





AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
SUPPLEMENTAL ISSUE

1969 ACCIDENTS



NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20591 REPORT NUMBER: NTSB-BA-71-2

NATIONAL TECHNICAL INFORMATION SERVICE Springfield, Va 22151

63

AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT SUPPLEMENTAL ISSUE 1969 ACCIDENTS

FILE NUMBERS:

A-0002, 0003, E-0001 - 00026 3-0634, 0878, 1231, 1956, 3144 3-3717, 3756-3790, 4696-4728

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D. C. 20591
REPORT NUMBER: NTSB-BA-71-2

For sale by National Technical Information Service (NTIS), U.S. Department of Commerce, Springfield, Va. 22151. Annual subscription price \$20.00 Domestic; \$25.00 Foreign; Single copy \$3.00; Microfiche \$0.05.

		HNICAL REPORT STANDARD TIT	
1. Report No.	2.Government Accession N	o. 3.Recipient's Catalo	g No.
NTSB-BA-71-2	·		-
4. Title and Subtitle		5.Report Date	
Aircraft Accident B	Reports-Brief Format	July 1971	
Supplemental Issue		6.Performing Organiz	atlon
		Code	a (15)
7. Author(s)			
/. Author(s)	·	8.Performing Organiz	ation
	•	Report No.	
	ntion Name and Address	10.Work Unit No.	
Bureau of Aviation	Safety		
National Transports	tion Safety Board	11.Contract or Grant	No.
Washington, D. C. 2		:1	
		13. Type of Report an	d
12. Sponsoring Agency	Jame and Address	Period Covered Aircraft Accident Repo	rts
12.3ponsoring Agency	taile and Address	Brief Format-1969 Supp	
		Issue-81 General Aviat	
NATIONAL TRANSPO	RTATION SAFETY BOARD	27 Foreign registered	
Washington, D. C	. 20591	14.Sponsoring Agency	Code
		l	
15. Supplementary Note:	1		
		•	
16.Abstract			
10.ADSCIACE			
This nublic	cation, containing reports of 1	OS accidents is a	
	sue for 1969. The accident rep		
	yed pending supplemental data,	additional study. Or	
	icult areas in the investigatio	n. Twenty-seven of the	
	oreign registered aircraft acci	n. Twenty-seven of the	•
the United State		n. Twenty-seven of the	
the United State	oreign registered aircraft acci	n. Twenty-seven of the	
the United State	oreign registered aircraft acci	n. Twenty-seven of the	
the United State	oreign registered aircraft acci	n. Twenty-seven of the	
the United State	oreign registered aircraft acci	n. Twenty-seven of the	
the United State	oreign registered aircraft acci	n. Twenty-seven of the	
the United State	oreign registered aircraft acci	n. Twenty-seven of the	
the United State	oreign registered aircraft acci	n. Twenty-seven of the	
the United State	oreign registered aircraft acci	n. Twenty-seven of the	
the United State	oreign registered aircraft acci	n. Twenty-seven of the	
the United State	oreign registered aircraft acci	n. Twenty-seven of the	
the United State	oreign registered aircraft acci	n. Twenty-seven of the	
the United State	oreign registered aircraft acci	n. Twenty-seven of the	
the United State	oreign registered aircraft acci	n. Twenty-seven of the	
	oreign registered aircraft accies or its possessions.	n. Twenty-seven of the	ment
17.Key Words (Aviation	oreign registered aircraft accies or its possessions.	n. Twenty-seven of the dents that occurred in	ment
17. Key Words (Aviation Foreign registered	Accidents, Civil Aviation, Aircraft Accidents on U. S. so	n. Twenty-seven of the dents that occurred in 18.Distribution State	ment
17. Key Words (Aviation Foreign registered probable cause, pi	Accidents, Civil Aviation, Aircraft Accidents on U. S. so	n. Twenty-seven of the dents that occurred in 18.Distribution State 11), ind Released to Public	
17. Key Words (Aviation Foreign registered probable cause, pi	Accidents, Civil Aviation, Aircraft Accidents on U. S. so	n. Twenty-seven of the dents that occurred in 18.Distribution State	
17. Key Words (Aviation Foreign registered probable cause, pi	Accidents, Civil Aviation, Aircraft Accidents on U. S. so	n. Twenty-seven of the dents that occurred in 18.Distribution State 11), ind Released to Public	
17. Key Words (Aviation Foreign registered probable cause, pi	Accidents, Civil Aviation, Aircraft Accidents on U. S. so	n. Twenty-seven of the dents that occurred in 18.Distribution State 11), ind Released to Public	
17. Key Words (Aviation Foreign registered probable cause, pill of flying, aircraft	Accidents, Civil Aviation, Aircraft Accidents on U. S. so lot data, phase of operation, k	18.Distribution State il), Released to Public Unlimited distribut	ion
17. Key Words (Aviation Foreign registered probable cause, pill of flying, aircraft	Accidents, Civil Aviation, Aircraft Accidents on U. S. so lot data, phase of operation, k	18.Distribution State il), Released to Public Unlimited distribut	ion
17. Key Words (Aviation Foreign registered probable cause, pi	Accidents, Civil Aviation, Aircraft Accidents on U. S. so lot data, phase of operation, k	n. Twenty-seven of the dents that occurred in 18.Distribution State 11), 1 Released to Public Unlimited distribut 1 On 21.No. of Pages 22.P	ion

UNCLASSIFIED
MTSB Form 1765.2 (11/70)

FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Section 5 (b) of the Department of Transportation Act of October 15, 1966, has determined the probable causes of the accidents reported herein.

This publication, containing reports of 108 accidents, is a supplemental issue for 1969. The accident reports contained in this issue were delayed pending supplemental data, additional study, or because of difficult areas in the investigation. Twenty-seven of the reports cover foreign registered aircraft accidents that occurred in the United States or its possessions.

The reports are reproduced directly from the coded record on magnetic tape by electronic data processing equipment. Due to spacing limitations a number of abbreviations are used. For the benefit of those readers not familiar with these abbreviations an interpretation of their meaning is included with explanatory notes on the following pages.

Collisions between aircraft are treated as one accident. A complete analysis and coding is done on each aircraft involved in collisions.

The Briefs of Accidents contain the essential items of information which fulfill the requirements of the majority of persons using these reports. However, for those having a need for more detailed information the original factual reports on each accident are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be reproduced commercially at an average cost of 15¢ per page for printed matter and 58¢ per page for photographs, plus postage. (Minimum Charge \$1.00).

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.

Orders for this material will also involve a \$2.00 user service charge by the Board for special services. This charge is in addition to the cost of commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

Request for reproduction should be forwarded to the:

NATIONAL TRANSPORTATION SAFETY BOARD Administrative Operations Division Accident Inquiry Section Washington, D. C. 20591

September 1971

TABLE OF CONTENTS

	Page
Foreword	i
Table of Contents	ii
Explanatory Notes	iii
Abbreviations	viii
Corrections To Previous Issues	ix
Briefs of Accidents	1873-1923

GENERAL AVIATION

General Aviation refers to the operations of U. S. Aircraft owned and operated by persons, corporations, etc., other than those engaged in air carrier operations authorized by a certificate of public convenience and necessity, issued by the Civil Aeronautics Board.

U. S. AIR CARRIER

As used in these reports, those operators who have been issued a certificate of public convenience and necessity by the Civil Aeronautics Board. Due to the small number of Air Carrier accidents, in relation to the General Aviation accidents, not every issue of Briefs will contain this section.

AIRCRAFT ACCIDENT

The accidents included herein are the occurrences incident to flight in which, "as a result of the operation of an aircraft, any person (occupant or nonoccupant) receives fatal or serious injury or any aircraft receives substantial damage." The total number of accidents shown in this publication should not be compared with the total number of accidents for any year prior to 1968. This is because of the effect of an amendment to Section 430.2 of Part 430 of the National Transportation Safety Board's Regulations, effective January 1, 1968. The change which influenced the decrease in the number of total accidents was to "substantial damage" to aircraft of 12,500 pounds maximum certificated takeoff weight or less, as follows:

Prior to January 1, 1968, the definition of substantial damage was:

- (1) Except as provided in subparagraph (2) of this paragraph:
- (i) Substantial damage in aircraft of 12,500 pounds maximum certificated takeoff weight or less means damage or structural failure reasonably estimated to cost \$300 or more to repair.
- (ii) Substantial damage in aircraft of more than 12,500 pounds maximum certificated takeoff weight means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repairs or replacement of the affected component.
- (2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, taxiing damage to propeller blades, damage to tires, engine accessories, bra'es or wingtips are not considered "substantial damage" for the purpose of this part.

AIRCRAFT ACCIDENT (con't)

The amendment, however, changed the definition of substantial damage. Effective January 1, 1968, the definition of substantial damage was changed to read:

- (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 cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "substantial damage" for this part.

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 involved a series of circumstances and therefore requires a second type to more fully describe the sequence of events. Some examples of types of accidents are as follows:

lear 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.

TYPE OF ACCIDENT(con't)

Engine Failure/Malfunction

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

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.

- Instructional Flying Refers to flying accomplished in supervised training under the direction of an accredited instructor.
- 2. Noncommercial Flying
 Refers to the use of an aircraft for purposes of pleasure,
 personal transportation of 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 cransportation 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 corporations firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

KIND OF FLYING (CONT'D)

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 criterica 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).

CAUSE AND RELATED FACTORS

In determining the probable cause of an accident, all facts, conditions and circumstances are considered. 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 reflect 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 readily categorized elsewhere in the system.

SMALL FIXED-WING AIRCRAFT

Aircraft which have a certificated maximum gross takeoff weight of 12,500 pounds, or less.

LARGE FIXED-WING AIRCRAFT

Aircraft which have a certificated maximum gross takeoff weight in excess of 12,500 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. Types 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 classification VFR/IFR as carried under Type of Weather Conditions.

LIST OF ABBREVIATIONS USED IN BRIEFS

<u>ABBREVIATIONS</u>	MEAN ING
AERIAL ADVERTISE	AERIAL ADVERTISING
AERIAL APPLIC	AERIAL APPLICATION
AIR SHOW/RACING	AIR SHOW/AIR RACING
AIR TAXI - CARGO	AIR TAXI - CARGO OPERATIONS
AIR TAXI - PASSG	AIR TAXI - PASSENGER OPERATIONS
ASSOC FIRE CTL	ASSOCIATED FIRE CONTROL ACTIVITIES
CARGO NS-D	NONSCHEDULED/CHARTER REVENUE CARGO - DOMESTIC
CARGO NS-I	NONSCHEDULED/CHARTER REVENUE CARGO - INTERNATIONAL
CARGO S-D	SCHEDULED DOMESTIC CARGO SERVICE
CARGO S-I	SCHEDULED INTERNATIONAL CARGO SERVICE
CONSTRUCTION	CONSTRUCTION WORK
CORP/EXEC	CORPORATE/EXECUTIVE
CR-	CREW
CTR CARGO - D	CONTRACT CHARTER - CARGO - DOMESTIC
CTR CARGO - I	CONTRACT CHARTER - CARGO - INTERNATIONAL
CTR PA3SG - D	CONTRACT CHARTER - PASSEIGER - DOMESTIC
CTR PASSG - I	CONTRACT CHARTER - PASSENGER - INTERNATIONAL
CTR PASSG - I MAPPING/PHOTO MIL/CTR CARGO MIL/CTR CARGO D MIL/CTR CARGO I MIL/CTR PASSG	AERIAL MAPPING PHOTOGRAPHY
MIL/CTR CARGO	MILITARY CONTRACT - CARGO
MIL/CIR CARGO D	MILITARY CONTRACT - CARGO - DOMESTIC
MIL/CTR CARGO I	MILITARY CONTRACT - CARGO - INTERNATIONAL
MIL/CTR PASSG	MILITARY CONTRACT - PASSENGER
MIL/CIR PASSG D	MILITARY CONTRACT - PASSENGER - DOMESTIC
MIL/CTR PASSG I	MILITARY CONTRACT - PASSENGER - INTERNATIONAL
NS CTR CARGO	NONSCHEDULED/CHARTER REVENUE CARGO - INTRA-STATE CARRIER
NS CTR PASSG	NONSCHEDULED/CHARTER REVENUE PASSENGER-INTRA-STATE CARRIER
OT-	OTHER AIRCRAFT AND GROUND
OTHER PUBLIC	ALL OTHER PUBLIC FLYING
PARAJUMP	PARACHUTE JUMP
PASSG NS-D	NONSCHEDULED/CHARTER REVENUE PASSENGER - DOMESTIC
PASSG NS-I	NONSCHEDULED/CHARTER REVENUE PASSENGER - INTERNATIONAL
PASSG S-D	SCHEDULED DOMESTIC PASSENGER SERVICE
PASSG S-I	SCHEDULED INTERNATIONAL PASSENGER SERVICE
PX-	PASSENGER
SCHED CARGO SRV	SCHEDULED CARGO SERVICE
SCHED PASSG SRV	SCHEDULED PASSENGER SERVICE
TIMF'	LOCAL STANDARD TIME OF ACCIDING
WBP	WEATHER BUREAU PERSONNEL
FSP	FLIGHT SERVICE PERSONNEL

CORRECTIONS TO PREVIOUS BRIEFS OF ACCIDENTS

U. S. CIVIL AVIATION

FILE MINERS 2-1041, IRRUE NO. 10. 1967 ACCIDENT 7/1/67 VIBURNIM, NO., N74333, BELLANCA 14-13-2.

Information recently received relating to this accident reveals that the ! njuries should be amended to read:

PX 2 1 0

■ MINISTA 1-0038, ISSUE WO. \$, 1969 ACCIDENT 7/23/69 M. PACIFIC OCEAN, M8635 SW, DOUGLAS DC 8-63.

Further review of the facts, conditions and circumstances relating this accident indicates that the turbulence encountered was in the vicinity of clouds and thunderstorms. Therefore that portion of the probable cause relating to weather should be amended to read:

WEATHER - TURBULENCE IN FLICHT, ASSOCIATED W/CLOUDS, THULDERSTORMS.

FILE NUMBERS 3-4216-IMPRE NO. 6, 3-4221 - ISSUE NO. 6, 3-4636 - ISSUE NO. 7 1968 ACCIDENTS

The following three (3) briefs of accidents are 1968 records of missing aircraft which were published in previous publications with cause/factor as Undetermined. Subsequent recovery, investigation, and evaluation has resulted in the following amendments:

3-4216 6/22/68 NR.PUTLATCH. 10

TIME - 0727

BEECH G35 N44970

CR- 1 0 0 CCMMERCIAL PX- 2 0 0 AIR TAXI-PASSE COMMERCIAL, AGE 29, 1077 TOTAL HOURS, 140 IN TYPE,

INSTRUMENT RATED.

DEPARTURE POINT S POK ANE, WASH TYPE OF ACCIDENT

DAMAGE-DE STROYED INTENDED DESTINATION OROFINO, ID

PHASE OF CREPATION IN FLIGHT: UNCONTROLLED DESCENT

PROBABLE CAUSE

PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS

PILOT IN CONMAND - SPATIAL DISORIENTATION

COLLISION WITH GROUND/WATER: UNCONTROLLED

FACTOR

PILOT IN COMMAND - PHYSICAL IMPAIRMENT MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE

WEATHER - LOW CEIL'ING

WEATHER BRIEFING - OTHER

WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT

MISSING AIRCRAFT - LATER RECOVERED

SKY CONCITION

UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE

UNKNOWN/NOT REPORTED DESTRUCTIONS TO VISION AT ACCIDENT SITE

UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN

CEILING AT ACCIDENT SITE UNKACHN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED TYPE CF WEATHER CONDITIONS VER

REMARKS - RECOVERY DATE 4/27/45. PLT HAD MADE 11 HR XC WITHOUT REST PRIOR TO FLT. WEA BRIEF BY COMPANY OFFIL

CONTRACTIONS TO PREVIOUS BRIEFS OF ACCTDENTS

U. S. CIVIL AVIATION

3-4221 11/13/68 MUAN-UT BEECH 35 CR- -1 O O ACRCCHMERCIAL PRIVATE, AGE 75, 447 TIME - 1515 PX- 1 0 0 BUSINESS TOTAL HOURS, LNK/NA IN **M27CCV** DAMAGE-DE STROYED TYPE. INSTRUMENT RATED. TYPE OF ACCIDENT PHASE OF CPEPATION CULLISION WITH GROUND/WATER: CONTROLLED IN FLIGHT: MCRMAL CRUISE PILOT IN COMMAND - CONTINUED OF FLIGHT INTO ADVERSE WEATHER CENDITIONS FACTOR WEATHER - LOW CEILING WEATHER - SHOW WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSCHAEL, IN PERSCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVE "" CEILING AT ACCIDENT SITE SKY CONDITION OV ERCAST 1500 PRECIPITATION AT ALCIDENT SITE VISIBILITY AT ACCIDENT SITE S OR OVER SHEW SHOWERS TEMPERATURE-F WIND DIRECTION-CEGREES 100 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR REMARKS - RECUVERY DATE-6/30/69.TOTAL RECORDED ACTUAL INSTITUME 3 HRS.HIT SIDE OF MT. 3-4636 12/28/68 WELLINGTUN, NEV PIPER PA-32 CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 33, 64 TOTAL TIME - 0945 N4115R PK- 2 0 D PLEASURE/PERSONAL TRANSP HOURS, 2 IN TYPE, NOT INSTRUMENT RATED. DAMAGE-DE STROYED DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP SANTEE. CALIF AEND . NE V GMTARIO. CALIF TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE: IN FLIGHT IN FLIGHT: OTHER PROBABLE CAUSE PILUT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILUT IN CUMHAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT AIRFRAME - WINGS: SPANS MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER - LOW CEILING WEATHER - SNOW WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC. MEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUMBERSTORMS WEATHER - DOWNORAFT, UP DRAFTS HEATHER GRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FURECAST - FURECAST SUBSTANTIALLY CORRECT MISSING AIRCRAFT - LATER RECOVERED SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED DETROGER TON WORLD VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE UNKNOWN/NOT REPORTED SMOM DESTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPURTED LFR TYPE OF FLIGHT PLAN REMARKS- R WING SEPARATED IN FLIGHT-RECOVERY DATE 6/7/69.

