TOTAL HOURS, 1715 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SPT OF ST LOUIS DEPARTURE POINT INTENDED DESTINATION CINCINNATI,OH CHESTERFIELD,MO TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING FINAL APPROACH						
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION FACTOR(S) WEATHER - LOW CEILING WEATHER - RAIN WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED						
SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 400 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/2 MILE OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND VELOCITY-KNOTS FOG CALM TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0460	2/17/79 TIME - 1115	LINCOLN.NE	CESSNA 414A N30FB DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 24, 3600 TOTAL HOURS, 56 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - LINCOLN MUNI DEPARTURE POINT INTENDED DESTINATION LINCOLN.NE DES MOINES,IA TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN COLLIDED WITH SNOWBANK TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S) WEATHER - FOG WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 400 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3/4 MILE OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 1 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 100 7 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR						
3-2698	7/27/79 TIME - 1600	NR.SHELTON.NE	HUGHES 269C N58320 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 46, 5000 TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION WOODRIVER.NE LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ROLL OVER IN FLIGHT HOVERING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M. FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT REMARKS- INSPECTING CROPS.						

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0629	1/22/79 TIME - 1100	CONCORD,NH	LOCKHEED L-1329 N5541L DAMAGE-SUBSTANTIAL	CR- 0 0 3 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 45, 8400 TOTAL HOURS, 575 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - CONCORD DEPARTURE POINT WESTCHESTER,NY INTENDED DESTINATION CONCORD,NH TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PHASE OF OPERATION LANDING ROLL COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY						
3-3657	10/18/79 TIME - 1600	TRENTON,NJ	HUGHES 369D N501RP DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP,FLIGHT INSTR., AGE 36, 5447 TOTAL HOURS, 415 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MERCER CO DEPARTURE POINT TRENTON,NJ INTENDED DESTINATION PISCATAWAY,NJ TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR PHASE OF OPERATION IN FLIGHT HOVERING COLLISION WITH GROUND/WATER CONTROLLED LANDING POWER-ON LANDING PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM TAIL ROTOR DRIVE SHAFT ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE REMARKS- T/R DRIVE SHAFT COUPLING P/N 369H92564-D,MANUFACTURER'S P/N 19E149,FAILED.						
3-3966	11/16/79 TIME - 1215	CHARLSTADT,NJ	AEROSTAR 601P N8099J DAMAGE-DESTROYED	CR- 1 0 0 PX- 2 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 37, 8300 TOTAL HOURS, UNK/NR IN TYPE, INSTRU- MENT RATED.
NAME OF AIRPORT - TETERBORO DEPARTURE POINT TETERBORO,NJ INTENDED DESTINATION UNIVERSITY PARK,PA TYPE OF ACCIDENT FIRE OR EXPLOSION IN FLIGHT PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT POWERPLANT - EXHAUST SYSTEM STACKS MISCELLANEOUS ACTS,CONDITIONS - FATIGUE FRACTURE MISCELLANEOUS ACTS,CONDITIONS - FIRE IN ENGINE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT FIRE AFTER IMPACT REMARKS- EXHAUST PIPE ASSEMBLY PART NR 32006-511 FAILED AT FLANGE WELD.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0440	3/17/79 TIME - 1710	SCHROON LAKE, NY	ENSTROM F-28C N60411 DAMAGE-SUBSTANTIAL	CR- 0 1 0 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 46, 566 TOTAL HOURS, 178 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT MONTREAL, QUEBEC, CAN			INTENDED DESTINATION ALBANY, NY	PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING		
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH FENCE, FENCEPOSTS						
PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE OTHER						
REMARKS- NUT (AN924-6D) IN AIR FILTER HOUSING INJECTED BY TURBOCHARGER. INLET TURBINE BLADES DMGE TO ENGINE						
3-3573	5/18/79 TIME - 1515	ROME, NY	HAWKER DH-125 N55G DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 5	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 45, 9236 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GRIFFISS AFB			INTENDED DESTINATION BEDFORD, MA	PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN		
DEPARTURE POINT AKRON, OH						
TYPE OF ACCIDENT WHEELS-UP						
PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LANDED ON FOAMED RUNWAY REMARKS- RWY FOAMED, UPLOCK SPRING STRUT, P/N 25UM821A, SEIZED DUE LACK OF LUBRICATION.						