MATIONAL TRANSPORTATION SAFETY BOARD

MASHINGTON D. C. 20591

BRIEFS OF ACCIDENTS

SUPPLEMENTAL ISSUE

1969

FILE	DATE	LOCATION	AIRCRAFT DATA						FL IGHT PURPOSE		PILOT DATA	
-0002	6/23/69 TIME - 144	MIAMI,FLA 2	DOUGLAS C-54D HI-168 DAMAGE-DESTROYED	P	X- :	l	0	0	NS/CTR REVENUE		AIRLINE TRANSPORT, AGE 42, 13736 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED.	
		RPORT - MIAMI INT	rL									
	MIAMI.FL	POINT A	INTENDED DESTINATION SANTA DOMINGO.DOMI	41								
	TYPE OF ACCIDENT ENGINE FAILURE OR MA COLLIDED WITH: BUILD	ATLURE OR MALFUNC				TAR	EO		OPERATION F: [NITIAL CLIMB G: Traffic pattern—circling			
	PILOT IM MISCELLA MISCELLA POWERPLA MISCELLA FACTOR(S) PILOT IN MISCELLA COMPLE: E PMERCENCY FIRE AFTER	UNFUSED ACTION BY COMMAND - SPONTA NEOUS ACTS, CONDIT NEOUS ACTS, CONDIT NT - ENGINE STRUC NEOUS ACTS, CONDIT NEOUS ACTS, CONDIT COMMAND - INADE NEOUS ACTS, CONDIT UMER LOSS - COMPI UMER LOSS - COMPI CIRCUMSTANCES - F IMPACT	FOR FOLLOWING ENG FAINCOUS-INPADPER ACTION TIONS - IMPROPER EMERGE FIONS - FEATHERED WRONG TURE: OTHER FIONS - MATERIAL FAILUR FICHS - FAILURE OF THO RUATE PREFLIGHT PREPARA TIONS - IMPROPERLY LOAD LETE ENGINE FAILURE/FIA FORCED LANDING OFF AIRP REW FEATH NR 4. DVR MAX	ENCY ENS RE OR : ATIO DED : AMEOU	PRDI GENE AGRE N ANI AIRCI ON I	EN CAF EN	4GIA DR 1 FT-1	IES PLA IEI	NNING GHT-AND/OR C.G.			
-0003	4/13/69 TIME - 194	E BOSTON, MASS	DOUGLAS DC-8 I-DIWM DAMAGE-NONE		H- (L PASSG SRV	GENTIFICATE OTHER, AGE 49, UNK/NR TUTAL HOURS, UNK/NR IN TYPE, INSTRU-	
	NAME OF AIRP: OPERATOR - AI TYPE OF ACCII MISCELLANE	CIDENT							F OPERATION C: Parked—Engini	ES NOT OPER	MENT RATEG.	
	EMERGENCY	L - MISCELLANEOUS CIRCUMSTANCES - I	S-PERSONNEL: PASSENGER PRECAUTIONARY LANDING C DSTON DUE TO REPORTED E					PX	. FELL WHILE EVA	CUATING ACF	F-BY CHUTE.	

PAGE 1873

BATEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA			5 1	1/N	FL 1GHT PURPOSE		PILOT DATA
E-0001	1/15/69 TIME - 161	NORTHBROOK, SLL	PIPER PA-30 UVDSG DAMAGE-SUBSTANTIAL			0	1	NUNCOMMERCIAL		ATR, FLIGHT INSTR., AGE 37, 6000 TOTAL HOURS, 7 IN TYPE, IN TRUMENT RATED.
	TYPE OF AC	KPORT - SKY MARBOR CIDENT ATER LOOP-SWERVE WITHE SMOWBANK				L	AND I	F OPERATION NG: ROLL NG: ROLL		
	FACTOR(S)	COMMAND - FAILED	TO MAINTAIN DIRECTIONA 5 - AIRPORT COMDITIONS	-				AY		
E-0002	2/8/49 TIME - 125	ERIE,PA	CESSMA 140 CF-LGL DAMAGE-SAMSTANTIAL		0	0	1 3	NONCOMMERCIAL PLEASURE/PERSONAL	TRANSP	COMMERCIAL, AGE 34, 2500 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF AC	ATER LOOP-SHERVE	DANNE- SOUTIANTINE			L	ALD I	F OPERATION NG: ROLL NG: ROLL		NOT INSTRUMENT RATEUR
	PILOT IN FACTOR(S) MISCELLA	COMMAND - FAILED COMMAND - MISJUDGO NEGUS ACTS, CONDITIO	IO MAINTAIN DIRECTIONA ED SPEED DUS - OVERLOAD PA <u>IL</u> URG EDITIOUS TURN OFF RNEW		T RO	X.				
E-0003	3/28/69 TIME - 123		X8~GOA					INSTRUCTIONAL SOLO		STUDENT, AGE 26, 80 TOTAL HOURS, ALL IN TYPE,
	TYPE OF AC	RPORT - BENSON CLOENT WITH! DITCHES	DAMAGE-SUBSTANT IAL					F OPERATION NG: ROLL		UNK/NR INSTRUMENT RATED.
	PILOT IN	COMMAND - SELECTES COMMAND - BECAME I	UNSUITABLE TERRAIN DST/DISORIENTED CAUTIONARY LANDING OF	F AIR	POR	LT -				

FILE	DATE	LOCATION	AIRCRAFT DATA				FL IGHT PURPOSE	PILOT DATA				
-0004	4/4/69 510 TIME - 1240	KEY, NY		PX- 0			NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 38, 71 TOTAL HOURS, 19 IN TYPE, NOT INSTRUMENT RATED.				
	NAME OF AIRPOR TYPE OF ACCIDE OVERSHUOT COLLIDED WIT		POSTS		LA	eD I n	OPERATION G: LEVEL OFF/TOUCHDOWN G: RULL					
	PROBABLE CAUSE(S) PILUT IN COMMAND - BECAME LOST/DISORIENTED PILUT IN COMMAND - HISJUDGED DISTANCE AND SPEED PILOT IN CUMMAND - SELECTED WRONG RUMMAY RELATIVE TO EXISTING WIND FACTOR(S) MISCELLAMEOUS ACTS, CONDITIONS - DOWNWIND EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT LOW OR FUEL REMARKS- PLT SAID HE WAS EXCITED AND UPSET DUE TO BEING LOST. WIND ISK.											
F-00 <i>0</i> 5	3/20/69 ALB TIME - 1520	AWY, DREG	MOGNEY MZDA CF-LYN DAMAGE-SUBSTANTIAL	PX- 0	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	CERTIFICATE OTHER, AGE 45, 175 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED.				
	NAME OF A SAPOR TYPE OF ACCIDE STALL: MUSH						OPERATION GI OTHER					
	PILOT IN COM	S - EVASIVE MAND - FAILED	NELVER TO AVUID COLLIS TO OBTAIN/MAINTAIN FLY AGFT ON FINAL APPCH. F	ING SPEE		W.P.L	Y TO AVOID ACFT AND STAL	LED.				
-00 0 0	4/17/69 MAR TIME - 1045		BEECH J35 CF-SHU DANAGE-SUBSTANTSAL				NUNCOMMERCIAL BUSINESS	PRIVATE, AGE 49, 90 TOTA HOURS, 14 IN TYPE, NOT INSTRUMENT RATED.				
	NAME OF AIRPORTYPE OF ACCIDE OVERSHOOT GROUND-HATER				LA	101	OPERATION G: LEVEL OFF/TOUCHDOWN G: ROLL	(MSTRUMENT RATEU.				
	PROBABLE CAUSE(S) PILOT IN COMMAND — MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND — SELECTED WRONG RUNNAY RELATIVE (C) EXISTING WIND AIRPAME — LANDING GEARI BRAKING SYSTEM INDRAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS — MATERIAL FAILURE FACTORISS											
	MISCELLANEOU	S ACTS, CONDITI	O OR FAILED TO USE FLAI LONS - DOWNWIND AN RNWY. TAILWIND 14K.		i MD	a. 1	T BRAKE DISC SEPARATED F					

FILE		LOCATION	AIRCRAFT DATA		JIII F	LIES S M	/N	FL IGHT PURPOSE	PILOT DATA
		JACKSONVILLE, FLA		CR- P1-					COMMERCIAL, AGE 45, 1200 TUTAL HOURS, 550 IN TYPE, INSTRUMENT RATED.
	NAME OF ALF TYPE OF ACC GEAR RETR		€					F OPERATION NG: LEVEL UFF/TOUCHDOWN	
	MISCELLAN FACTORISI MISCELLAN	- LANDING GEAR: NO MEUUS ACTS, CONDITIO MEOUS ACTS, CONDITIO MEOUS ACTS, CONDITIO MECUMSTANCES - PRE	SEWHEEL ASSEMBLIES NS — FATIGUE FRACTUI NS — LANDED UN FJAMES CAUTIONARY LANDING UI PECTED MECHANICAL DIS	RUMM LATRE	ORT				
	REMARKS- NO		INK P/N 19045-00 FAIL						
E-000 6	4/5/69 TIME - 1355	MILFORD.UT	PIPER PA-20 CF-NJQ DAMAGE-SUBSTANTIAL	PX-	0	0	1 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	CERTIFICATE OTHER, AGE 33, 425 TOTAL HOURS, 99 I TYPE, NOT INSTRUMENT
		PORT - MILFGRD							RATED.
	NUSE CVER							F OPERATION FROM LANDING	
	WEATHER -	COMMAND - TAXIED/P - UNFAVORABLE WIND EFING - BRIEFED BY	ARKED WITHOUT PROPER COMDITIONS FLIGHT SERVICE PERSO UBSTANTIALLY CORRECT				OM E		
	SAY COMDITE	O#			c	EIL	ING	AT ACCIDENT SITE	
	CLEAR VISIBILITY 5 OR OVER	AT ACCIDENT SITE					LP I	ITED TATION AT ACCIDENT SITE	
	OBSTRUCTION NONE	IS TO YISION AT ACC	IDENT SITE			EMP 48	ERA	TURE-F	
	MIND DIRECT	104-DEGREES				11 NO 30		rcc114-knot2	
	TYPE OF WEA	THER CONDITIONS				VPE	OF	FLIGHT PLAN	
	VFR REMARKS- WI	MDS 30K GUSTING TO	36K.			٧F	R	•	

-PMGB 181

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/M	FL IGHT PURPOSE	PELO: DATA
-0009	5/15/69 GREENVILLE, TEX TIME - 1630		CR- 0 0 2 PX- 0 0 3	BUSINESS	CERTIFICATE CIMER, AGE 25, 284 TOTAL MOURS, 67 I TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - MAJOR FII TYPE OF ACCIDENT WHEELS-UP	FLO		F OPERATION NG: LEVEL OF TOUCHOOWN	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILE(RISCELLAMEOUS ACTS.CONOL REMARKS- ALTERNATORS NOT TO	TIONS - ELECTRICAL FAILE	URE		
-0010	5/7/69 PITTSBURGH,NM TIME - 2010			NUNCOMMERCIAL PLEASUME/PERSOMAL TRANSP	CERTIFICATE OTHER, AGE 56, 142 TOTAL HOURS, 26 I TYPE, NUT INSTRUMENT RATED.
	TYPE OF ACCIDENT COLLIDED WITH: TREES	•		F OPERATION IGHT: NURMAL CRUISE	
	MEATHER - LOW CEILING MEATHER - RAIN MEATHER BRIEFING - BRIEFED MEATHER FORECAST - MEATHER			4	
	SKY CONDITION			AT ACCIDENT SITE	
	VISIBILITY AT ACCIDENT SITE	•	2000	TATION AT ACCIDENT SITE	
	1/2 MILE OR LESS	•	SNOW	TATION AT ACCIDENT SITE	
	OBSTRUCTIONS TO VISION AT A UNKNOWN/NOT REPORTED TYPE OF FLIGHT PLAN VFR	MCCIDENT SITE	TYPE OF IFR	MEATHER CONDITIONS	
	REMARKS- PLT ENCOUNTERED U	FORECAST MX COMPLITIONS	OVER MOUNTAINOR	JS TERRAIN.	
0 011	5/23/69 BEAUMONT, TEX TIME - 2055	CESSNA 3108 NC-SAF DAMAGE-SUBSTANTIAL	ER- 0 0 2 PX- 0 0 1		CERTIFICATE OTHER, AGE 35, 5285 TOTAL HOURS, 805 IN TYPE, INSTRUMENY
	NAME OF AIRPORT - JEFFERSON TYPE OF ACCIDENT WHEELS-UP	COUNTY		F OPERATEUM NG: LEVEL OFF/TOUCHOOM	RATED.
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILER FACTOR(S)				
	REMARKS- MILEY CONVERSION.		D TO USE		

			BAIEFS	DF A	CC 10	ENTS	•		
FILE	DATE	LOCATION	AIRCRAFT DATA		JUR I	ES M/N		FLIGHT PURPOSE	PILOT DATA
E-0012	5/22/69 TIRE - 1400	SAC CITY, 10MA	CESSNA 310 CF-KUL DAMAGE-SUBSTANTIAL	-	-		-	NC NCOMMERCIAL BLSINESS	CERTIFICATE OTHER, AGE 47, 8130 TOTAL HOURS, 2300 IN TYPE, NOT INSTRU-
	NAME OF AIR TYPE OF ACC MMEELS-UP	PORT - SAC CITY IDENT						OPERATION G1 LEVEL OFF/TOUCHOOM	
	FACTOR(S)	COMMAND - FAILED	TO ASSURE THE GEAR WAS			LOC	KE	0	
	AIRFRAME .	- LANDING GEAR! S	ICRS - CHECKLISY-FAILED BHITCHES,LEVERS,CRAMKIR HITCH FAULTY AT DETENT.	G MEC		SM, E	10	•	•
E-0013	5/31/69 (TIME - 1000	IIDOLEBURY, VT	BEECH 23 CF-SAA DAMAGE-SUBSTAMTIAL	CR- PH-				NONCOMMERCIAL PLEASURE/PERSONAL TRANS	CERTIFICATE OTHER, AGE P 45, 507 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.
•	MAME OF AIR! TYPE OF ACCI HARD LAND! GEAR COLL!	ING .				LANC	IN	OPERATION G: LEVEL OFF/TOUCHDOWN G: ROLL	RATEU
	FACTOR(S)	OMMANO - IMPROPE	ER LEVEL OFF CONS - OVERLOAD FAILURE	ŧ	, .				
(-00 14	8/1/69 I	HAMCOCK BRICH	CESSNA 210 CF-MAX	CR- PX-				NONCOMMERCIAL	CERTIFICATE OTHER, AGE
			DAMAGE-SUBSTANTIAL	74-	•			PERSONE/PERSONAL INAMS	TYPE, INSTRUMENT SATED.
	TYPE OF ACC		CORTY					OPERATION G1 LEVEL OFF/TOUCHDOWN	
	MI SCELLAN PERSONNEL	LAMDING GEART R EOUS ACTS, COMDITI - MAINTENANCE, SE	IOSEMMEEL ASSEMBLIES (OMS - DISCOMMECTED ENVICING, INSPECTION: IN 1 1243066-1 FOUND DISCO			maj n	ıŤΕ	NANCE AND INSPECTION	

PMG# 1878

FILE	JATE LOCATION	A IRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
E-0015	7/30/69 GLEN PARK, IN TIME - 1410	D SPORT-AIRE LL CF-WQF DAMAGE-DESTRUYLD		NUNCUMMERCIAL PLEASURE/PERSUNAL TRANS	CERTIFICATE OTHER, AGE P 44, UNKINE TOTAL HOURS, UNKINE TH TYPE, NOT
	DEPARTURE POINT CHATMAM,UNTARIU,CAN TYPE OF ACCIDENT ENGINE FAILURE OR MAL STALL: SPIN	•	IN FL	F UPERATION IGHT: UTHER NG: OTHER	INSTRUMENT KATED.
	PILOT IN COMMAND - FA CUMPLETE POWER LOSS - C EMERGENCY CIRCUMSTANCES	STRUCTUME: CRANKSHAFT INDITIONS — MATERIAL FAILUR ILLED TU OBTAIN/MAINTAIN FL OMPLETE ENGINE FAILURE/FLA S — FORCED LANDING OFF AIRP IKE AND SEPARATED IN FILLET	YING SPEED MEGUT-L ENGINE CRT ON LAND	2 CYL CHANKPIN WAS ATTAC	ne 9.
E-0016	5/19/69 FT.PIERCE,FL	CF-SAU DAMAGE-SUUSTANTIAL	PX- 0 0 3	NUNCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AĞE 41, 450 P. TOTAL HOURS, 140 IN TYPE, INSTRUPENT RATES.
	DEPARTURE PUINT CHARLOTTE, NC TYPE OF ACCIDENT	INTENDED DESTINATION MIAMI, FLA	PHASE U		
	WHEELS-UP		LANDI	NG: LEVEL OFF/TOUCHDOWN	
	MISCELLANEOUS ACTS;CU PERSONNEL - MAINTENAN EMERGENCY CIRCUMSTANCES	LILED TO ASSURE THE GEAR WA INDITIONS - ELECTRICAL FAIL WEE, SERVICING, INSPECTION: I S PRECAUTIONARY LANDING C WISE GROUND WIRE UN GROUND	URE Nadequate maini N aihport	ENANCE AND INSPECTION	
F-001 <i>1</i>	7/12/69 HARRUDSBURG, TIME - 1900	KY PIPER PA-25 XB-Vuu Damage-substantial	CR- 0 0 1 PX- 0 0 0		ATR.FLIGHT INSTR., AGE 53, 15860 TOTAL HOURS, 75 IN TYPE, INSTRUMENT
	DEPARTURE PUINT PORTSMOUTH, OHIO TYPE OF ACCIDENT	INTENDED DESTINATION HARPOUSBURG.KY	PHASE O	F SPERATION	RATEU.
	ENGINE FAILURE OR MAL COLLIDED WITH: DITCHE		IN FL	TGHT: NURMAL CRUISE NG: ROLL	
•	COMPLETE POWER LOSS - C	NEOUS: POWERF, ANT FAILURE (OMPLETE ENGINE FAILURE/FLA OF FORCED LANDING OFF AIRP	MEOUT-1 ENGINE	D REASONS	

FILE	DATE LUCATION	AIRCRAFT DATA	INJ F		1 E S	/#	FLIGHT PURPOSE	PILOT DATA		
-0018	1/3/69 ST.PETERSBURG, TIME - 0918	CF-KCI DAMAGE-SUBSTANTIAL				2	NONCOMMERCIAL CORP/SXEC	AIRLIME TRANSPORT, AGE 36. 3200 TOTAL HOURS. 1572 IN TYPE, INSTRUMENT RATED.		
	NAME OF AIRPORT - ST.PETER									
	OEPARTURE PUINT MIAMI.FLA	INTENDED DESTINATION ST.PETERSBURG.FLA								
	TYPE OF ACCIDENT	SI-PETERSOURG, PLA				٠ ،	F OPERATION			
	UNDER SHOOT						NG: FINAL APPROACH			
	COLLIDED WITH: OBJECT				LA	NO I	NG1 ROLL			
	PROBABLE CAUSE(S)	•								
	PILOT IN COMMAND - MISJE REMARKS- LANDED 55 FT SHOP	JOGED DISTANCE AND ALTITU RT, STRUCK RWY LIP.	IOE							
-0019	9/4/69 LORING AFB.ME	AERD COMOR 720			•	,	NONC OMMERC I AL	CERTIFICATE OTHER. AGE		
-0017	TIME - 0743	CF-SJA DAMAGE-SUBSTANT!AL						135, 3475 TOTAL HOURS, 77 IN TYPE, INSTRUMENT RATED.		
	NAME OF AIRPORT - LORING							-		
	DEPARTURE POINT	INTENDED DESTINATION								
	ST.LEONARD,CAN TYPE OF ACCIDENT	GRAND FALLS.CAN					F OPERATION			
	GEAR COLLAPSED			-			FF: RUN			
	WHEELS-UP		•				NG: LEVEL OFF/TOUCHOOWN			
	PROBABLE CAUSE(S)									
	PILOT IN COMMAND - SELEC	TED UNSUITARLE TERRAIN								
	AIRPORTS/AIRMAYS/FACILIT	TIES - AIRPORT CONDITIONS	: OTHE	R		•				
		TIONS - INTENTIONAL WHEE	LS-UP							
	MISCELLAMEOUS ACTS, CONDI	TIONS - PREVIOUS DAMAGE								
	FACTOR(S)									
		TIGNS - SEPARATION IN FL		_						
		TIONS - LANDED ON FORMED		T				-		
	MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT									
		PRECAUTIONARY LANDING OF								
		PRECAUTIONARY LANDING OR SUSPECTED OR KNOWN AIRCR								

PAGE 1880

			BRILEFS	OF A	CCI	DEN	TS		
FILE	DATE	LOCATION	AIRCRAFT DATA			IES S M		FL IGHT PUPPOSE	PILOT DATA
E-0020	8/23/69 FO TIME - 1345	RT GAINES.GA	GESSNA 172 CF-RHT DAMAGE~SUBSTANTIAL					NONCUMMERCIAL PLEASURE/PERSUNAL TRANSP	CERTIFICATE OTHER, AGE 50, 849 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	OFPARTURE POI LANETT, ALA TYPE OF ACCID OVERSHOOT COLLIDED WI	ĺ	MTENDID DESTINATION ALBANY GA		P	LA	HOL	OF OPERATION NG: LEVEL OFF/TOUCHOUWN NG: ROLL	,
	PILOT IN CO FACTOR(S) MISCELLANEO	MMAND - CONTINUE MMAND - MISJUDGE US ACTS,CONDITIO					R C	CONDITIONS	
			CAUTIONARY LANDING OF ERSE/UNFAYORABLE WEAT ROAD.		PUR	(1			
E-0021	8/24/69 NR.3 TIME - 0815	ROVILLE, WASH	STINSON LOA CF-MCJ DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	CERTIFICATE OTHER, AGE 25, 46 TUTAL HOURS, 10 IN TYPE, NOT INSTRUMENT
	DEPARTURE POI OROVILLE, WA TYPE OF ACCID STALL: MUSH	SH ENT	NTENDED DESTINATION BONNERS FERRY,ID		P			DF OPERATICA IGHT: OTHER	RATED.
		MMAND - IMPROPER	IN-FLIGHT DECISIONS O GBTAIN/MAINTAIN FLY						
•			FAMILIARITY WITH AIRC COURSE WITHOUT GAINI		FF I	CIE	NT	ALT FOR TERRAIN.DIDET HAV	E STALLS IN CK DUT
E-0022	8/27/69 CL TIME - 0840	EARLAKE CAK,CAL	ALRO COMDR 680FLP CF-YTG DAMAGE-SUBSTANTIAL					NONCOMMERCIAL CORP/EXEC	CERTIFICATE OTHER, AGE 53, 6164 TOTAL HOURS, 161 IN TYPE, INSTRUMENT RATES.
	DEPARTURE POI	TY APT, CAL ENT	RANCH NTENDED DESTINATION CLEARLAKE GAM,CAL		F			DF OPERATION ING: LEVEL OFF/TOUCHDOWN	
, .	FACTOR(S) TERRAIN - H	E(S) MMAND - IMPROPER IGH OBSTRUCTIONS T TREES 135 FT F							

FILE	UATE	LOCATION	AIRCRAFT DATA	l N J F	UR E E	5 4/4	FLEGHT PURPOSE	PILOT DATA
	7/23/69	WHNATCH FIMIS	DEMANILLAND OHE-2	CR-	0 0	1	COMMERC) AL	CERTIFICATE UTHER, AUE 25, 1975 TOTAL HOURS, 15 IN TYPE, NUT INSTRUMENT RATED.
	NAME OF AL DEPARTURE MANAIMO TYPE OF AC MARD LAN MOSE OVE	.BC CLOENT WING	INTENDED DESTINATION WENATCHEE, WIS		PHA:	FRIL SE (ANDI	IROUTE STOP IAY MARBUR,WASH IF OPERATION NG: LEVEL OFF/TOUCHOOWN NG: LEVEL OFF/TOUCHOOWN NG: LEVEL OFF/TOUCHOOWN	
	FACTUR(S) MISCELLA	COMMAND - INCHUP	ICNS - AIRCRAFT CAME TO				ANY MAINTAINED EQPHT, SE	RVICES, VEG. II ATLOV
	PILOT IN TERRAIN	COMMAND - INADEQ - OTHER	UATE PREFLIGHT PREPARA	TION AN	D/OR	PLA		•
E-0024	7/21/69 TIME - 111	BETHANYUNKLA 5		PX-			MISCELL ANEOUS TEST	CERTIFICATE OTHER, AGE 33, 735 TOTAL HOURS, 2 17 TYPE, INSTRUMENT RATED.
		OKLA CIDENT	T INTENDED DESTINATION BETHANY, OKLA				F CPERATION FF: RUN	
	FACIOR(S) PILOT IN	COMMAND - RETRAC COMMAND - LACK C	TED GEAR PREMATURELY F FAMILIARITY WITH AIRC	CRAFT				
	KEMAKKS- C	UNT T/OFRET AND L	ANDED OK.					
E-0025		CHARLOTTE,NC	HOONEY M2OC CF-PZN DAMAGE-SUBSTANTIAL	F A-	0 0	3	NONCOMMERCIAL PLEASURE/PERSOMAL TRAN	CERTIFICATE OTHER, AGE UNK/MR, BOO TOTAL HOURS, TOO IN TYPE, NOT INSTRU- MENT RATED.
•	L_PARTURE WEST PA TYPE OF AC	CIDENT	INTENDED DESTINATION CHARLUTTE, NC		PHA!	SE C	F OPERATION	
		ATLURE OR MALFUNC WITH: FENCE, FENC					.IGHT: DESCENDING NG: LEVEL OFF/TOUCHDUNN	
	PILOT IN MISCELLA MISCELLA COMPLETE P	I COMMAND - INADEG I COMMAND - MISMAN INEOUS ACTS.CONDIT INEOUS ACTS.CONDIT POWER LOSS - COMPL	UA)E PREFLIGHT PREPARAT AGEHENT OF FUEL 10MS - MISCALCULATED FI 10MS - FUEL EXHAUSTION ETE ENGINE FAILIRE/FLAI ORCED LANDING OFF AIRM	UEL CON	SUMP1	I ON		e e la