3-1455	6/1/79 TIME - 1535	NEW YORK, NY	AGUSTA 109A N516KA DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 32, 2175 TOTAL HOURS, 140 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PAN AM HELIPORT			INTENDED DESTINATION NEW YORK, NY	PHASE OF OPERATION LANDING POWER-ON LANDING		
DEPARTURE POINT TERENTON NJ						
TYPE OF ACCIDENT AIRFRAME FAILURE ON GROUND						
PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) AIRFRAME - LANDING GEAR MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC. MISCELLANEOUS ACTS, CONDITIONS - EXCESSIVE PRESSURE MISCELLANEOUS ACTS, CONDITIONS - GROUND RESONANCE REMARKS- LDG STRUTS INFLATED TO 200 PSI. SHOULD HAVE HAD 99 PSI.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3344	9/29/79 TIME - 0045	GREENSBORO, NC	PIPER PA-23 N6378Y DAMAGE-DESTROYED	CR- 1 0 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 45, 892 TOTAL HOURS, UNK/NR IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GREENSBORO-HIGHT DEPARTURE POINT INTENDED DESTINATION PHILADELPHIA, PA WINSTON-SALEM, NC TYPE OF ACCIDENT COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - INCAPACITATION MISCELLANEOUS ACTS, CONDITIONS - PILOT SUFFERED HEART ATTACK FACTOR(S) PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE WEATHER - LOW CEILING WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION OBSCURATION VISIBILITY AT ACCIDENT SITE 3/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND DIRECTION-DEGREES 240 TYPE OF WEATHER CONDITIONS IFR FIRE AFTER IMPACT REMARKS- CRASHED INSIDE OM DRG ILS APCH. PLT STATED HE PASSED OUT. FAJAL CARDIAC ARREST 10.5HR LATER.						
				CEILING AT ACCIDENT SITE 200 PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 70 WIND VELOCITY-KNOTS 4 TYPE OF FLIGHT PLAN IFR		
3-0213	2/23/79 TIME - 1945	MARION, OH	CESSNA 421B N421JA DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 36, 7301 TOTAL HOURS, 215 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MARION MUNICIPAL DEPARTURE POINT INTENDED DESTINATION HUNTINGBURG, IN MARION, OH TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH SNOWBANK PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL						
				PHASE OF OPERATION LANDING ROLL LANDING ROLL		

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3886	10/1/79 TIME - 0803	COLUMBUS,OH	AERO COMDR 690 N57233 DAMAGE-DESTROYED	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 50, 18341 TOTAL HOURS, 2175 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - OHIO STATE UNIV						
DEPARTURE POINT		INTENDED DESTINATION				
LOUISVILLE, KY		COLUMBUS, OH				
TYPE OF ACCIDENT			PHASE OF OPERATION			
COLLIDED WITH FENCE, FENCEPOSTS			LANDING FINAL APPROACH			
PROBABLE CAUSE(S)						
PILOT IN COMMAND - IMPROPER IFR OPERATION						
FACTOR(S)						
WEATHER - FOG						
WEATHER BRIEFING - UNKNOWN/NOT REPORTED						
WEATHER FORECAST - UNKNOWN/NOT REPORTED						
SKY CONDITION			CEILING AT ACCIDENT SITE			
PARTIAL OBSCURATION			UNLIMITED			
VISIBILITY AT ACCIDENT SITE			PRECIPITATION AT ACCIDENT SITE			
3/4 MILE OR LESS			NONE			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE			TYPE OF WEATHER CONDITIONS			
FOG			IFR			
TYPE OF FLIGHT PLAN						
IFR						
FIRE AFTER IMPACT						
3-3175	11/16/79 TIME - 1145	DAYTON, OH	BELL 47G5 N2271W DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 35, 6850 TOTAL HOURS, 225 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - MORaine AIRPARK						
DEPARTURE POINT		INTENDED DESTINATION				
DAYTON, OH		LOCAL				
TYPE OF ACCIDENT			PHASE OF OPERATION			
PROPELLER/ROTOR FAILURE TAIL ROTOR			TAKEOFF VERTICAL			
COLLISION WITH GROUND/WATER UNCONTROLLED			IN FLIGHT UNCONTROLLED DESCENT			
PROBABLE CAUSE(S)						
ROTORCRAFT - ROTOR ASSEMBLIES TAIL ROTOR BLADES						
MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE						
REMARKS- PLT STATED AFT ENTERING EFFECTIVE TRANSLATIONAL LIFT HE HEARD CRACK, ACFT BEGAN TO VIBRATE & SPIN.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2524	10/1/79 TIME - 1700	GUYMON,OK	BRANTLY B-2B N2191U DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 23, 527 TOTAL HOURS, 65 IN TYPE, NOT INSTRUMENT RATED.