AMIRES HE ACCIDENTS

	~~~~			OF ACCIDE			
FILE	DATE	LOCATION	AIPCHAFT DATA	FS	4/%	PURPOSE	PILOT DATA
E-0026	5/9/69 TIME - 150	SUMAS, WASH		CR- 0 0 PX- 0 0			CERTIFICATE UTHER, AGE 43, 4550 TOTAL HOURS, 634 IN TYPE, NOT INSTRUMENT HATED.
		PHINT	INTENDED DESTINATION				APTO.
	TYPE OF A	FURD.BC.CANAGA	LOCAL	PHA	ie c	F CPERATION	
	ENGINE F	FAILURE UR MALFUNC	T ION	17	1 FL	TUHT: PROCEDURE TURNARUL	ND
	CULTIDE	D WITH: TREES		L	HDI	NG: FINAL APPROACH	
	MISCELLE CUMPLETE I EMERGENCY	N COMMANU - MISMAN ANEOUS ACTS:CONDIT PUWER LOSS - CUMPL	IICNS - FUEL STARVATION ETE ENGINE FAILURE/FLAM ORCED LANDING UFF AIRPO		lNÉ		
3-0634		EMPORTA, VA 50	CESSNA 172 N2C72Y DAMAGE-DESTROYED	CH- 1 0 PX- 2 0	0	NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 40, 180 P. TOTAL HOURS, 87 IN TYPE, NUT INSTRUMENT RATED.
		IRPURT - EMPURIA Point	INTERNACE DE CITAL A TANA				THE THE THE TENE
		TOWN, DEL	INTENDED DESTINATION MERRITT ISLAND, FLA			HOUTE S∜CP IGH-DURHAM.NC	
	TYPE UF AC	CICENT				F CPERATION	
	COLLISIO	N WITH GROUND/MAT	ER: UNCONTRULLED	11	FL	IGHT: UNCONTRULLED DESCE	wT
	PROBABLE OF PILOT IN FACTOR		UED VFR FLIGHT INTO ADV L DISORIENTATION	ERSE WEATHE	R C	GNDIT IUNS	
		- LOW CEILING - FOG					
	WEATHER BR	IEFING - BRIEFED	BY WEATHER BUREAU PERSO	AREL, BY PH	ONE		
		IMECAST — FURECAST IRCRAFT — LATER RE	SUBSTANTIALLY CORRECT COVERED				
	SKY CONDIT			CFIL	. I NG	AT ACCIDENT SITE	
		NUT REPORTED		20			
	2 MILES	AT ACCIDENT SITE				TATION AT ACCIDENT SITE : SHOWERS	
		INS TO VISION AT A	CCIDENT SITE			MENTHER CONDITIONS	•
	FOG		•	VF			
	TYPE OF FL	IGNI PLAN					
		ECUVERY DATE 9/1/	69. ACFT IMPACTED AT ST	EEP ANGLE.			

				3 (1 200100 11 3		
E	GAT E	LOCAT IUN	ALACRAFT DATA	INJURIES F S N/A	FLIGHT PURPOSE	PILUT DATA
7 8		NR KOM AN , MONT	CESSMA 172H	CA- 1 0 0	NCNCOMMERC LAL	PRIVATE, AGE 35, 135
	T1ME - 16	56	NECBAL DAMAGE-DE STRUYED	P# - 2 0 0	PLEASURE/PERSONAL TRAN	S" TUTAL HOURS, 73 IN TYPE. NUT INSTRUMENT RATED.
	DEPARTURE	POINT	INTENDED DESTINATION	. LAST EN	ROUTE STOP	
		, MONT	BILLINGS, MONT	UNKNO	MAN'NOT REPORTED	
	TYPE OF A			PHASE C	F OPERATION	
	COLL IS I	ON WITH GROUND/MAT	ER: CONTROLLED	IN FL	IGHT: DESCENDING	
	PRUBABLE	CAUSE				
	PILOT 1	N COMMAND - CONTIN	UED VER FLIGHT INTO AD	VERSE WEATHER C	ONG LT LONS	
	FACTOR					
	WEATHER					
			S-INCLLUES SLEET, FREEZ	ING RAIN, ETC.		
		- HIGH DBSTRUCTIO				
			IONS - FATIGUE FRACTU	RE		
		RIEFING - NO BRIEF	ING RECEIVED SUBSTANTIALLY CORRECT			
		IRCRAFT - LATER RE				
	7133 INU A	INGKAFT - LATER RE	CUVERED			*
	SKY CONDI			CELLING	AT ACCICENT SITE	
		/NUT REPURTED		7000		
		Y AT ACCIDENT SITE		PRECIPIT	TATION AT ACCIDENT SITE	
		/NOT REPORTED		RAIM		
		ONS TO VISION AT A	CCIDENT SITE	TEMPERAT	TURE-F	
		/NUT REPORTED		28		
	ITPE OF W	EATHER CUNDITIONS		TYPE CF	FLIGHT PLAN	
•	UNIKNOWN/N	NCT REPORTED		NONE		<u>.</u>

PAGE 1881

### BRISES CE ACCIDENTS

Contract to the contract of

	DAT E	LOCATION	AIRCRAFT DATA					E) 1 C M		P11.01	C - 14
FILE	DATE	LUCATION	AIRCRAF! DATA			S P.	/ N	PURPOS E			UA1A
-1231	4/23/69 1 IME - 16	BROTHERS, OREG 30	BEECH K35 N9554R DAMAGE-DE STROYED			0	0	NUNCOMMERCIAL		STUDENT, AGE	UNIX/NO IN
		POINT EN,OREC	INTENDED DESTINATION								
	TYPE OF A		E AEKE II ' MW 24					F OPERATION			
		E FAILURE: IN FLIG	17					IGHT: OTHER			
	COLL IS I	ON WITH GROUND/WATE	R: UNCONTROLLED					IGHT: UNCONTROLLED	DESCENT		
	PILOT II PILOT II PILOT II PILOT II WEATHER WEATHER WEATHER B WEATHER B	N COMMAND - ATTEMPT N COMMAND - CONTINI N COMMAND - SPATINI N CUMMAND - EXCEED - LOW CEILING - SNOW RIFFING - NO BRIEF ORICAST - FORECAST IRCRAFT - LATER REC	D DESIGNED STRESS LIM ING RECEIVED SUBSTANTIALLY CORRECT	XPERIE AREAS IIS OF	NCE OF AI	/AB SEV RCR	L L I ERE	TY LEVEL			
	OBSCURA							MIN NOT REPORTED			
		Y AT ACCIDENT SITE				REC		TATION AT ACCIDENT	SITE		
	OBSTRUCT	ONS TO VISION 17 AL	CIDENT SITE			Y PE		MEATHER CONDITION	s		
	TYPE OF F	LIGHT PLAN									
			49-L STABILIZER AND W								

· · · ·	CATE	LUCAT IUN	AIRCRAFT DATA	F	S P/	A PURPESE		PILOT DATA
19 56	2/12/69 TIME - UN	GATL INBURG, TENA L/MR	CESSMA 182C	CR-	1 0	D NGNCOMMERCIAL		COMMERCIAL, AGE 44, 850 TOTAL MOURS, 75 IN TYPE: NOT INSTRUMENT RATED.
			INTENDED DESTENATION					
			A SHALLE INC					•
	TYPE OF A		12 CONTROLLED			CF OPERATION		
	mer 12 IC	M MITH CRUCHD/MATE	I COM INULLED		I N	FEIGHT NURMAL CRUIS	Ł	
	TERALIN FACTOR MEATHER MEATHER BA	- HIGH OBSTRUCTIONS - LOW CELLING LIEFING - BAIEFED BY	D VFR FLIGHT INTO AU S FLIGHT SERVICE PERS LIGHTLY WORSE THAN FO	GANEL,				
				AEC431				
		INCRAFI - LATER RECO MECASI - BERIFER SI	VERED					
	MISSING A	IRCRAFT - LATER RECO	VERED			MG AT ACCICENT SITE		
	SKY COMO IT	IRCRAFT — LATER RECO TION TION	VERED		0			
	SKY COMO IT	IRCRAFT - LATER RECO	VERED		0	PITATION AT ACCIDENT	SITE	
	MISSING AS SKY COMOIT OBSCURAT VISIBILITY ZENO OBSTRUCTIO	IRCRAFT — LATER RECO TION TION		٠	O PRECI	PITATION AT ACCIDENT E DIRECTION—DEGREES	SITE	
	MISSING A SKY COMOIT OBSCURAT VISIBILITY ZENO	RCRAFT - LATER RECO TION TOOM T AT ACCIDENT SITE ONS TO VISION AT ACC			O PRECI NON WIND 290	PITATION AT ACCIDENT E DIRECTION—DEGREES		
	MISSING AS SKY COMOTI OBSCURAT VISIBILITY ZERO OBSTRUCTIO MONE	RCRAFT - LATER RECO TION TOOM T AT ACCIDENT SITE ONS TO VISION AT ACC			O PRECI NON WIND 290	PITATION AT ACCIDENT E DIRECTION—DEGREES		

PAGE 1886

FILE	DAT E	LOCATION	AIRCRAFT DATA	F	S WA	PURPOSE	PILOT DATA
-3144	10/23/69 TIME - 071	CUCHARA, COLO	PIPER PA-28 M5752W DAMAGE-DE STROYED	CA- L	0 0	RUNCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 18, UNK/N TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	DEPAPTURE	PO IN T	INTENDED DESTINATION	ı	AST ER	ROUTE STOP	
		MEX ·	DENVER,COLO		AL BU	QUERQUE.N MEX	
	TYPE OF AC					OF CPERATION	
	COLL 15 10	N WITH GRUUND/WA	TER: CONTROLLED		IN FL	IGHT: NERMAL CRUISE	
						CONCITIONS	
	FACTOR WEATHER WEATHER WEATHER WEATHER WEATHER BR WEATHER FO	- LOW CEILING - SNUW - ICING CONDITIO IEFING - BRIEFED	NUED WER FLIGHT INTC AD NS-INCLUDES SLEET,FREEZI BY FLIGHT SERVICE PERSI T SLBSTANTIALLY CORRECT ECOWERED	IAG RAIN,	ETC.		
	FACTOR WEATHER WEATHER WEATHER WEATHER BR WEATHER FU MISSING AI	- LUW CEILING - SNUW - ICING CONDITIO IEFING - BRIEFED RECAST - FURECAS KCRAFT - LATER R	NS-INCLUDES SLEET.FREEZ BY FLIGHT SERVICE PERSI T SLBSTANTIALLY CORRECT	IAG RAIN, JANEL, BY	ETC. RADIC		
	FACTOR WEATHER WEATHER WEATHER WEATHER BE WEATHER BY MISSING AI SKY CONCIT UBSCURAT	- LOM CEILING - SNUM - ICING CONDITIO IFFING - BRIFFED RECAST - FURECAS RCRAFT - LATER R ION ION	NS-INCLUDES SLEET,FREEZI BY FLIGHT SERVICE PERSI T SLBSTANTIALLY CORRECT ECOVERED	IAG RAIN, DANEL, BY	ETC. RADIC EI/ING	G AT ACCIDENT SITE	
	FACTOR WEATHER WEATHER WEATHER WEATHER BE WEATHER BY MISSING AI SKY CONCIT UBSCURAT	- LUW CEILING - SNUW - ICING CONDITIO IEFING - BRIEFED RECAST - FURECAS KCRAFT - LATER R	NS-INCLUDES SLEET,FREEZI BY FLIGHT SERVICE PERSI T SLBSTANTIALLY CORRECT ECOVERED	IAG RAIN, DANEL, BY	ETC. RADIC EI/ING	=	
	FACTOR WEATHER WEATHER WEATHER WEATHER BR WEATHER FU MISSING AI SKY CONCIT OBSCURAT VISIBILITY ZEAD	- LOM CEILING - SNUM - ICING CONDITIO IFFING - BRIFFED RECAST - FURECAS RCRAFT - LATER R ION ION	NS-INCLUDES SLEET,FREEZ BY FLIGHT SERVICE PERSI I SLBSTANTIALLY CORRECT ECOVERED	IAG RAIN, DANEL, OY	ETC. RADIO EEI/ING O PRECIPI SNUM	G AT ACCIDENT SITE	

### BALEFS OF ACCIDENTS

	CAT E	,	ALACRAFT DATA		F	S	RV N	PURPOSE	PILOT DATA
	12/27/69 MI TIME - 1430	LAKE TANDE, CALIF	CESSMA 177 N29500	CR-	ì	0	٥	NONCOMMERC! AL	PRIVATE, AGE 37, BA TOTAL P MD.M.S., LINK/NR IN T PE, NOT INSTRUMENT RATIO.
			NTENDED DESTINATION SO.LAKE TANDE, CALI	F					
	TYPE OF ACC	LOEMT	1 CGNTROLLED					F CPERATION IGNT: DESCENDING	
	PROBABLE CA		D WER FLIGHT INTO AD	VERSE	we /	ATH	ER C	CNDIT LORS	•
	WEATHER -					_			
			ATED b/ CLOUDS, THUM TE PREFLIGHT PREPARA				PLA	MING	
			FLIGHT SERVICE PERS		81	, ,	HONE		
		ICAAFT - LATER RECO	WASTANTIALLY CORRECT WERED						
	SKY COMOIT				_	133		AT ACCIDENT SITE	
	OBSCURATI VISIBILITY ZERO	AT ACCIDENT SITE			•	PRE		TATION AT ACCIDENT SITE	
		IS TO VESTON AT ACC	IDENT SITE		1		E CF	WEATHER CONDITIONS	
	TYPE OF FL	IGHT PLAN							•
		COVERY DATE 6/7/70	. MITHS OBSCURED BY	CLCUOS		LE	W 14	TG MMTM SIDE.	
J-3756	10/26/69	"IDDLE PORT NY	CESSMA 140	CR-	1			MEMBERS LA	PRIVATE, AGF 58, 368
	714E - 125	o .	N2289V DAMAGE-SUBSTANTIAL	PX-	ō	ā	Ö	PLEASURE/PERSONAL TRANS	P TOTAL HOURS, LAB IN TYPE NOT INSTRUMENT RATED.
	DEPARTURE MIDDLEPU	PUINT	INTENDED DESTINATION UNKNOWN/MUT REPORTE						ANI THZIKOMENI KATED.
	TYPE OF AC		: CONTROLLED					UF OPERATION .IGHT: DTHER	
	PROBABLE C	AUSE(S) NEDUS - UNDETERMINI	FD					•	
				LY AF	TER	t/	0. 1	O EVIDENCE OF ACFT OR EN	C MALEUMETTON

DAME TARK

FILE	DATE LOC	MOITA	AIRCRAFT DATA			IES S #/		FL IGHT PURPOSE	PILOT DATA
3-3757	10/18/69 SEMECA, TIME - 1650 DEPARTURE POINT ALLEGHENY RIVES TYPE OF ACCIDENT STALL: SPIM		CESSNA 120 NT2392 DAMAGE-DESTROYED NTENDED DESTINATION UNKNOWN/NOT REPORTED	PX-	Ō	O MASE	0 I OF	ONCOMMERCIAL PLEASURE/PEKSONAL TRANS OPERATION I INITIAL CLIMB	PRIVATE, AGE 28, 215 P TOTAL HOURS, 11 IN TYPE, MOT INSTRUMENT RATED.
	FACTOR(S) PILOT IN COMMAN! MISCELLANEOUS AFIRE AFTER IMPACT	D - INADEQUA CTS,COMOITIO	O OBTAIN/MAINTAIN FLY TE PREFLIGHT /REPARAT NS - IMPROPERLY LOADE N AFTER T/O FRGM RIVE	A NOL	ND/I	OR ? FT~W	E 1 G+		<b>?</b> 0.
3-3750	12/2/69 POUGHKI TIME - 1715	EEPSIE,NY	MOONEY M206 N79367 DAMAGE—DESTROYED					FONCOMMERCIAL PLEASURE/PERSONAL TRANS	ATR.FLIGHT INSTR., AGE P 35, 8300 TOTAL HOURS, 60 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT MABIN ARPT,NY TYPE OF ACCIDENT ENGINE FAILURE ( COLLIDED WITH:	DR MALFUNCTI	NTENDED DESTINATION WESTCHESTER LOUNTY ON			TN	FLE	OPERATION SHT: NORMAL CRUISE SE FINAL APPROACH	
	EMERGENCY CIRCUMS	OBSTRUCTIONS S — PARTIAL TANCES — FOR	LGSS OF POWER - 1 ENC CED LANDING OFF AIRPO	ORT ON			w1:	IES,ST SIGM.LT POST,FIR	E NYDRANT AND TREE.
3-3759	12/10/69 PASSADO TIME - 0831	UMKEAG, ME	PIPER PA-23 N5090Y DAMAGE-DESTROYED				0	COMMERCIAL AIR TAXI—PASSG 5—0	COMMERCIAL, FL.1N5TR., AGE 23, 2738 TOTAL HOURS 840 IN TYPE, INSTRUMENT
	DEPARTURE POINT HOULTON, ME TYPE OF ACCIDENT COLLISION WITH		NTENDED DESTINATION PORTLAND, ME 1 CONTROLLED		P	OL HASE	D T	DUTE STOP DWW.RE OPERATION G: INITIAL APPROACH	RATED.
	PROBABLE CAUSE(S) -PILOT IN COMMAN FIRE AFTER IMPACT REMARKS- RFTD OVR			r MTN	135	of t	ELE	/,16MM ERE BCN.PI MIK A	LT 1900FT W/1N 10%1

DATE LOCA		AIRCHAFT DATA		F	S. M.	/ N	PURPOSE	PILOT DATA
11/19/69 KERHONKS TIME - 1940	ON+NY C	ESSNA 207 1524U Amige—destroyed	CA- PX-					
KINGSTUN,NY TYPE OF ACCIDENT	E	RIE.PA		,	H Sahr	ARRI	SBURG.PA UPERATION	
PROBABLE CAUSE(S) PILOT IN COMMAND FACTURES) PILOT IN COMMAND	- IMPROPER IN	-FLIGHT DECISION /DISORIENTED	IS OR P	L ANN	IING			NCE.
12/4/69 MILLER P TIME - 1545	M.	E924S	PX-	1 0	0	0	NONCOMMERCIAL PLEASURE/PERSONAL	COMMERCIAL, FL.INSTR., TRAMSP AGE 36, 7778 TOTAL HOURS UNK/NR IN 179E, INSIRU- MENT RATEO.
DEPARTURE POINT ISLIP, NY			1					
TYPE OF ACCIDENT STALL: SPIN								
PILOT IN COMMAND FACTOR(S) WEATHER - TURBULE WEATHER BRIEFING -	- FAILED TO O NCE,ASSOCIATE NO BRIEFING R	BTAIM/MAINTAIN F D W/ CLOUDS, THU ECEIVED	LYING	SPEE	D	CR AI	·	
SKY COMDITION				c			AT ACCIDENT SITE	
VISIBILITY AT ACCID	ENT SITE				REC	i P i 1	ATION AT ACCIDENT	SITE
OBSTRUCTIONS TO VIS	ION AT ACCIDE	NT SITE			IND	011	ECTION-DEGREES	
WIND VELOCITY-KNOTS 14 TYPE OF FLIGHT PLAN					YPL	OF	MEATHER CONDITIONS	S
	11/19/69 KERMONKS TIME - 1940  DEPARTURE POINT KINGSTUN,NY TYPE OF ACCIDENT COLLISION WITH GR PROBABLE CAUSE(S) PILUT IN COMMAND FACTURES) PILUT IN COMMAND REMARKS- STRUCK UML  12/4/69 MILLER P TIME - 1545  DEPARTURE POINT 1SLIP,NY TYPE OF ACCIDENT STALL: SPIN PROBABLE CAUSE(S) PILUT IN COMMAND PILOT IN COMMAND FACTOR(S) MEATHER FURELS) MEATHER FURELS SKY COMDITION BROKEN USIBILITY AT ACCID 5 OR OVER BOSTRUCTIONS TO VIS NONE WIND VELOCITY-KNOTS 14	11/19/69 KERMOMESON, NY COUTTME - 1940 NO	11/19/69 KERMOWKSON, NY CESS VA 207 TIME - 1940 DAN/ GE-DESTROYED  DEPARTURE POINT INTERC/D DESTINATION KINGSTON, NY ERIE, PA TYPE OF ACCIDENT COLLISION WITH GROUND/MATER: CONTROLLED  PROBACLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISION FACTURES) PILOT IN COMMAND - BECAME LOST/DISORIENTED REMARKS- STRUCK UMLTD MNTN RIDGE 7 MI R OF INTER  12/4/69 MILLER PLACE, NY CESSNA 150G N2924S DAMAGE-DESTROYED  DEPARTURE POINT INTENDED DESTINATION 1SLIP, NY LOCAL  TYPE OF ACCIDENT STALL: SPIN  PROBABLE CAUSE(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPE PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN F FACTORIS) MEATHER - TURBULENCE, ASSOCIATED M/ CLOUDS, THU MEATHER BRIEFING - NO BRIEFING RECEIVED MEATHER FORECAST - UNKNOWN/NOT REPORTED  SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE MONE MIND VELOCITY-KNOTS 14	11/19/69 KERMOMESON, MY CESS VA 207 CR- TIME - 1940 NISZ VU PR- DAM/GE-DESTROVED  DEPARTURE PUINT INTENC/D DESTINATION KINGSTUN, NY ERIE, PA TYPE OF ACCIDENT COLLISION WITH GROUND/MATER: CONTROLLED  POBLICE CAUSE(S) PILUT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR P FACTURES) PILUT IN CUMMAND - BECAME LOST/DISORIENTED REMARKS- STRUCK UMLTD MATH RIDGE 7 HI R OF INTENDED CR  12/4/69 MILLER PLACE, NY CESSNA 150G CR- TIME - 1545 N.2924S PX- DAMAGE-DESTROYED  DEPARTURE POINT INTENDED DESTINATION 1SLIP, NY LOCAL  TYPE OF ACCIDENT STALL: SPIN  PROBABLE CAUSE(S) PILUT IN COMMAND - DIVERTED ATTENTION FROM OPERATION PLOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING FACTOR(S) MEATHER - TURBULENCE, ASSOCIATED M/ CLOUDS, THUMDERST MEATHER BRIEFING - NO BRIEFING RECEIVED MEATHER BRIEFING - NO BRIEFING RECEIVED MEATHER FORECAST - UNKNOWN/NOT REPORTED  SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE MONE WIND VELOCITY-KNOTS 14	II/19/69 KERMONKSON,NY CESSVA 207 CR- 0 TIME - 1940 N152*U PX- 0 DAN/GE-DESTROYED  DEPARTURE POINT INTENC?D DESTINATION CRIESTON,NY ERIE,PA  TYPE OF ACCIDENT COLLISION WITH GROUND/WATER: CONTROLLED  PROBARTE CAUSE(S) PILUT IN COMMAND - IMPROPER IM-FLIGHT DECISIONS OR PLANS FACTURES) PILUT IN COMMAND - BECAME LOST/DISORIENTED REMARKS- STRUCK UNLTD MATH RIDGE 7 MI R OF INTENDED CRSE E  12/4/69 MILLER PLACE,NY CESSNA 150G CR- 1 TIME - 1545 N2924S PX- 0 DEPARTURE POINT INTENDED DESTINATION 15LIP,NY LOCAL  TYPE OF ACCIDENT STALL: SPIN  PROBABLE CAUSE(S) PILUT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF PLOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEE FACTOR(S) WEATHER SHIEFING - NO BRIEFING RECEIVED WEATHER SHIEFING - NO BRIEFING RECEIVED WEATHER SRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UMKNOWN/NOT REPORTED  SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 5 OR OYER OBSTRUCTIONS TO VISION AT ACCIDENT SITE MONE WIND VELOCITY-KNOTS 14	F S M.  11/19/69 KERMOMKSON,NY CESS VA 207 CR- 0 0 TIME - 1940 DAN/GE-DESTROYED  DESTROYED  PHASI  COLLISION WITH GROUND/MATERI CONTROLLED  PHOSE  PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANMING FACTURES)  PILOT IN COMMAND - BECAME LOST/DISORIENTED  REMARKS- STRUCK UMLTD MITH RIDGE 7 MI R OF INTENDED CRSE BHILD  12/4/69 MILLER PLACE,NY CESSNA 150G CR- 1 0 TIME - 1545 N2024S PX- 0 1  DEPARTURE POINT INTENDED DESTINATION  1SLIP,NY LOCAL  DEPARTURE POINT INTENDED DESTINATION  1SLIP,NY LOCAL  PHASI  PROBABLE CAUSE(S)  PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF A:RO PLOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED  FACTORIS)  MEATHER - TURBULENCE,ASSOCIATED M/ CLOUDS, THUNDERSTORMS  MEATHER BRIEFING - NO BRIEFING RECEIVED  MEATHER BRIEFING - NO BRIEFING RECEIVED  SKY CONDITION  BROKEN  VISIBILITY AT ACCIDENT SITE  5 OR OVER  MIND VELOCITY-KNOTS  TYPL  14  VERTIFIED  VERTIF	F S M/M  11/19/69 KERMOMESON, MY CESS VA 207 CR- 0 0 2  TIME - 1940 DAM/GE-DESTROVED  DEPARTURE PUINT INTENCED DESTINATION KINGSTON, NY ERIE, PA HARRI TYPE OF ACCIDENT PHASE OF  POULISION WITH GROUND/MATER: CONTROLLED IN FLI  PROBABLE CAUSE(S) PILUT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTURES) PILUT IN COMMAND - BECAME LOST/DISORIENTED REMARKS- STRUCK UMLTD MATH RIDGE 7 HI R OF INTENDED CRSE BHILL AN  12/4/69 MILLER PLACE, NY CESSMA 150G CR- 1 0 U TIME - 1545 N.2924S PX- 0 1 0  DEPARTURE POINT INTENDED DESTINATION 1SLIP, NY LOCAL  PROBABLE CAUSE(S) PILUT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF ATROCASE FACTORIS) MEATHER POTROURD ON BRIEFING RECEIVED  MEATHER BIEFING - NO BRIEFING RECEIVED  MEATHER BIEFING - NO BRIEFING RECEIVED  SKY CONDITION BROKEN WEATHER FORECAST - UNKNOWN/NOT REPORTED  SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE SOR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE MIND OF FLIGHT PLAN	TIME - 1940  TIME - 1940  TIME - 1940  DEPARTURE POINT  KINGSTUN,NY  CREE,PA  PROBABLE CAUSE(S)  PILUT IN COMMAND - BECAME LOST/DISORIENTED  DEPARTURE POINT  INTERCYD STRUCK UMLTD MRIN RIDGE 7 HI R OF INTERDED CRSE WHILE AWAITING 'FR CLEARA'  TIME - 1545  DEPARTURE POINT  KINGSTUN,NY  ERIE,PA  HARRISBURG,PA  HASE UP OPERATION  IN FLIGHT: OTHER  PROBABLE CAUSE(S)  PILUT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING  PACTUR(S)  PILUT IN COMMAND - BECAME LOST/DISORIENTED  TIME - 1545  DAMAGE-DESTROYED  DEPARTURE POINT  INTERDED DESTINATION  LOCAL  PHASE OF OPERATION  IN FLIGHT: OTHER  PROBABLE CAUSE(S)  PILUT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF ALRCAFT  PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED  FACTOR(S)  WEATHER PORCEST  WEATHER - TURBULENCE, ASSOCIATED W/ CLOUDS, THUNDERSTORMS  WEATHER BRIEFING - NO BRIEFING RECEIVED  WEATHER BRIEFING - NO BRIEFING RECEIVED  WEATHER FORECAST - UNKNOWN/NOT REPORTED  SKY COMDITION  BROKEN  WISHBILLITY AT ACCIDENT SITE  ON OVER  OBSTRUCTIONS TO VISION AT ACCIDENT SITE  NONE  WIND VELOCITY—KNOTS  14  VFR

PAGE 1890

FILE			F S M/N PURPUSE	PILOT DATA
	10/13/69 SU.WFYMOUTH TIME - 1228	MASS PIPER PA-28	CH- 1 O O INSTRUCTIONAL PX- O O O SCALU	STUDENT, AGE 20, 32 FGTAL MOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	NAME UF AIRPORT - SOUT DEPARTURE POINT SULMEYMUU'H, MASS TYPE OF ACCIDENT STALL			IRCLENG
	FACTOR(S)	ALLED TO UBTAIN/MAINTAIN FE		
	FIRE AFTER IMPACT	ONDITIONS - POURLY PLANNED TOO CLOSE. STALLED FROM STE	EP S TURN ACK TO FINAL APCH.	
3-3763	11/29/69 GURHAM,NO TIME ~ 1033	CESSNA 172 N6416E DAMAGE-DESTRUYED	CR- 1 0 0 NUNCUMMERCIAL PX- 2 0 0 BUSINESS	COMMERCIAL, FL.INSTR., AGE 20, 752 TUTAL HOURS, UNK/NR IN TYPE, INSTRU-
	DEPARTURE POINT AUGUSTA,ME TYPE OF ACCIDENT CULLISION WITH GROWN	INTENDED DESTINATION BURLINGTON.VT  D/WATER: \$0%/PGLLED	PHASE OF OPERATION IN FLIGHT: NURMAL CRUISE	MENT RATED.
	PILUT IN COMMAND - C PILOT IN COMMAND - 6 MEATHER - FUG MEATHER - SNUM TERNAIN - HIGM OBSTR MEATHER BRIEFING - BKI	EFED BY FLIGHT SERVICE PERSECAST SUBSTANTIALLY CORRECT	OVERSE WEATHER CONDITIONS SONNEL, IN PERSON	
	SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT		CEILING AT ACCIDENT SITE O PRECIPITATION AT ACCIDENT SI	TE .
	ZERO OBSTRUCTIONS TO VISION FOG WIND VELOCITY-KNUTS	AT ACCIDENT SITE	SNUM WIND DIRECTION—DEGREES 230 TYPE OF WEATHER CONDITIONS	
	19 TYPE UF FLIGHT PLAN IFR		1FR	

		DRICES	OF ACCIDENTS		
IILE	DATE LOCAT	IUN AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DAFA
3-3764	12/18/69 NR.WUODBURY TIME - 1730 DEPARTURE PUINT	N6730S DAMAGE-DESTHOYED INTENUED DESTINATIUN	PX- 0 0 0	****COMMERCIAL PLEASURE/PERSONAL TR	STUDENT, AJE 38, 56 TUTAL ANSP HOURS, 55 IN TYPE, NCT INSTRUMENT RATED.
	NASHUA, NH TYPE OF ACCIDENT STALL	UNKNUWN/NOT REPURTED	PHASE (	OF OPERATION ING: TRAFFIC PATTERN-C	IRCL1NG
	PILOT IN COMMAND - FACTURES) PILOT IN COMMAND -	ATTEMPTED OPERATION BEYOND EX FAILED, TO OBTAIN/MAINTAIN FLY BECAME LOST/DISORIENTED	ring Speed	ITY LEVEL	
	REMARKS- ATTEMPTED U	CES — PRECAUTIONARY LANDING CF APPHDACHING DARKNESS NAUTHORIZED XC FLT.	FP AIRPURI		
3-3765	12/17/69 PIKETON, OI T: ME - 0920	MIO CESSNA 401 M8167F DAMAGE-DESTRUYED	CR- 1 0 0 PX- 4 0 0	NONCOMMERCIAL COMP/EXEC	AIRLINE THANSPORT, AGE 42, 8477 TUTAL HOURS, 500 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT CINCINNATI, OHIO TYPE OF ACCIDENT FIRE OR EXPLOSIUN: COLLISION WITH GROW		IN FI	DF CPEKATION LIGHT: NORMAL CRUISE LIGHT: UNCONTROLLED DE	
	MISCLLANEOUS ACTS MISCLLLANEOUS ACTS MISCELLANEOUS ACTS FACTOR(S) MISCELLANEOUS ACTS	E ACCESSORIES: OTHER  CONDITIONS — MATERIAL FAILURE  CONDITIONS — FIRE IN ENGINE  CONDITIONS — FIRE IN WING  CONDITIONS — SEPARATION IN FE  CHARGER FAILED.ESCAPING HEAT I	LIGHT	NO OIL LINES CAUSEO AI	LERON TO BURN,FALL OFF
3-3766	11/6/69 RACINE, MI	S LEAR JET 23A N10218 DAMAGE-DESTROYED	CR- 2 0 0 PX- 5 0 0	NONCOMMERCIAL CORP/EXEC	COMMERCIAL, FL.INSTR., AGE 40, 7076 TOTAL HOURS, 625 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - HOI DEPARTURE POINT BENTON HARBOR, MICH TYPE OF ACCIDENT UNDETERMINED	INTENDED DESTINATION		DF OPEKATION DWM/NOT REPORTED	
	PROBABLE CAUSE(S) MISCELLANEOUS - UNI REMARKS- ADF APCH,RAI	DETERMINED PCON ADZD MARION FIX.PASSED FI	IX.RADAR TARGE	FADED.FLOATING WRECK	AGE RECOVERED LKE MICH

PAGE 1892

```
FILE
         DATE
                                                             -----
                        LOCATION
                                         AIRCRAFT DATA
                                                              INJURIES
                                                                            FLIGHT
                                                               F S M/N
                                                                            PURPOSE
3-3767 - 11/1/69 MADISON+WIS
                                       BEECH DISS
                                                           CR- 1 0 0 MISCELLANEOUS
        TIME - 0115
                                                                                                   CUMMERCIAL, FL. INSTR.,
                                       HADLIA
                                                           PX- U 0 0 1EST
                                                                                                   AUE 21. 395 1 TAL HOU. S. 8
                                       DAMAGE - DE STADVEO
                                                                                                   IN TYPE, INSTRUMENT
        NAME OF AIRPORT - MACISON MUNICIPAL
                                                                                                   HATED.
        DEPARTURE POINT
                                    INTENDED DESTINATION
          21M. MOZICAM
                                       LOCAL
        TYPE OF ACCIDENT
          ENGINE FAILURE OR MALFUNCTION
                                                                 PHASE UF OFERATION
                                                                   TAKEOFF: INITIAL CLIMB
          STALL
                                                                   IN FLIGHT: OTHER
        PROBABLE CAUSE(S)
          PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING
          PILOT IN COMMAND - PHYSICAL IMPAIRMENT
          PILOT IN COMMAND - MISHANAGEMENT OF FUEL
          MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE
          MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION
         PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED
        FACTUR(S)
         MISCELLANEOUS ACTS CONDITIONS - TOUCH AND GO LANDING
       PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE
       EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT.
       REMARKS- OTR FLTS.APRX 2.8HRS ON MAIN FUEL TANKS.ACTT NUT REFUELD 8FR OLOBAM T/O.ACFT UBSVO L WING.NOSE DWN
3-3768 11/29/69 LA GRANGEVILLE, NY
                                      CESSNA 150
                                                          CR- 1 0 0 NONCOMMERCIAL
       TIME - 1555
                                                                                                  PRIVATE, AGE 27, 111
                                      ARG LAM
                                                          PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 48 IN TYPE.
                                      DAMAGE-DESTROYED
       NAME OF AIRPORT - SKY ACRES
                                                                                                  NOT ENSTRUMENT FALED.
       DEPARTURE POINT
                                   INTENDED DESTINATION
                                                                LAST ENROUTE STOP
         LA GRANGEVILLE, NY
                                     LA GRANGEVILLE, NY
       TYPE OF ACCIDENT
                                                                   MESTFIELD, MASS
                                                                PHASE OF OPERATION
         COLLIDED WITH: TREES
                                                                  IN FLIGHT: OTHER
       PROBABLE CAUSE(S)
         PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS
         PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING
       FACTOR(S)
         MEATHER - LOW CEILING
MEATHER - FOG
       WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL. BY PHUNE
       MEATHER FOREGAST - FORECAST SUBSTANTIALLY CORRECT
       SKY CONDITION
        PARTIAL DESCURATION
                                                               CEILING AT ACCIDENT SITE
       MISIBILITY AT ACCIDENT SITE
                                                                PRECIPITATION AT ACCIDENT SITE
        I MILE OR LESS
      OBSTRUCTIONS TO VISION AT ACCIDENT SITE
                                                                 NONE
                                                               TEMPERATURE-F
      TYPE OF WEATHER CONDITIONS
                                                               TYPE OF FLIGHT PLAN
      REMARKS- PLT WAS ADVISED TO DIVERT WHILE IN FLT DUE DENSE FOG AT DESTINATION. FLT PHASE UNKN.
```

### ERTERS OF ACCIDENT.

	UATE		ATHCHAFT DATA		PUMPUSE		PICCI CATA
	11/8/59 TIME - 1851 DEPARTURE P	JONEST MALAY PLINT	NªBORR DANAGE-DESTROVED INTENDED DESTINATION	(A- 1 0 )	NUMER CTAL	TRANSA	ALVATE, AUE NO, 722 TOTAL HOUSE, 272 IN TYPE NOT INSTRUMENT HATED.
		0	LUNDON ,∵ H4 [ ∂	A			
	TYPE OF ACC		TEM: UNCONTROLLED		≓ (PER 1199) Σjet <b>i: UN</b> , «TRULLEO	DES	
	PROBABLE CAUSE PILOT IN CO. PILOT IN PILOT IN FACTUR(S)	SE(S) Dhand - Spatial dis Cummand - Imprü		OK PLANNENG			
	MEATHER ON	LFING - BRIEFEU	NY MEATHER BUREAU PERSI CUNSEDERABLY MUKSE THAN		N		
	SKY CONDITI	LIN .		Ce IL ING	AT ACCIDENT SITE		
		AT ACCIDENT SIT	£		TATION AT ACCIDENT	SITE	
	HA/E	S 10 VISION AT	ACCIDENT SITE	TYPE UF YFM	WEATHER CUNDITION	\$	
	SPECIAL V	FR	ABLE AFLOS.LOW FUEL STAT	£ MCAG OFFT F1	5 . INTO 1 C. D.S	N. f. C. f.	On the state
						031 512	
-3770	10/3/69				NONCOMMERCIAL		PAIVATE, AGE 32, 127
<b>⊢</b> 3770	TIME - 0635		N4178R DAMAGE-DESTROYED	PX- 5 0 0	NONCOMMERCIAL PLEASURE/PERSONAL	TRANS®	PALVATE, AGE 32, 127
<b>⊢3770</b>	TIME - 0635 DEPARTURE P WEST CHI	OINT CAGO, ILL	N4178R	PX- 5 C O LAST EN HAYW	NONCOMMERCIAL PLEASURE/PERSONAL ROUTE STOP AKO,WIS	TRANS®	PAIVATE, AGE 32, 127 TOTAL HOURS, 10 IN TYPE,
<b>⊢</b> 3770	DEPARTURE P WEST CHI TYPE OF ACC	OINT CAGO, ILL JOENT	N4178R DAMAGE-DESTADYED INTENDED DESTINATION	PX- 5 0 0 LAST EN HAYW PHASE 0	NONCOMMERCIAL PLEASURE/PERSONAL ROUTE STOP	TRANS?	PAIVATE, AGE 32, 127 TOTAL HOURS, 10 IN TYPE,
<b>⊢3770</b>	TIME - 0035 DEPARTURE P WEST CHI TYPE OF ACC COLLISION PROBABLE CA PILOT IN PILOT IN FACTOR(S)	COINT CAGO, ILL (IDEMT WITH GROUND/WA WSE(S) CUMMAND — IMPRO COMMAND — CONTI	M4178R DAMAGE-DESTROYED INTENDED DESTINATION KENDRA, ONTARIO, CAM	PX- 5 C O  LAST EN HAYW PHASE O IN FL	NOMCUMMERCIAL PLEASURE/PERSONAL ROUTE STOP AND, WIS F OPERATION IGHT: NORMAL CRUIS	TRANS?	HAIVATE, AGE 32, 127 TOTAL HOURS, 10 IN TYPE,
<b>⊢3770</b>	DEPARTURE P WEST CHI TYPE OF ACC COLLISION PROBABLE CA PILOT IN PILOT IN PACTOR(S) MEATHER — MEATHER — PILOT IN	COINT CAGG, ILL .: JOENT I WITH GAMUND/WA WISELS! CUMMAND - IMPRO COMMAND - CONTI LOW CEILING FOG COMMAND - INADE	MAITAR  DAMAGE-DESTROYED  INTENDED DESTINATION  KENORA-ONTARIO-CAN  YER: CONTROLLED  PER IN-FLIGHT DECISIONS MUED VFR FLIGHT INTO ADV  QUATE PREFLIGHT PREPARA	PX- 5 0 0  LAST EN HAYW PHASE 0 IN FL  OR PLANNING ERSE WEATHER C	NOMCUMMERCIAL PLEASURE/PERSONAL ROUTE STOP AND, WIS F OPERATION IGHT: NURHAL CRUIS UNDITIONS	TRANS?	HAIVATE, AGE 32, 127 TOTAL HOURS, 10 IN 14PE,
<b>⊢3770</b>	DEPARTURE P WEST CHI TYPE OF ACC COLLISION PROBABLE CA PILOT IN PILOT IN FACTOR(S) WEATHER — PILOT IN WEATHER BRI WEATHER BRI WEATHER BRI WEATHER FOR	POINT CAGO,ILL IDENT I WITH GROUND/WA WISEIS! CUMMAND — IMPRO COMMAND — CONTI LOW CELLING FOG COMMAND — INADE EFING — BRIEFED	MAITER DAMAGE-DESTROYED INTEMDED DESTINATION KENDRA-ONTARIO, CAN TER: CONTROLLED  PÉR IN-FLIGHT DECISIONS MUED VFR FLIGHT INTO ADV  QUATE PREFLIGHT PREPARA- BY FLIGHT SERVICE PERST T SUBSTANTIALLY CORRECT	PX- 5 0 0  LAST EN HAYW PHASE 0 IN FL  OR PLANNING ERSE WEATHER C	NOMCUMMERCIAL PLEASURE/PERSONAL ROUTE STOP AND, WIS F OPERATION IGHT: NURHAL CRUIS UNDITIONS	TRANS?	HAIVATE, AGE 32, 127 TOTAL HOURS, 10 IN TYPE,
<b>⊢3770</b>	DEPARTURE P WEST CHI TYPE OF ACC COLLISION PROBABLE CA PILOT IN PILOT IN PACTOR IS MEATHER — WEATHER — PILOT IN WEATHER BRI WE	POINT CAGGILL :IDENT WITH GARWND/WA MUSEIS! CUMMAND - IMPRO COMMAND - CONTI - LOW CEILING - FOG COMMAND - INADE EFING - BRIEFED IECAST - FORELAS IECAST - LATER R ION BSCURATION	MAITEM DAMAGE-DESTACYED INTENDED DESTINATION RENORA-ONTARIO, CAN TER: CONTRILLED  PER IN-FLIGHT DECISIONS MUED VFR FLIGHT INTO ADV OUATE PREFLIGHT PREPARA! BY FLIGHT SERVICE PERSO T SUBSTANTIALLY CORRECT ECCOVERED	PX- 5 C O  LAST EN HAYW PHASE OF IN FL  OR PLANNING FERSE WEATHER C  TON ANO/OR PLANNEL, SY PHUNE	NOMCUMMERCIAL PLEASURE/PERSONAL ROUTE STOP AND, WIS F OPERATION IGHT: NURHAL CRUIS UNDITIONS	TRANS?	HAIVATE, AGE 32, 127 TOTAL HOURS, 10 IN 14PE,
<b>-</b> 3770	DEPARTURE P WEST CHI TYPE OF ACC COLLISION PROBABLE CA PILOT IN PACTOR(S) WEATHER WEATHER MEATHER BAI WEATHER FOR MISSING AIR SKY CONDITI PARTIAL OF	COINT CAGG, ILL : 10EMT WITH GROUND/WA WISE(S) CUMMAND — IMPRO COMMAND — CONTI LOW CELLING FOG COMMAND — INADE EFING — BRIEFED WECAST — FORELAS WERAFT — LATER P	MAJTAR  DAMAGE-DESTACYED  INTEMDED DESTINATION KENGRA-ONTARIO, CAN  TER: CONTROLLED  PER IN-FLIGHT DECISIONS MUED VFR FLIGHT INTO ADV  QUATE PREFLIGHT PREPARA/ BY FLIGHT SERVICE PERSO T SUBSTANTIALLY CORRECT ECOVERED	PX- 5 C O  LAST EN HAYW PHASE O IN FL  OR PLANNING TERSE WEATHER C  TON ANO/OR PLA NNEL, SY PHONE 100 PRECIPI NONE	NONCOMMERCIAL PLEASURE/PERSONAL ROUTE STOP AND, WIS F OPERATION IGHT: NURHAL CRUIS UNDITIONS NNING AT ACCIDENT SITE TATION AT ACCIDENT	TRANS®	HAIVATE, AGE 32, 127 TOTAL HOURS, 10 IN 14PE,
<b>→</b> 3770	DEPARTURE P WEST CHI TYPE OF ACC COLLISION PROBABLE CA PILOT IN PACTOR(S) WEATHER WEATHER MEATHER BAI WEATHER FOR MISSING AIR SKY CONDITI PARTIAL OF	COINT CAGG, ILL : IDEMT I WITH GROUND/WA WSE(S) CUMMAND — IMPRO COMMAND — CONTI - LOW CELLING - FOG COMMAND — INADE EFING — BILEFED IECAST — FORELAS IECAST — LATER R ION IDSCURATION AT ACCIDENT SIT LESS IS TO VISION AT	MAJTAR  DAMAGE-DESTACYED  INTEMDED DESTINATION KENGRA-ONTARIO, CAN  TER: CONTROLLED  PER IN-FLIGHT DECISIONS MUED VFR FLIGHT INTO ADV  QUATE PREFLIGHT PREPARA/ BY FLIGHT SERVICE PERSO T SUBSTANTIALLY CORRECT ECOVERED	PX- 5 C O  LAST EN HAYW PHASE O IN FL  OR PLANNING TERSE WEATHER C  TON ANO/OR PLA NNEL, SY PHONE 100 PRECIPI NONE	NOTICUMMERCIAL PLE ASURE / PERSONAL ROUTE STOP ARD, WIS F OPERATION IGHT: NURMAL CRUIS UNDITIONS NNING AT ACCIDENT SITE	TRANS®	HAIVATE, AGE 32, 127 TOTAL HOURS, 10 IN TYPE,

FILF	DATE LOCATION	AIRCRAFT DATA	F 5 M/M			PURPOSE	•	PILOT DATA	
3-3771	12/8/69 SENTON STA, CAL TIME - 2055		CR-	ιο	0	NONCOMMERC (AL PLEASURE/PERSONAL TRAP			
	DEPARTURE POINT TONDPAHINEV TYPE OF ACCIDENT COLLISION WITH GROUND/WAT	INTENDED DESTINATION LAKEPURT, CALIF  ER: CUNTRULLED		P 14	GAKE SE I	ROUTE STOP .AND.CALIF OF OPERATION .LUNTE NURMAL CRUIS	ŀΕ		
	PROBABLE CAUSELS) PILOT IN COMMAND - MISJUE FACTURES MEATHER - DEMORRAFT, UPDRA TESCALA - DITHER MISCELLAMEOUS ACTS, CONDIT MEATHER FORECAST - UNKNOWN MISSING AIRCRAFT - LATER KE	IFTS TUNS - PILIT FATIGUE BY FLIGHT SERVICE PERSO NCT REPORTED		in F	'EKS	IN.			
-	SKY CINDITION CLEAR			CELLING AT ACCIDENT SITE ONLIMITED					
	VISIBILITY AT ACCIDENT SITE 5 ON OVER			PRECIPITATION AT ACCIDENT SITE NOME					
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE NOME			TEMPERATURE -F					
	#IND DIRECTION—DEGREES 320			₩ I ?		LUCTTY-KNUTS			
	TYPE UF WEATHER CONDITIONS VER				TYPE OF FLIGHT PLAN NUNE				
	FIRE AFTER IMPACT REMARKS— RECHVERY DATE—12/9/70.HIT LLE SIDE OF MT. DARK NTE, UNL'FED AREA.PLT HAD FLOWN APRALY 1335 MILES.								
3-3772	9/18/69 ALTUPAS,CALIF TIME - 1510	CESSNA 147A N+072D DAMAGE-DEST/10YED				NUNCOMMERCIAL PLEASURE/PERSUNAL		STUDENT, AUF 63, 700 TOTAL HIURS, UNKANE IN TYPE, NUT INSTRUMENT HATEUR	
	DEPARTURE PRINT PORT ANGELESOMASH TYPE OF ACCIDENT CHILISIUM WITH GROUND/WAT	INTENDED DESTINATION BUKON+CALIF  TEN: UNCONTROLLED		PH	AUR.	NROUTE STOP DRAJEREG DF OPERATION LIGHT: UNCONTROLLEG	D DESCEN		
	PROMABLE CAUSELS) HISCELLANEOUS - UNDETERMINED REMARKS- PLT HAD MEDICAL HISTORY OF PHYSICAL DEFECTS.								

fill	DATE	LOCATION	AIRCRAFT DATA	INJ F	UPLES	4/N	PURPUSE		PILUI DATA
	9/14/69	TRUCKEF, CALIF		CH- PX-					PRIVATE, AGE 44, 2000 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE PULNT		INTENDED DESTINATION		LAS	l EN	POUTE STOP		
	RE WI, CA		UNKNOWN/NOT REPORTED				FE, CALIF		
		CIDENT WITH: TRFES					F OPERATION IGHT: OTHER		•
	PILUT IN	CUMMAND - LACK CUMMAND - MISJU - HIGH GBSTRUCTI	OF FAMILIARITY WITH AIRC OGED ALTITUDE AND CLEARA CNS						
			X 300FT AGL CLIMBING TOW	ARD RI	SING	THE	N.STRUCK TREES AB	F 40FT AB	V GRMD.
3-37.74	10/13/69 N	K.CARSUN CITY,NE	V BEECH E33 N7643N	(٩−	1 0	0	NONCUMMERCIAL		PRIVATE, ASE 32, 136
•	114E - 551	· ·	N7643N DAMAGE-DESTHOYED	PX-	1 0	0	PLEASURE/PERSONAL	TRANSP	TUTAL HOURS, 65 IN TYPE.
	LAKE TA	MIE , CAL IF	INTENDED DESTINATION RENO.NEV						
	TYPE OF ACCIDENT						F CPERATION		
	COLLISIO	N with GROUND/WA	TER: UNCONTROLLED		1,	( FL	IGHT: UNCONTROLLE	DESCENT	
	HE ATHER		PER IN-FLIGHT DECISIONS AFTS	OK PLA	nn i n	;			
		CUMMAND - INADE IEFING - NO BRIE	QUATE PREFLIGHT PREPARAT	ION AN	D/OR	PL A	NNING		
			T SUBSTANTIALLY CORRECT						
	SKY CONDIT	ION					AT ACCIDENT SITE		
		AT ACCIDENT SIT	E	UMLIMITED PRECIPITATION AT ACCIDENT SITE NOME					
	NONE	NS TO VISION AT	ACCIDENT SITE		WING BO		RECTION-DEGREES		
	WIND VFLOC		•		TYPI		WEATHER CUNDITION	NS	
	TYPE OF FL NONE								
	FIRE AFTER								

FILE		AIRCRAFT DATA	INJURIES F S M/M	FLIGHT PURPOSE	PILOT GATA					
3-3775	1/15/69 SAM FRANCISCO.CAL TIME - 0951	CESSNA 182L N42242 DAMAGE-SUBSTANTIAL	CR- 0 0 I PX- 0 0 0 OT- 0 0 22	COMMERCIAL AIR TAXI-PASSG	LOMMERCIAL, FL.(NSTR., AGE 54, 20804 TOTAL MISURS, 2000 IN TYPE, ENSTRUMENT HATED.					
	NAME OF AIRPORT - SAN FRANCES									
	DEPARTURE POINT	NTENDED DESTINATION								
	SAM FRANCISCO, CAL TYPE OF ACCIDENT	STOCKTON, CALIF	PHASE OF CPERATION							
	COLLISION WITH AIRCPAFT: BE	ITH, IN FLIGHT		IGHT: CLIMB TO CRUISE						
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF CTHER AIRCRAFT								
	SPECIAL DATA									
	SEGMENTS OF AVIATION INVOLV				A MADAR COMFACT					
	CONTROLLING AGENCY - APPROX TRAFFIC ADVISORY ISSUED - 1	Y DEPARTURE	CUNTROL	LEDZUNCUNTRULLED ALRPS	RT - CONTROLLED ALMPORT					
	TRAFFIC ADVISORY ISSUED - I CONTROL ZIME/AREA - YES		CONVERG	ENCE AND F-DEDREES - 4						
	HORIZONTAL COLLISION ANGLE-DEGREES - 25 EVASIVE ACTION TAKEN - NO									
	ANTI-COLLISION LIGHTS - OPERATING REMARKS- B-727 CONT TO DEST AND LND. CESSNA HAD DAMAGED R MG.LND AT SAN FRANCISCO SAFELY.									
<b>3</b> –3775	1/15/69 SAN FRANCISCO,CAL TIME - 0951	BOEING 727 N973PS Damage-Minor	CR- 0 0 6 PK- 0 0 16 OT- 0 0 1	COMMERCIAL AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 40, 13041 FUTAL HOURS, 934 IN TYPE, INSTRUMENT					
	NAME OF AIRPORT - SAN FRANCI:				RATED.					
	DEPARTURE POINT	NTENDED DESTINATION								
	SAN FRANCISCO, CAL	ONTARIO, CALIF								
	TYPE OF ACCIDENT COLLISION WITH AIRCRAFT: 8		PHASE O	F OPERATION .IGHT: CLIMB TO CRUISE						
	COLLISION WITH AIRCRAFTS BI	AN IN PAIGN	IN PL	TOHT: CETHE TO CHOISE						
		PROBABLE CAUSEIS) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT PERSONNEL - MISCELLANEOUS-PERSONNEL: PILOT OF UNIVER AIRCRAFT								
	SPECIAL DATA									
	SEGMENTS OF AVIATION INVOLV	/ED - SMALL US GEH.AV	LARGE US GEN.	AV.						
	SEGMENTS OF AVIATION INVOLV	/ED - SMALL US GEN.AV	LARGE US GEN. RADAR C	AV. TL/SURVEILLANCE - UNDE	R RADAR CONTACT					
	SEGMENTS OF AVIATION INVOLV	/ED - SMALL US GEN.AV ICH CTL-DEPARTURE BY DEPARTURE	LARGE US GEN. RADAR C CONTROL	AV. TL/SURVETLLANCE - UNDE LED/UNCONTROLLED ATRPO	R RADAR CONTACT BRT — CONTRUCTED ALRPORT					
		NCH CTL-DEPARTURE BY DEPARTURE -DEGREES - 25	LARGE US GEN. RADAR C CONTROL CONVERG EVASIVE	AV. TL/SURVEILLANCE — UNDE LED/UNCONTROLLED ATRPO SENCE ANGLE—DEGREES — S ACTION TAKEN — VES	R RADAR CONTACT IRT — CONTRUCLEO AIRPORT 5					

	DATE LOCATION		INJUKTES FETURIT F S M/N PURPUSE	PILHT DATA					
3-3776	L1/26/69 GALVESTUM, TEX TIME - 1355	BEECH 65-A90	CH-20 / INSTRUCTIONAL PX-1 U 0 DUAL	ATRIFLIGHT INSTR., AGE 53. 11367 FCTAL HOURS, 253 IN TYPE, INSTRUMEN PATED.					
	NAME OF AIRPORT - SCHOLE OFPARTURE POINT HOUSTON-TEX TYPE OF AUCLOENT STALL	S INTENDED DESTINATION LUCAL	PHASE OF OPERATION LANDINGS FINAL APPROACH						
	PHUBABLE CAUSEIS)  PILOT IN CHMMAND - FAILED TO UBTAIN/MAINTAIN FLYING SPEED  FACTORIS)  MISCELLANEOUS ACTS, CONDITICAS - AIRCHAFT CAME TO HEST IN WATER REMARKS- LOST CONTROL DURING PRACTICE YOU APCH. CRASHED IN BAY.								
-3777			CR- U U 2 COMMENCIAL PX- O 2 ld AIF TAXI-PASSG	AIRLINE THANSPORT, AGE 38, 12500 TOTAL HOURS, 172 IN TYPE, INSTRUMEN					
-3177	TIME - 0957	DAMAGE-SUBSTANTIAL	\$-0						
-3171	TIME - 0957  NAME OF AIRPORT - MARRY :	DAMAGE-SUBSTANTIAL S.TRUMAN INTENUED UESTINATIUM CHANLOTTE AMAL,VI	S-U Phase up uperation Landing: Final Approach	MATEU.					

PACE 1898

FILE	DATE LOC	, AT LUN	AIRCRAFT DATA			FL TGMT PJRPOSE	PIEGT SATA
3-3778	12/21/09 REPUBLI TI46 - 1825	IC , MO	BEECH 65-80 NI539S DAMAGE-DESTRUYED			MISCELL ANEOUS FERRY	COMMERCIAL, FLLINSTR., AGE 47. 65/7 TUTAL HOURS, 105 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT -	WESTPORT					
	DEPARTURE POINT BUCA RATURELA TYPE OF ACCIDENT COLLISION WITH G		SPRINGFIELD.MO			OF CPERALLUM	
	COLCESSION WITH O	PRODUCTION IERS	OWE ON LKELLED	ι	NU	NUT INITIAL APPR. ICH	
-	MISCELLANDOUS AC MISCELLANDOUS AC WEATHER BRIEFING -	CUMDIT;UNS-14 TS,CONDITION TS,CONDITION - HRIEFED BY ( - HEATHER SLIC	FLIGHT SEAVICE PERSO GHILY WOASE THAN FOR	NAEL, IN P		j <b>a</b>	
	SKY CONDITION OVERCAST				LING	AT ACCIDENT SITE	
	VISIBILITY AT ACCI			PRE	CIPI	TATION AT ACCIDENT S	SITE
	OBSTRUCTIONS TO VI	ISION AT ACCI	DENT SITE	441		WEATHER CUNDITIONS	
	TYPE OF FLIGHT PLA	NN .					
	FIRE AFTER IMPACT						

		AIRCRAFT DATA		F	SH	/N	FLIGHT PURPOSE	PILOT DATA		
	AL BUQUERQUE , N MEX	LOCKHEED 18	CR-	2	0	0	NUNCUMMERCIAL	COMMERCIAL, FL.INSTR., P. AGE 38, 8030 TOTAL HOURS 30 IN TYPE, INSTRUMENT RATED.		
	NAME OF AIRPUPT - CORONADO DEPARTURE POINT INTENDED DESTINATION									
DEPARTURE P	POINT	NTENDED DESTINATION								
LAS VEGA	SINEV	DALHART, TEX								
TYPE OF ACC	LIDENT			P	HAS	E O	F OPERATION			
LAS VEGAS, NEV DALMART, LEK  TYPE OF ACCIDENT - PHASE OF OPERATION AINFRAME FAILURE: IN FLIGHT IN FLIGHT: OTHER CULLISION WITH GROUND/WATER: UNCONTROLLED DESCE										
CULLISION	I WITH GROUND/WATER	: UMCONTROLLED			[ N	FL	IGHT: UNCONTROLLED DESCE	<b>4</b> î		
PILOT IN PILOT IN PILOT IN AIRFRAME MISCELLAN FACTOR(S) MISCELLAN WEATHER -	PROBABLE CAUSE(S)  PILOT IN COMMAND — ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT  PILOT IN COMMAND — CONTINUED VFK FLIGHT INTO ADVERSE WEATHER COMDITIONS  PILOT IN COMMAND — EXCEPDED DESIGNED STRESS LIMITS OF AIKCRAFT  AIRFRAME — WINGS: SPARS  #ISCELLANEOUS ACTS, CONDITIONS — OVERLOAD FAILURE  FACTURIS)  #ISCELLANEOUS ACTS, CONDITIONS — SEPARATION IN FLIGHT  #FATHER — ICING CONDITIONS—INCLUDES SLEEY, FREEZING RAIN, ETC.									
	EOUS ACTS, CONDITIG									
		FLIGHT SERVICE PERS UBSTANTIALLY CORRECT	DMME L ,	84	PH	ONE				
SKY CONDITI	IUN		CEILING AT ACCIDENT SITE							
	AT ACCIDENT SITE						TATLO AT ACCIDENT SITE			
	LESS						SHOWEN			
OBSTRUCTION UNKNOWN/N	IS TO VISION AT ACC OT REPORTED	IDENT SITE		T		QF	MEATH CONDITIONS			
TYPE OF FLI	IGHT PLAN									
FIRE AFTER										
DEMARKS I	ME EATLED CERARATE	DAT TYPE BATED EN	V.E.		OM		IN L-18. ACFT NOT DECCER	COULDEED		

FILE	DATE	LOCATION	AIRCRAFT DATA			1 E S S #/N		FLIGHT PURPOSE	PILOT DATA		
-3780	9/27/69 TIME - 16		NAVION A N4393K DAMAGE-DESTROYED					NCOMMERCIAL EASURE/PERSONAL TRANS	PRIVATE, AGE 38, 178 SP TOTAL HOURS, 90 IN TYPE, NOT INSTRUMENT RATED.		
	DEPARTURE		INTENDED DESTINATION								
	TYPE OF A		MILWAUKEE.WIS	PHASE OF OPERATION							
		EXPLOSION: IN FLIC	HT	IN FLIGHT: NORMAL CRUISE							
-	COLLIDE	D WITH: BUILDING(S)				LAND	I NG :	HOLL			
	MISCELL: MISCELL: MISCELL:	ANT - PROPELLER AND ANEOUS ACTS, CONDIT ANEOUS ACTS, CONDIT ANEOUS ACTS, CONDIT	D ACCESSORIES: MYDRAUL IONS - MATERIAL FAILURI IONS - LEAK/LEAKAGE IONS - FIRE IN ENGINE IONS - IMPROPERLY: INST	E	СН (	CONTR	UL M	ECHAN I SM			
	MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED PERSONNEL - MAINTENANCE AND IMPROPERSON INSPECTION TERRAIN - HIGH UBSTRUCTIONS										
	FACTOR(S)										
		MISCELLANEOUS ACTS, CONDITIONS - MINOSMIELD, DIRTY, FOGGY, ETC RESTRICTED VISION EMERGENCY CIRCUMSTANCES - FORCED LANDING UFF AIRPORT ON LAND SMOKE IN COCKPIT									
	REMARKS-	_	LLED BACKWARUS, BROKE. D	[ APHRA	GM	THEN	BROK	E ALLOWING UIL TO LEA	AK ONTO HUT ENG.		
-3701	7/25/69 TIME - 17 DEPARTURE		DEHAVILLAND DH104 N88G DAMAGE-DESTROYED INTENDED DESTINATION	-		_		R TAXI-PASSG	COMMERCIAL, AGE 49. 13900 TOTAL HOURS, 2100 I TYPE, INSTRUMENT RATED.		
		APA, HAWA I I	LIHUE . HAWAII								
	TYPE OF A				PI			PERATION			
		FAILURE OR MALFUNC O WITH: TREES	TION	IN FLIGHT: NORMAL CRUISE IN FLIGHT: OTHER							
	POWERPL MISCELL PILOT I	PROBABLE CAUSE(S)  POWEPPLANT - ENGINE STRUCTURE: VALVE ASSEMBLIES MISCELLAMEOUS ACTS, CONDITIONS - MATERIAL FAILURE PILOT IN COMMAND - EXERCISED POOR JUDGMENT									
	MISCELLANEOUS ACTS, CONDITIONS — UNMARRANTED LOW FLYING FACTOR(S) WEATHER — DOWNDRAFT, UPDRAFTS										
	PARTIAL PI	OMER LOSS - PARTIA	L LOSS OF POWER - 1 EN RECEIVED-METHOD UNKNO								
	SKY CONDI BROKEN	TION		CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED							
	VISIBILIT	Y AT ACCIDENT SITE			P	RECLO	LTAT	ION AT ACCIDENT SITE			
	5 OR OV OBSTRUCTI NONE	ER Ons to vision at a	CCIDENT SITE	NOME TYPE OF MEATHER CONDITIONS VFR							
	TYPE OF F				•••						
	VFR										

file	UATE	LOCATION	AIRCHAFT DATA				FE IGHT PUKNUSE		PILOT CATA	
		CURUMA DELMAR,CAL		CR-	1 0	 J	NUNC UMMERC FAL		PHIVATE, AUE 32, 145 TOTAL MODEL, 60 IN TYPE,	
	11-1E - Un	IK/FEK	OAMAGE-DESTRUYED	P. L -	, ,	U	PECASUME /PERSONAL	144475	- MOST INSTRUMENT RATED.	
	MANE OF A	IRPONT - DRANGE COL							to. Troins at the Railes.	
	DEPARTURE	POINT	INTENDED DESTINATION		LAS	T E	MAGUTE STOP			
	SUNLAN	U,TEX	SANTA ANA, CALIF		U	NEN	SENINUT REPORTED			
	TYPE OF ACCIDENT				PHA	St (	OF CPERATION			
	COLLISION WITH GROUND/WATER: CONTAULED IN FLIGHT: OTHER									
	PRUBABLE	CAUSE (S.)	-							
		ANEOUS - UNDETERMEN	IED							
	MISSING A	IRCRAFT - LATER REC	CVERED							
	REMARXS-	DATE OF ACCUT PRESU	MED. RECOVERY DATE 77.	28/69.	FLT	PH	ASE UNKN.			
<b>₩3743</b>	10/3/69	AZUSA.CALIF	BEECH M35	(8-	1 0	n	NONCOMMERC : AL		PRIVATE. ACE 79. 2330	
	TIME - 17		N54 34D						TOTAL HOURS, 940 IN TYPE	
			DAMAGE-DESTROYED		•				NOT INSTRUMENT RATED.	
	DEPARTURE	PUINT	INTENDED DESTINATION							
	LA VER	NE, CALIF	BAKERSFIELD, CALIF							
	TYPE OF A	CCIDENT			PHA	SE (	OF OPERATION			
	STALL:	: SPIN IN FLIGHT: OTHER								
	PROBABLE	CAUSE(S)								
			ED VFR FLIGHT INTO AD	ERSE	WEATH	ER (	CONDITIONS			
		N CUMMAND - SPATIAL								
	PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING STEED									
		FIRE AFTER IMPACT								
	FIRE AFTE		ROM CLOUDS HI SPEED A	-05 -		•••	055			

FILE	DATE LOCATION		23180EN1 N/W 2 3		PILOT DATA
3-3784	10/17/69 CABAZUN,CALIF TIME - 1835	CESSNA 336 N1234V DAMAGE-DESTROYED	CR- 1 U U	NUNCOMMERCIAL PLEASURE/PERSUNAL IRANS	PHIVATE, AUE 40, 310 P. TITAL HOURS, 150 IN TYPE, NOT INSTHUMENT HATED.
	DEPARTURE PUINT LUNG BEACH, CALIF TYPE UF ACCIDENT COLLISION WITH GROUND/WA	INTENDED DESTINATION PALM SPGS.CALIF  ITER: CUNTRULLED		F OPERATION IGHE: NURMAL CHILLSE	
	PRCHABLE CAUSE(S) PILUT IN COMMAND - CUNTI FACTUR(S) WEATHER - LOW CEILING WEATHER - FUG WEATHER BRIEFING - BRIEFEI MEATHER FUNECAST - WEATHEN	) BY FLIGHT SERVICE PERS	OMMEL, BY RADIO		•
	SKY CONDITION		CETLING	AT ACCIDENT SITE	
	UBSCURATION VISIBILITY AT ACCIDENT SITURE ZERO	· ·	O PRECIPI NONE	TATION AT ACCIDENT SITE	
	OBSTRUCTIONS TO VISION AT	ACCIDENT SITE		WEATHER CONDITIONS	
	TYPE OF FLIGHT PLAN NUNE REMARKS- FLEW INTO MNTH SL	. CPE AT NITE.			
3-3/85	11/2/69 AGUANGA,CALIF TIME ~ 1615	CESSNA 150G N4783X Damage-destroyed	CR- 2 9 0 PX- 0 0 0		COMMERCIAL, FL.INSTR., AGE 33, 287 TOTAL HOURS, 207 IN TYPE, NOT INSTRU-
	DEPARTURE PUINT COMONA, CALIF	INTENDED DESTINATION CORONA, CALIF			MENT MATEU.
	TYPE UF ACCIDENT CULLISION WITH GROUND/W/	NTER: CONTROLLED		F OPERATION IGHT: UIHER	
	PROBAGLE CAUSE(S) PILUT IN COMMAND - EXERC MISCELLANEOUS ACTS, CONDI FACTOR(S) MISCELLANEOUS ACTS, CONDI	ITIONS - FLEW INTO BEING			
	FIRE AFTER IMPACT REMARKS- WITNESS CBS ACFT	-			

		94151	3 UF MCCIDENTS		
file	DATE LOCATION		F S M/N	PURPOSE	PILOT DATA
	11/7/69 HAPPY JACK,AR	IZ BEECH #35	CR- 1 U 3	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 60, 2459
	DEPARTURE POINT				
	SALT LAKE CITY.UT TYPE UF ACCIDENT	TUCSON, ARIZ	*****	5 00504T(0)	
	COLLISION WITH GROUND/WATER: UNCONTROLLED			F OPERATION IGHT: UNCONTROLLED DESCEN'	ī
	PROBABLE CAUSE(S)  **ISCELLANEOUS - UNDETER FACTORIS)	RMINED			
	WEATHER - LOW CEILING WEATHER - FOG				
	WEATHER FORECAST - FORECA	ED BY FLIGHT SERVICE PERS AST SUBSTANTIALLY CORRECT - PRECAUTIONARY LANDING O			
	SKY CONDITION		CEIL ING	AT ACCIDENT SITE	
	OBSCURATION		0		
	VISIBILITY AT ACCIDENT SI ZERO	ITE	PRECIPI ORIZZI	TATION AT ACCIDENT SITE	
	OBSTRUCTIONS TO VISION AT	T ACCIDENT SITE		WEATHER CONDITIONS	
	TYPE OF FLIGHT PLAN UNKNOWN/NOT PEPORTED				•
	FIRE AFTER IMPACT REMARKS- CLG AND FOG AT	TREE TOP LEVEL AT SITE.			
,					
3-3787	12/12/69 81G SUR, CALIF TIME - 0033	BEECH D95A N8619M DAMAGE-DESTRUYED			PRIVATE, AGE 51, 3555 TOTAL HOURS, 181 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT	INTENDED DESTINATION SAN RAFAEL.CALIF		NOUTE STOP EREY, CALIF	NOT INSTRUMENT RATED.
	TYPE OF ACCIDENT	JAN KATALLYCALIT		F OPERATION	
	COLLISION WITH GROUND/	MATER: CONTROLLED		IGHT: DESCENDING .	
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPR	ROPER IN-FLIGHT DECISIONS	OR PLANNING		
	FACTOR(S) TERRAIN - HIGH OBSTRUCT	TIONS			
	FIRE AFTER IMPACT REMARKS- LETOOWN AT NITE	IN AREA OF SPARSE LTG. S	TRUCK LOOD FT C	LIFF ABOVE OCEAN BEACH.	