		DEPARTURE POINT GUYMON,OK	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN		
		TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE TAIL ROTOR ROLL OVER				
PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM TAIL ROTOR DRIVE SHAFT ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE REMARKS- TAIL ROTOR SHAFT COUPLING BOLT FAILED						
3-3071	9/14/79 TIME - 2047	NR.KLAMATH FALLS,CR	DOUGLAS DC-7C N4SW DAMAGE-DESTROYED	CR- 2 0 0 PX- 10 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 59, 8200 TOTAL HOURS, 475 IN TYPE, INSTRUMENT RATED.
		DEPARTURE POINT REDMOND,OR	INTENDED DESTINATION MEDOFRD,OR	LAST ENROUTE STOP KLAMATH FALLS,OR PHASE OF OPERATION IN FLIGHT NORMAL CRUISE		
		TYPE OF ACCIDENT COLLIDED WITH TREES				
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - MISJUDGED ALTITUDE FIRE AFTER IMPACT REMARKS- HIT TREES AT CREST OF MOUNTAIN RIDGE ALONG FLIGHT PATH.						
3-0190	2/12/79 TIME - 1620	BUTLER,PA	SWEARINGEN SA26AT N52LF DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 33, 6930 TOTAL HOURS, 2148 IN TYPE, INSTRUMENT RATED.
		NAME OF AIRPORT - BUTLER-GRAHAM DEPARTURE POINT NEW CUMBERLAND,PA	INTENDED DESTINATION BUTLER,PA	PHASE OF OPERATION LANDING ROLL LANDING ROLL		
		TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH SNOWBANK				
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW WINDROWS						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3599	10/27/79 TIME - 1930	READING, PA	BEECH 58 N6094S DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 4	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 29, 2400 TOTAL HOURS, 777 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - READING MUNI DEPARTURE POINT INTENDED DESTINATION NEW YORK, NY READING, PA TYPE OF ACCIDENT WHEELS-UP PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR						
3-1763	4/2/79 TIME - 1000	NR.BEECH ISLAND, SC	CESSNA 210M N9898M DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 30, 5340 TOTAL HOURS, 60 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - BUSH FIELD DEPARTURE POINT INTENDED DESTINATION ROANOKE RAPIDS, NC AUGUSTA, GA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
3-1235	6/21/79 TIME - 1455	TRENTON, SC	CESSNA 421B N41022 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 48, 2000 TOTAL HOURS, 80 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TRENTON MUNICIPAL DEPARTURE POINT INTENDED DESTINATION TRENTON, SC ATLANTA, GA TYPE OF ACCIDENT STALL MUSH PHASE OF OPERATION TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. FACTOR(S) TERRAIN - WET, SOFT GROUND REMARKS- OVER MAX G/W BY 111.5LBS.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2667	7/15/79 TIME - 1020	CLARKSVILLE, TN	CESSNA 402 N4009Q DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2 OT- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL. INSTR., AGE 29, 3719 TOTAL HOURS, 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 SPECIAL 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						
3-3668	11/1/79 TIME - 2141	NASHVILLE, TN	MITSUBISHI MU-2F N873Q DAMAGE-DESTROYED	CR- 2 0 0 PX- 3 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 24, 1498 TOTAL HOURS, 661 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - NASHVILLE METRO DEPARTURE POINT INTENDED DESTINATION CHATTANOOGA, TN NASHVILLE, TN TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) COPILOT - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL DEFICIENCY, COMPANY MAINTAINED EQPMT, SERVICES, REGULATION MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS GROUND FOG VFR TYPE OF FLIGHT PLAN IFR FIRE AFTER IMPACT REMARKS- PLTS SCHEDULED FOR 18-20 HR CREW TIME ROUTINELY. AUTO PLT FOUND ON, TRIM 10 DEG NOSE DOWN.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-0588	1/16/79	HOUSTON, TX	BEECH C90 N88CR DAMAGE-DESTROYED	CR- 1 1 0 PX- 0 1 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 46, 7389 TOTAL HOURS, 1442 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - ANDRAU AIRPARK DEPARTURE POINT INTENDED DESTINATION HOUSTON, TX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING GO-AROUND COLLISION WITH GROUND/WATER UNCONTROLLED LANDING GO-AROUND PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - LOW CEILING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 400 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F FOG 49 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 100 9 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR FIRE AFTER IMPACT REMARKS- WX AT AIRPORTS NEAR ANDRAU A/P 400 TO 600FT.						