```
______
                                                           INJURIES
                                                                          FL (GHT
                                        AIRCRAFT DATA
FILE
        DATE
                                                             F S M/N
                                                                                                PPIVATE, AUE 30. 322
                                                         CH- 1 0 0 NONCOMMERCIAL
                                      BEECH K35
3-3788 12/9/69 NR.RENO, NEV
                                                         PX- 0 0 0 PLEASURE/PERSUNAL TRANSP TOTAL HOURS, 28 IN TYPE,
        TIME 1315
                                      N6014E
                                                                                                NOT INSTRUMENT PATED.
                                      DAMAGE-DESTROYED
                                   INTENDED DESTINATION
       DEPARTURE POINT
                                      STEAMBOAT SPGS, COLO
          HAMILTON, CALIF
                                                               PHASE UF OPERATION
        TYPE OF ACCIDENT
                                                                 IN FLIGHT: OTHER
         AIRFRAME FAILURE: IN FLIGHT
                                                                 IN FLIGHT: UNCONTROLLED LESCENS
         COLLISION WITH GROUND/WATER: UNCONTROLLED
        PROBABLE CAUSE(S)
         PILOT IN COMMAND - SPATIAL DISORIENTATION
         PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT
         AIRFRAME - WINGS: SPARS
         MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE
        FACTGR(S)
         MISCELLANEOUS ACTS, CONDITIONS - SEPARATION IN FLIGHT
          WEATHER - SNOW
          WEATHER - ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN-ETC.
          PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING
        WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE
       WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT
        MISSING AIRCRAFT - LATER RECOVERED
                                                                CEILING AT ACCIDENT SIFE
        SKY CONDITION
                                                                  4000
         BROKEN
                                                                PRECIPITATION AT ACCIDENT SITE
        VISIBILITY AT ACCIDENT SITE
                                                                 SNOW SHOWERS
         5 OR OVER
        OBSTRUCTIONS TO VISION AT ACCIDENT SITE
                                                                WIND DIRECTION-DEGREES
                                                                 160
                                                                TYPE OF WEATHER CONDITIONS
        WIND VELOCITY-KNOTS
                                                                 VFR
        TYPE OF FLIGHT PLAN
        REMARKS- RECOVERY DATE 12/13/69. BOTH WINGS FAILED. WEA BRIEF OBTAINED 4 HKS BEFORE 1/0.
                                                                                                  COMMERCIAL, AGE 47, 5124
                                                          CR- 1 0 U COMMERCIAL
3-3789 12/15/69 NR.GRND CANYON, ARIZ
                                      BELL 206A
                                                                                                  TOTAL HOURS, 210 IN TYPE.
                                                          PX- 0 0 0 CONSTRUCTION
                                      N1479W
        TIME - 1355
                                                                                                  NOT INSTRUMENT RATED.
                                      DAMAGE-DESTROYED
                                    INTENDED DESTINATION
        DEPARTURE POINT
           BRIGHT ANGEL CK.ARIZ
                                      LOCAL
                                                                PHASE OF OPERATION
        TYPE OF ACCIDENT
                                                                  IN FLIGHT: NORMAL CRUISE
          MISCELLANEOUS
          CGLLISION WITH GROUND/WATER: UNCONTROLLED
                                                                  IN FLIGHT: UNCONTROLLED DESCENT
        PROBABLE CAUSE(S)
          PILOT IN COMMAND - EXERCISED POOR JUDGMENT
          ROTORCRAFT - ROTOR ASSEMBLIES: TAIL ROTOR BLAGES
          MISCELLANEOUS - FOREIGN OBJECT DAMAGE
          PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL: INADEQUATE SPERVISION OF FLIGHT CREW
        REMARKS- EXTERNAL LOAD CARGO CABLE HANGING FREE HIT TIR. CABLES WERE ONDERED SECURED DURG FLY AFT INIS ACONT
```

SHIPS F ACCIDENT.

			5-(11) 	F ACCIDENTS	a a a action and a contract of the contract of	
fit:						
3- )740	12/17/64 1	AND ALCH TELL	ZFSSNA 113 Nord58 ga#40€-3FS1+rFE0	P# 1 2 2	1801 - 2011 254 -> 040	and the property of the control of t
	NAME OF AIRPORT - VAN NU/S DEPARTURE POINT INTENDED DESTINATION HUMBARS CALIF TYPE OF ACCIDENT GINE FAILURE OF MALFUNCTION STAIL			13.5	.ş ::::-AT1∪*- 	
	DUAL STUDE PILOT IN C FACTUALSE MISCELLANG	OMMAND - INAUFC	ICNS - SIMULATEM ( NOT INTAIN/MAINIAIN FLYING CATE SUPERVISION OF FLYING ICNS - PUDKLY PLANNE ICNS - IMPROPER PROPOSE M APCM. SIM SINGLE IN	BANT TOTAL METERS OF STATE OF	) OLAN, KIT WIFEST	STARRES AND HESSURF
3-4596	TIME - 1357		NA1950 DAMAGE-SUBSTANTIAL	PA - 0 3	y SychicHicketAL y ComP/ExeC	ijumerkčias, ašč 3m. mozo 1.5a. modeš, 3d 1m. typć, 1m5trimen1 mateo.
	NAME OF AIRPORT - GRYR PITTSBURGH DEPARTURE POINT INTENDED DESTINATION HARRISBURG, PA TYPL OF ACCIVENT ENGINE FAILURE OR MALFUNCTION COLLIDED WITH: WIRES/PCLES				. OF SPEKALLIN IDINGS FINAL APPK IDINGS LEVEL OFF/	)ACM
	FACTOR(S) POWERPLAN	IT - FUEL SYSTEM		AMECUT-2 ENGI	NES	CONTAINED RESIDUAL FUEL-

### AUTEES 16 ACCTUENTS

	U-TE LUCATION	ATHCHAFT BATA	PAJORIES AVM 6 4	PURPASE	PECIT CATA
3-4677	12 29/64 - PHENIX CITY, TINE - 1011	ALA ENSTROM F29= N4H80 DAMAGE-SUHSTANTIAL		N/NEUMMERCEAL BUSINESS	PRIVATE, A c 40, 3014 FORAL HOURS, 140 IN TYPE NOT INSTA MENT MATERS
	DEPARTURE PUINT PHENIX CITY,ALA YPE OF ACCIDENT "NOINE FAILURE UR MAL (ITCHING	INTENDED DESTINATION CULUMBUS;GA	14 81	H HPERATEIN LUHT: NORMAL ÖHULDE NG: PUHFK-HFF AUTHRITATE	rê LANUINU
	POWERPLANT - ENGINE S MISCELLANEOUS ACTS & CO JTORIS) MISCELLANEOUS ACTS & CO COMPLETE POWER LOSS - CO E-EMBERCY LINCUMSTANCES	OPERATION, OVERSPEEDING ENG. TRUCTUME: LTHEN NOTITIONS — MATERIAL FAILURE NOTITIONS — ACHCHAFT CAME TO OMPLETE ENGINE FAILURE/FLAN — FONCED LANDING CAF AIRPE EJ INTERNAL BREAKUP UM ENG.	: REST IN WATEN RECUT-L ENGINE RET UN WATER		
3-4699	9/4/69 CANTUN,GA	PIPEH PA-23 N4344P		NUNCOMMENCIAL PLEASURE/PERSONAL THANS	
		DAMAGE-DESTRUYED "			TYPE, NUL INSTRUMENT
	DEPARTURE POINT ATLANTA,GA TYPE OF ACCIDENT ENGINE FAILURE OR MAL COLLIDED WITH: TREES	INTENDED DESTINATION THENSHORD #4	IN FL	UF OPERATION LIGHT: NORMAL CROISE ING: LEVEL OFF/TOGORDOWN	

	DATE LOCATION		F 2 4/4	PURPUSE	Piluf DATA
	10/1/69 FAIRFAX,SC TIME - 1800		CR- 0 0 1 PX- 0 0 0	CIMMERCIAL	COMMERCIAL, PLICISITY,  AUE SI, Addo TOTAL HOURS  ZIS IN TYPE, NOT INSTRUM  MENT HATEUL
	NAME OF AIRPORT - ALLENDAL DEPARTURE POINT ALLENDALESC TYPE OF ACCIDENT ENGINE FAILURE OF MALFOR CULLIDED 41TH: TREES	INTENDED DESTINATION LUCAL	IN FI	(F LPERATE >: LGHT: EN KOUTE TO TREAT NG: LEVEL OFF/TOUCHOO≣N	
	PRUBABLE CAUSEIS) PILUT IN CUMMAND - IN'DI MISCELLANEOUS ACTS,CU'S! PARTIAL PUMER LUSS - PARTI EMERGENCY CIRCUMSTANCES -	IAL LUSS OF POWER - 1 ENG	INE	INNING .	
	SPECIAL DATA TUTAL HUURS IN CROP CONT KIND OF CPOP — GRAIN FII PILOTI'S SEAT BELT — FAST GIUGLES — NIIT USED CUCKPIT CRASHFAD — NOT I TANK/HOPPER-LUCATION — I ELEVATION—AREA BEING TRI KEMARKS— OIL QUICK DRAIN I	LOS TENEU-PRUPERLY INSTALLED ORMAND OF PILOT FATEU-FEET - 175	TYPE UF GLUVES CHASH H CHASH IN TERMAIN	UPERATION - SEZUING CRE CHERICAL USED - UNKNOWN - MUT USED GLIPET - AVAILABLE-USED IAK - INSTALLED I-TYPE - LEVEL, FLAT NCE OF INSUFFICIENT LUBA	V NOT REPORTED
<b>3-47</b> 00	12/5/69 SAVANNAH:GA TINE - 1204	MUUNEY MZÜA NGUOSX OAMAGE-SUHSTANTTAL		NINCOMMERCIAL PLEASURE/PERSUNAL TRANS	COMMENCIAL, AGE 33, 1043 P TOTAL HOURS, 52 IN TYPE, NOT INSTRUMENT RATED.
· .	MAME OF AIRPORT - TRAVIS DEPARTURE POINT DELAND, FLA TYPE OF ACCIDENT WHEELS-UP	INTENDED DESTINATION SAVANNAH,GA		IF OPERATION NG: LEVEL OFF/TOUCHJOWN	
	FACTOR(S) AIRFRAME - LANDING GEARS	EO TU ASSURE THE GEAR WAS ELANDING GEAR MARNING AN SERVICING, INSPECTION: IN	D INDICATING O	OMPUNENTS ENANCE AND INSPECTION	

```
FILE
        DATE
                      LOCATION
                                         AIRCRAFT DATA
                                                             INJURIES
                                                                            FL IGHT
                                                               F S M/N
                                                                            PURPOSE
                                                           3-4701 12/12/69 CHICAGO,ILL
                                       CESSNA 182K
                                                          CR- 0 0 1 NUNCUMMERCIAL
                                                                                                  PRIVATE + ASE 35. 015
        TIME - 1215
                                       N85555
                                                          PX- 0 0 U BUSINESS
                                                                                                  TUTAL HOURS, 125 IN TYPE,
                                       DAMAGE-SUBSTANTIAL
                                                                                                  NUT INSTRUMENT RATED.
        NAME OF AIRPORT - MEIGS
        DEPARTURE FUINT
                                    INTENDED DESTINATION
          CHICAGO, ILL
                                       ST.CHARLES,ILL
        TYPE OF ACCIDENT
                                                                 PHASE OF CPERATION
          ENGINE FAILUPE OR MALFUNCTION
                                                                   IN FLIGHT: CLIMB TO CRUISE
          GEAR COLLAPSED
                                                                   LANDING: RULL
        PROBABLE CAUSE(S)
         PILOT IN COMMAND - IMPROPER OPERATION OF PUMERPLANT & PUMERPLANT CONTRILS
         MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR
         WEATHER - CUNDITIONS CONDUCTIVE TO CARB./INDUCTION SYSTEM ICING
       FACTOR(S)
         MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE
       WEATHER BRIEFING - NO BRIEFING RECEIVED
MEATHER FORECAST - FURECAST SUBSTANTIALLY CORRECT
       EMERGENCY CIRCUMSTANLES - FORCED LANDING UFF AIRPORT ON LAND
       SKY CONDITION
                                                                CEILING AT ACCIDENT SITE
         CLEAR
                                                                  UNLIMITED
       VISIBILITY AT ACCIDENT SITE
                                                                 PRECIPITATION AT ACCIDENT SITE
         5 OR OVER
                                                                  NONE
       OBSTRUCTIONS TO VISION AT ACCIDENT SITE
                                                                TEMPERATURE-F
                                                                  23
       WIND DIRECTION-DEGREES
                                                                WIND VELOCITY-KNOTS
         260
       TYPE OF WEATHER CONDITIONS
                                                                TYPE OF FLIGHT PLAN
                                                                  NIJNE
       REMARKS- LND CA RUAD.
```