3-1039	3/9/79	ANGLETON, TX	HUGHES 369D N58333 DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 42, 6150 TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT INTENDED DESTINATION LAKE JACKSON, TX COLUMBIA LAKES, TX TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - UNWARRANTED LOW FLYING FIRE AFTER IMPACT						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2977	12/7/79	NR.PORT MANSFIELD,TX	ENSTROM F-28C	CR- 0 0 1	NONCOMMERCIAL	COMMERCIAL, AGE 36, 667
	TIME - 0915		N51759	PX- 0 0 1	CORP/EXEC	TOTAL HOURS, 105 IN TYPE,
			DAMAGE-SUBSTANTIAL			NOT INSTRUMENT RATED.
	DEPARTURE POINT		INTENDED DESTINATION			
	PORT MANSFIELD,TX		LOCAL			
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	AIRFRAME FAILURE IN FLIGHT				IN FLIGHT NORMAL CRUISE	
	HARD LANDING				LANDING POWER-OFF AUTOROTATIVE LANDING	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS					
	PILOT IN COMMAND - FAILED TO MAINTAIN ADEQUATE ROTOR R.P.M.					
	EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND					
	REMARKS- MANUALLY OPERATED CLUTCH(BETWEEN ENG & TRANSMISSION)FOUND IN DISENGAGED POSITION.					
3-2928	12/17/79	ANGLETON,TX	BEECH 95-A55	CR- 0 0 1	NONCOMMERCIAL	COMMERCIAL, AGE 33, 6078
	TIME - 0800		N910TL	PX- 0 0 0	CORP/EXEC	TOTAL HOURS, 523 IN TYPE,
			DAMAGE-SUBSTANTIAL			INSTRUMENT RATED.
	NAME OF AIRPORT - GARRETT RANCH					
	DEPARTURE POINT		INTENDED DESTINATION			
	ANGLETON,TX		FRIENDSWOOD,TX			
	TYPE OF ACCIDENT				PHASE OF OPERATION	
	UNDERSHOOT				LANDING FINAL APPROACH	
	COLLIDED WITH DIRT BANK				LANDING LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S)					
	PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING					
	PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE					
	EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT					
	DOOR/PANEL OPEN					
	REMARKS- PAX DOOR CAME OPEN AFTER TKOF.PLT ELECTED TO LND W/O DELAY WHEN UNABLE TO CLOSE DOOR IN FLT.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3101	1/9/79 TIME - 1710	NR.SPANISH FORKS, UT	CESSNA 421C N5469G DAMAGE-SUBSTANTIAL	CR- 1 0 0 PX- 4 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 50, 2629 TOTAL HOURS, 52 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT PROVO,UT	INTENDED DESTINATION SAN FRANCISCO,CA				
	TYPE OF ACCIDENT COLLISION WITH GROUND/WATER	CONTROLLED			PHASE OF OPERATION IN FLIGHT CLIMB TO CRUISE	
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION					
	FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING					
	WEATHER - LOW CEILING					
	WEATHER - FOG					
	WEATHER - SNOW					
	WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE					
	WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT					
	MISSING AIRCRAFT - LATER RECOVERED					
	SKY CONDITION OVERCAST				CEILING AT ACCIDENT SITE 500	
	VISIBILITY AT ACCIDENT SITE 3/4 MILE OR LESS				PRECIPITATION AT ACCIDENT SITE SNOW	
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE BLOWING SNOW				TYPE OF WEATHER CONDITIONS IFR	
	TYPE OF FLIGHT PLAN IFR					
	REMARKS- MTNS OBSCURED.RECOVERY DATE 1/13/79.					
3-3437	12/11/79 TIME - 1854	SALT LAKE CITY,UT	BEECH 60 N156WC DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 3	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 25, 4734 TOTAL HOURS, 739 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - SALT LAKE CITY					
	DEPARTURE POINT VERNAL,UT	INTENDED DESTINATION SALT LAKE CITY,UT				
	TYPE OF ACCIDENT WHEELS-UP				PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR GEAR LOCKING MECHANISM					
	MISCELLANEOUS ACTS,CONDITIONS - JAMMED					
	REMARKS- CABLE CLAMP,P/N 60-810093-3,ON UPLOCK CABLE OF R MAIN GEAR JAMMED AGAINST CHANNAL STIFFENER.					

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3693	12/21/79 TIME - 1758	PROVO,UT	MITSUBISHI MU-2B N200BR DAMAGE-DESTROYED	CR- 1 0 0 PX- 1 0 0	NONCOMMERCIAL CORP/EXEC	AIRLINE TRANSPORT, AGE 47, 12833 TOTAL HOURS, 1785 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PROVO MUNI DEPARTURE POINT INTENDED DESTINATION DENVER,CO. PROVO,UT. TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING TRAFFIC PATTERN-CIRCLING PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - IMPROPER IFR OPERATION PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) WEATHER - RAIN MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 1500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER(UNLIMITED) RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F UNKNOWN/NOT REPORTED 37 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 330 6 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN IFR IFR REMARKS- RWY LGTS NOT ACTIVATED BY PLT.PLT CRCD EAST WHEN RWY NOT SITED.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1211	5/9/79 TIME - 1450	SPOKANE,WA	HUGHES 369D N8601F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 47, 10040 TOTAL HOURS, 16 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - SPOKANE INTL DEPARTURE POINT INTENDED DESTINATION HANSON CO. HELI-PORT SPOKANE,WA TYPE OF ACCIDENT ROLL OVER PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO RECORD OF BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 5 OR OVER(UNLIMITED) OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE WIND VELOCITY-KNOTS 12 TYPE OF FLIGHT PLAN NONE REMARKS- WIND GUSTS TO 15KTS.						
CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 295 TYPE OF WEATHER CONDITIONS VFR						
3-3298	12/22/79 TIME - 1345	NR.MT.VERNON,WA	HUGHES 369D N8303F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	ATP, FLIGHT INSTR., AGE 41, 5040 TOTAL HOURS, 402 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT MT.VERNON,WA TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE MAIN ROTOR HARD LANDING PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM SPRAG SYSTEM MISCELLANEOUS ACTS.CONDITIONS - MATERIAL FAILURE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- TKOF FROM SMALL CLEARING. SPRAG CLUTCH(PN 369A5364)FAILED.						
INTENDED DESTINATION LOCAL PHASE OF OPERATION TAKEOFF VERTICAL LANDING POWER-OFF AUTOROTATIVE LANDING						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1316	5/30/79 TIME - 1100	AMHERSTDALE,WV	HUGHES 369D N8674F DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 2	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 42, 2587 TOTAL HOURS, 1011 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT AMHERSTDALE,WV			INTENDED DESTINATION GILBERT,KY			
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - TURBINE ASSEMBLY BEARING,SHAFT MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
3-1586	7/6/79 TIME - 0945	GARY,WV	BELL 206 N90315 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 32, 2280 TOTAL HOURS, 1520 IN TYPE, NOT INSTRUMENT RATED.
DEPARTURE POINT GARY,WV			INTENDED DESTINATION MINE SITE			
TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION GEAR COLLAPSED			PHASE OF OPERATION IN FLIGHT NORMAL CRUISE LANDING POWER-OFF AUTOROTATIVE LANDING			
PROBABLE CAUSE(S) POWERPLANT - TURBINE ASSEMBLY BEARING,SHAFT POWERPLANT - LUBRICATING SYSTEM OTHER MISCELLANEOUS ACTS,CONDITIONS - PRESSURE TOO LOW FACTOR(S) TERRAIN - WET,SOFT GROUND MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- SKID COLLAPSE DUE TO SIDE LOAD IN MUD AFTER LANDING.#6/#7 BEARINGS FAILED,CARBON IN OIL LINE.						
3-0177	1/3/79 TIME - 0829	MILWAUKEE,WI	CESSNA 340 N888HB DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	ATP,FLIGHT INSTR., AGE 40, 4485 TOTAL HOURS, 1760 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - TIMMERMAN DEPARTURE POINT MERRILL,WI			INTENDED DESTINATION MILWAUKEE,WI			
TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH SNOWBANK			PHASE OF OPERATION LANDING ROLL LANDING ROLL			
PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-1736	4/24/79 TIME - 1200	ST. FRANCIS,WI	CESSNA T210N N6485N DAMAGE-SUBSTANTIAL	CR- 0 2 0 PX- 0 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 66, 4384 TOTAL HOURS, 41 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - GEN. MITCHELL						
DEPARTURE POINT		INTENDED DESTINATION				
GAITHERSBURG,MD		ST. FRANCIS,WI				
TYPE OF ACCIDENT					PHASE OF OPERATION	
ENGINE FAILURE OR MALFUNCTION					LANDING MISSED APPROACH	
COLLISION WITH GROUND/WATER CONTROLLED					LANDING LEVEL OFF/TOUCHDOWN	
PROBABLE CAUSE(S)						
PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING						
PILOT IN COMMAND - MISMANAGEMENT OF FUEL						
MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION						
FACTOR(S)						
WEATHER - LOW CEILING						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE						
WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE						
WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
SKY CONDITION				CEILING AT ACCIDENT SITE		
OBSCURATION				100		
VISIBILITY AT ACCIDENT SITE				PRECIPITATION AT ACCIDENT SITE		
1/4 MILE OR LESS				DRIZZLE		
OBSTRUCTIONS TO VISION AT ACCIDENT SITE				TEMPERATURE-F		
GROUND FOG				54		
WIND DIRECTION-DEGREES				WIND VELOCITY-KNOTS		
150				7		
TYPE OF WEATHER CONDITIONS				TYPE OF FLIGHT PLAN		
BELOW MINIMUMS				IFR		
3-2691	10/15/79 TIME - 1225	MIDDLETON,WI	BEECH 56TC N7115N DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 47, 9260 TOTAL HOURS, 2249 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT		INTENDED DESTINATION				
YANKTON,SD		WAUKESHA,WI				
TYPE OF ACCIDENT					PHASE OF OPERATION	
ENGINE FAILURE OR MALFUNCTION					IN FLIGHT NORMAL CRUISE	
HARD LANDING					LANDING LEVEL OFF/TOUCHDOWN	
PROBABLE CAUSE(S)						
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING						
PILOT IN COMMAND - MISMANAGEMENT OF FUEL						
MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION						
PILOT IN COMMAND - IMPROPER LEVEL OFF						
FACTOR(S)						
PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT						
MISCELLANEOUS ACTS,CONDITIONS - FAILURE OF TWO OR MORE ENGINES						
MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP						
COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES						
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND						
REMARKS- FUEL GAUGES INOP SINCE NOV 1978.						

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-3463	8/31/79 TIME - 0715	WHEATLAND,WY	CESSNA U206A N71900 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 48, 1224 TOTAL HOURS, 138 IN TYPE, INSTRUMENT RATED.
NAME OF AIRPORT - PHIFER DEPARTURE POINT INTENDED DESTINATION SCOTTSBLUFF,NE UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH DITCHES TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SUNGLARE						
3-3136	8/25/79 TIME - 0500	SAN JUAN,PR	CONVAIR 440 N14478 DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 1	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 32, 8000 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
NAME OF AIRPORT - SAN JUAN INTNATL DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED TYPE OF ACCIDENT LAST ENROUTE STOP COLLIDED WITH OBJECT UNKNOWN/NOT REPORTED WHEELS-UP PHASE OF OPERATION UNKNOWN/NOT REPORTED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS MISCELLANEOUS ACTS,CONDITIONS - INTENTIONAL WHEELS-UP EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELPT. SUSPECTED OR KNOWN AIRCRAFT DAMAGE REMARKS- RIGHT MAIN LANDING GEAR STRUCK UNKNOWN OBJECT.						

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