```
231RULM1
FILE
        DATE
                      LUCATION
                                        AIRCRAFT DATA
                                                                           FLIGHT
                                                              F 5 4/N
                                                                           PURPOSE
3-4702 10/5/69
                  ALMA.GA
                                      STINSON 108-1
                                                          ER- 0 0 2 MISCELLANEOUS
                                                                                                  PRIVATE, ALE 47, 78 ISTAL
                                                          PR- 0 0 0 SEARCH AND RESCUE
       TIME - 1200
                                                                                                  HOURS, 25 IN TYPE, NUT
                                      N8518K
                                      DAMAGE-SUBSTANTIAL
                                                                                                  INSTRUMENT MATED.
       MAME OF AIRPORT - BACUN COUNTY
       DEPARTURE POINT
                                   INTENDED DESTINATION
          DUUGLAS,GA
                                     ALMA,GA
       TYPE UF ACCIDENT
                                                                PHASE OF OPERATION
         GHOUND-MATER LOUP-SHERVE
                                                                  LANDING: HULL
         NUSE OVER/DOWN
                                                                  LANGING: RULL
       PRUBABLE CAUSE(S)
         COPILOT - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT
         CUPSLOT - FAILED TO PAINTAIN DIRECTIONAL CONTACL
         WEATHER - SUDDEN WINDSHIFT
       FACTORISI
         AIRFRAME - LANGING GEAK: BRAKING SYSTEM INCHMAL SYSTEM)
       WEATHER BRIEFING - HPIEFED BY FLIGHT SERVICE PERSONNEL, BY PHUNE
       WEATHER FUNECAST - FORECAST SUBSTANTIALLY CURRECT
       SEV COMPLETION
                                                                CEILING AT ACCIDENT SITE
         BHUKEN
                                                                  1500
       VISIBILITY AT ACCIDENT SITE
                                                                PRECIP TATION AT ACCIDENT SITE
         4 MILES DR.LESS
                                                                  NITHE
       UBSTRUCTIONS TO VISION AT ACCIDENT SITE
                                                                HELATIVE BEARING OF WIND
         HAZE
                                                                  RIGHT CHUSS WIND OD8-112 DEGREES
       TEMPERATURE-F
                                                                WIND DIRECTION-DEGREES
         17
                                                                  20
       WIND VELOCITY-KNUTS
                                                                TYPE OF MEATHER CONDITIONS
         10
                                                                  VFA
       TYPE OF FLIGHT PLAN
         NUNE
       REMARKS- CO-PLT. A FLT INSTR. IN THE P SEAT WAS MAKING THE LDG. ALFT NOT EQUIPPED WITH BRAKES ON A SIDE.
3-4703 12/9/69 SANTA PAULA, CALIF
                                      TAYLORCRAFT BC-12D CK- 0 0 1 NUNCUMMERCIAL
                                                                                                  PRIVATE. AUE 19. 492
       TIME - 1300
                                      N39963
                                                          PR- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 300 IN TYPE.
                                      DAMAGE-SUBSTANTILL DT- 0 0 1
                                                                                                  NOT INSTRUMENT RATED.
       MAME OF AIRPORT - SANTA PAULA
       DEPARTURE POINT
                                   INTENDED DESTINATION
         SANTA PAULA, CALIF
                                      LOCAL
       TYPE OF ACCIDENT
                                                                PHASE OF CPERATION
         CULLISION WITH AIRCRAFT: BOTH IN FLIGHT
                                                                  LANDING: TRAFFIC PATTERN-CIRCLING
       PROBABLE CAUSE(S)
         PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT
         SEGMENTS OF AVIATION INVOLVED - SMALL US GEN.AV. - SMALL US GEN.AV.
         CONTROLLING AGENCY - NO CONTROL
                                                                RADAR CTL/SURVEILLANCE - RADAR SERVICE NOT AVIALABLE
                                                                CONTROLLED/UNCONTROLLED AIRPORT - UNCONTROLLED AIRPORT
          TRAFFIC ADVISORY ISSUED - NUME
          CONTROL ZONE/AREA - NO
                                                                CONVERGENCE AMGLE-DEGREES - 23
         HORIZONTAL COLLISION ANGLE-DEGREES - 136
                                                                VERTICAL COLLISION ANGLE-DEGREES - 160
          EVASIVE ACTION TAKEN - YES
                                                                ANTI-COLLISION LIGHTS - NOT INSTALLED
       REMARKS- T-CRAFT EXP DUE LARGE ENG. LNDD IN DRY RIVER BED, UVERTURNED. DSCNOOL DAY CESSNA CHAND ONTO BASE.
```

### BATEFS OF ACCIDENTS

			BAILERS	OF AC	CIDENTS	•		
FILE	DATE	LOCATION	ALPCRAFT DATA	F	S #/A	PUR	POSE	PILUT DATA
3-4703	12/9/69 TIME - 130	SANTA PAULA, CALIF		CR- PA-	0 0 1	- NUNCUMP	IERCIAL SS	PRIVATE, AUE 52, 378 TOTAL HOURS, 154 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE VAN NUY TYPE OF AC	S.CALIF	NTENDED DESTINATION SANTA PAULA-CALIF		PHASE	OF OPERAT		I.Nu.
	PHOBABLE C	AUSE(S)	ERSONNEL: PILOT OF CT	HER AL				
	CONTROLL TRAFFIC CONTROL HORIZONT EVASIVE	ING AGENCY - NO CON ADVISORY ISSUED - N ZONE/AREA - NO AL CGLLISION ANGLE- ACTION TAKEN - YES	ONE		CUNTRO CUNTRO CUNVER VERTIO ANTI-O	CTL/SURVE DEEED/UNCO IGENCE AND AL COLLIS OLLISTON	ONTROLLEO AIRPORT SLE-OEGREES - 21 SION ANGLE-DEGREES LIGHTS - INSTALLE	O, GPERATION UNKNOWN
3-4704		TAHLEQUAH,OKLA O	HARWOOD WBL N12034 Damage—Substantial					COMMERCIAL, FL.INSTR., AUE 53, 543 TOTAL MOURS, IN TYPE, NOT INSTRUMENT
	DEPARTURE WAGUNER TYPE OF ACI ENGINE F	OKL'A	NTENDED DESTINATION LOCAL		IN F		TION PAMAL CRUISE EL OFF/TOUCHDOWN	RATED.
	POWERPLAI MISCELLAI PERSUNNEI CUMPLETE PI EMFRGENCY	NT - FUEL SYSTEM: O NT - IGNITION SYSTE NEOUS ACTS.CONDITIO L - PRODUCTION-DESI OWER LOSS - COMPLET	M: MAGNETOFS NS — JAMMED GN: OTHER E ENGINE FAILURE/FLAM GED LANDING OFF AIRPO	RT ON	LAND			

PAGE 1911 .

			BRIEFS	S CF AC					·	
FILE	DATE	UCATION	AIRCHAFT DATA	IN.	E 2 W	/4	FLIGHT . PURPOSE		PILCT DATA	
	8/1/69 HROOM TIME - 1730	FIELD, CULC	MOONEY M20A	CH- PX-	0 0	1	INSTRUCTIONAL THAINING		STEDENT, AGE 29, 49 HOURS, 41 IN TYPE, INSTRUMENT RATED.	
	NAME OF AIRPORT DEFARTURE POINT BROUMFIELD.COL		COUNTY INTENDED DESTINATION - LOCAL							
	TYPE OF ACCIDENT		20272		PHAS	E 01	F CPERATION			
	PROPELLER/ROTO		HOPELLER		TA	REGI	FF: RUN			
	FIRE OR EXPLOS	ION: ON GRCU	MO		TA	KEOF	FF: ABORTED			
	PROBABLE CAUSELS	1								
			ACCESSORIES: BLAJES	-						
	FACTOR(S)	AC12,CUMDIII	ONS - MATERIAL FAILURI	Ē.			•			
		ACTS.CONDITE	ONS - VIBRATION.EXCES	SIVE						
			ONS - FIRE IN ENGINE							
	REMARKS- PROP BL	ADE FAILED F	OR UNDETERMINED KEASO	A. ATBI	PATION	CAL	JSED ENG.AIRFRAME DA	MAGE, ST	ARTED FIRE.	
	•		•							
-4706	10/10/69 PRATT	VILLE.ALA		CR-	0 0	ı	COMMENCIAL		COMMERCIAL, AGE 28,	996
	FIME - 0715		N29226 Damage-destroyed	PX-	O Û	0	AERIAL APPLICATION		TOTAL MOURS, LC+ IN INSTRUMENT RATED.	YPE
	DEPARTURE POINT PRATTVILLE, ALA		INTENDED DESTINATION							
	TYPE OF ACCIDENT		LOCAL		PHAS	F LIF	FUPERATION			
	ENGINE FAILURE		ION				LUPA: PROCEDURE TURN	AROUND		
	STALL: MUSH				IN	FLI	IGHT: PRUCEDURE TURN.	ARUUND		
	PROBABLE CAUSELS	1								
	POWERPLANT - E	NGINE CONTRO	LS-COCKPET: INDUCTION	AIR,P	REHEAT	CU	NT ROLS			
	FACTOR(S)									
			ONS - JETTISONED LOAD LOSS OF POWER - 1 EN	GINE						
-	SPECIAL DATA									
	TOTAL HOURS IN		L - 166				OPERATION - DEFOLIA			
	KIND OF CROP -		N/NOT REPORTED				- CHEMICAL USED - LIQ - NOT USED	OID CHE	MICAL-MUMIUALE	
	GOGGLES - USED		MINUT REPURIED				ELMET - AVAILABLE-US	FD		
	COCKPIT CRASHP		ED				AR - INSTALLED			
	TANK/HOPPER-LO		ES		TERR	AIN	-TYPE - KOLLING			
					SWAT	H RL	JN-HOW FLOWN - CROSS	MIND	-	
			ST 1/3 OF TURN							
	REMARKS- CARB HE	AT CATL SLIP	PED TO FULL ON POSITION	DN . C AU!	SED PU	w ER	LOSS. ACFT SETTLED	INTO TR	EES.	

FILE	DATE	LOCALIUN	AIRCRAFT DATA	INJERIE F S	M/N	FL IGHT PURPOSE	PILOT SATA
3-4707	10/14/69 TIME - 1700	/ALDOSTA,GA	CESSNA 177	CF- 0 0	1	/NSTRUCTIONAL TRAINING	STUDENT, AGE 34, 52 TUTAL HOUMS, 3 IN TYPE, NOT LASTRUMENT RATED.
	DEPARTURE PO VALOUSTA, TYPE OF ACC HARD LAND GEAR COLL	GA LDENT LNG	INTENDED DESTINATION LOCAL	L	ANDI	F UPERATION NG: LEVEL OFF/10UCHD NA NG: LEVEL OFF/10UCHDOWN	
	PILUT IN ( FACTOR(S) 4ISCELLAND PILUT IN (	CUMMAND - EMPROP COMMAND - EMPROP EOUS ACTS+CONDET	ER FECUVERY FROM BOUNCE IONS — OVERLOAD FAILURE IF FAMILIARITY WITH AIRC				
3-4708	11/9/69		LUSCOMBE 8A			INSTRUCTIONAL	STUDENT, AGÉ 48, 230
	TIME - 1515		N1220K Damage-Substantial	PX- 0 U	0	TRAINING	TOTAL HOURS, 44 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIR DEPARTURE PO AURORA-CO		I INTENDED DESTINATION LUCAL				
	TYPE OF ACC		BCTH UN GROUND			F OPERATION FROM LANDING	
		COMMAND FAILEL	I TO SEE AND AVOID OTHE F NOBLLS. N1220K TAXYI		NG R	AMP. NUBLLS STOPPED SHI	ORT OF TAXIMAY.
	•	*					
3-4708	11/9/69 TIME - 1515		STEEMSHIP L N88 (LS DAM 1GE-MINOR			NUNCUMMERCIAL PLEASUNT/PERSUMAL TRAI	PRIVATE, AGE 40, 2270  NSP TUTAL HOURS, 550 IN TYPE  NOT INSTRUMENT RATED.
	DEPARTURE P	0	INTENDED DESTINATION LUCAL				
	CULLISION	IDENT WITH AIRCRAFT:	BOTH ON GROUND			F UPERATION C: IDLING ENGINE(S)	
,			PEKSONNEL: PILUT OF O	THER AIRCRA	FY		

			AIRCRAFT DATA	C ( M/L	A 2 A C MILLOR	PILOT DATA
	11/18/59 LANAS TIME - 1005	TUTA,NY	CESSNA 150	CH- 0 0 1 PH- 0 0 0	NONCOMPERCIAL	STUDENT, AGE 25, 33 TOTAL ANSP HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.
	MAME OF ATAPORT	- CANASTOTA				
	DEPARTURE POINT		INTENDED DESTINATION			
	VA ATCTEARAS		LOCAL		354655111	
	TYPE OF ACCIDENT		BUTH ON GROUND		F CPERATION TO TAKEO! F	·
		SCELLANEOUS-	-PERSONNEL: PILOT OF OT RUCK BY CESSNA 172 N351			
	•					
-4709	11/18/69 CANAS TIME - 1005		CESSNA 172 N35779 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	LNSTRUCTIUNAL TRAINING	STUDENT, AGE 32, 30 TOTAL MOUAS, ALL IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT	- CANASTOTA				
			INTENDED DES' INATION			
	CANASTID' A, NY		LOCAL		-	
	TYPE OF ACCIDENT		ICTH ON GROUND	PHASE UI TAKEOI	FOPERATION Fr run	·
		NO - FAILED	TO MAINTAIN DIRECTIONA NO HIT TAXIING CESSNA I			
-4/10	12/22/69 CRAWF TIME - 1600	UK U , GA	CESSMA 140 NB1046	CK- 0. 0 1	TRAINING	STUDENT, AGE 23, 21 TOTAL HOURS, ALL IN TYPE, NET
	1145 - 1000	•	DAMAGE-SUPSTANTIAL		- AINING	INSTRUMENT PATED.
	NAME OF AIRPURT	- HELMREILH				1434431641 721634
	DEPARTURE .POINT		INTENDED DESTINATION			
	CHAMFORD GA		LOCAL			
	TYPE OF ACCIDENT				CPERATION	
	CULLIDED WITH:	TREES		TAKEUI	F: INITIAL CLIMB	
		ND - ATTEMPT	FED OPERATION BEYOND EX ED UNSUITABLE TERRAIN	PERIENCE/ABILI	A FEAEF	

FILE		AIRCRAFI DATA	F S M/N	PURPOSE	PILLT DATA
3-4711	4/30/69 MATTITUCK.NY TIME - 1359	CESSNA 1855 N2294T DAMAGE-SUBSTANTIAL	(8- 0 0 2 m PX- 0 0 0 0	ISCELLANEU IS PRONSTRATIGE	PRIVATE, AUE 58, 2948 TOTAL MOUPS, CARMA IN TIPE, AUE INSTRUMENT RATED.
	NAME OF AIRPURT - MATTITUCK DEPARTURE POINT		•		
	MATTITUCK, NY	LERDY. NY			
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFON.	T 10h	PHASE OF (		
	STALL: HUSH	r - UN		: INITIAL CLIMB : INITIAL CLIMB	
	PROBABLE CAUSE(S) COPILOT - INADEQUATE PREFI COPILOT - IMPRUPER OPERAT CUPILOT - FAILED TO OBTAL PILOT IN COMMAND - INADE PARTIAL POWER IDSS - PARTIA	TON OF POWERPLANT & POP N/MAINTAIN FLYING SPEED NATE SUPERVISION OF FL	HERPLANT CONTROLS ) Eght		
	EMERGENCY CERCUMSTANCES - FI REMARKS- THROTTLE FRICTION	ORCED LANDING OFF AIRPI	ORT ON LAND	,THROTTLE UBSVO TO CR	EFP with LUCK OFF.
-4 <b>7</b> 12	12/10/69 BARNESVILLE, MINN	BEECH J35	JH- 1 0 0 NE	NCOMMERCIA:	PRIVATE, AUE 40, 848
	TIME - 2015	N83250 DAMAGE-DESTROYED	PX- 1 0 0 Bt		TOTAL MOUNT, 202 IN TYPE, NOT INSTRUMENT HATED.
	NAME OF AIRPORT - BARNESVILL DEPARTURE POINT			·	
	FERGUS CALLS.MINN	MINOT N DAK			-
	TYPE OF ACCIDENT COLLIDED WITH: TREES		PHASE OF E IN FEIG	PERATION HT: NORMAL CRUISE	
	PROBABLE CAUSE(S) PILOT IN COMMAND - CONTING	UED VFR FLIGHT INTO AD	FRASE WEATHER CONF	DIFTONS	
	FACTOR(S) WEATHER - LOW CEILING WEATHER - FGG			-	
	MEATHER BRIEFING - BRIEFFD WEATHER FORECAST - FUNECAST MISSING AIRCRAFT - LATER REC	SUBSTANTIALLY CORRECT	ONNEL, BY PHONÉ		
	SKY CONDITION UNKNOWN/NOT REPORTED		CEILING AT	ACCIDENT SITE	
	VISIBILITY AT ACCIDENT SITE		PRECIPITAL	TIUN AT A. CIDENT SITE	
	3 MILES OR LESS OBSTRUCTIONS TO VISION AT AG	CCIDENT SITE	SNUN TEMPERATUI 17	RE -F	
	WIND DIRECTION-DEGREES		-	LITY-KNOTS	
	Z60 TYPE OF WEATHER CONDITIONS		5	ICUT OLAN	
	VFR FIRE AFTER IMPACT	-	TYPE OF FO	IGHT PLAN	
	REMARKS- KECOVERY DATE-12/1				

FILE	DATE	LOCATION	AIRCRAFT DATA	l NJ C F	IRIES S M/	n P	L IUHT UPPOSE	PILUT GATA			
		GAITHERSBURG. MD	AERO COMOR 680-FL	C#- (	0 0	LNONC	CUMMERCIAL, AGE HT, 1635 TOTAL HOURS, 238 IN TYPE INSTRUMENT HATED.				
	NAME OF AT DEPARTURE JASPER		COUNTY INTENDED DESTINATION GAITHERSBURGIND		-						
	TYPE UF AC HARD LAN GEAR COL	CLDENT IDING		•	LAIL		MATIUM EVEL OFF/TOUCHOUWA EVEL UFF/TOUCHD/#A				
	PROBAELE PILO: in FACTOR(S)	LUSE(S) COMMAND - IMPRUPER	R LEVEL OFF								
	MISCELLA MEATHER MISCELLA MISCELLA WEATHER PS	- ICING CONDITIONS- INEURS ACTS, CONDITION INEURS ACTS, CONDITION IEFING - BRIEFED BY	INS - POORLY F.ANJED -INCLUDES SLEFT,FPEEZ INS - AIRFRAME ICE INS - OVERLOAD FAILUR FELIGHT SERVICE PERS LIGHTLY WORSE THAN FO	ING PAIN E Onnel, B	ETC.						
	SK CONDIT		IGHTLY BURSE THAN PU	CEILING AT ACCIDENT SITE							
	CLEAR			IMITED	N AT ACCIDENT SITE						
	5 UK OV	TAT ACCIDENT SLIFE			NON		A AL ACCIDENT SITE				
	UBSTRUCT!		TYPE VFR		HER CONDITIONS						
	TYPE OF FL 1FR REMAPKS- M	•	CH FOR SPACING. LND	TC L OF	RWY.	ENCOUNT	ERED 1CING COND UN	FLT.			
-4714	9/14/6; TIME - 151		CESSNA 172 N3941R Dø' SUBSTANTIAL	PX- C	0 0	L NONC D PLEA	OMMERCIAL SURE/PERSONAL TRANS	NO CERTIFICATE, AGE P UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATEO.			
	DEPARTURE		NTENDED DESTINATION					NOT INSTRUMENT RATED.			
	GROUND-	THRE DAKS, MICH  YPE OF ACCIDENT  PHASE OF CPERATION  GROUND-MATER LOOP-SWERVE  LANDING: ROLL  GEAR COLLAPSED  LANDING: ROLL									
	PROBABL® CAUSE(S)  PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AMO/OR FLIGHT CONTRULS  PILOT IN LUMPAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL FACTORIS)  MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE										
			ONS - STOLEN OR UNAUT USE GR STRUCK HOLE OF		USE C	FAIRCE	AFT				

FILE		LOCATION	AIRCRAFT DATA					FLIGHT PURPUSE		PICOT CATA
3-4715	10/25/69 PACE TIME - 1330 NAME DE VIRPOR	OIMA.CALIF T - WHITEMAN	CESSNA 140 N76269 DAMAGE-MINOR	CR - PX- OT-	0	0	٥	NIGGOMMERCIAL PLEASURE/PERSONAL TRANSP	RANSP	PHIVATE, AUE 53, 1331 TOTAL MODES, 157 IN TYPE NOT INSTAUMENT RATED.
	DEPARTURE POIN FACUIMA-CALII TYPE OF ACCIDEN COLLISION WI	F N <b>T</b>	INTENDED DESTINATION LGCAL BOTH ON GROUND					F ÖPERATTÖN TO TAKEOFF		
<del> -4</del> 715	10/25/69 PACC	MANO - FAILLO	TU SEE AND AVOID OTHER					NCNCOMMERCIAL		
	NAME OF AIRPORT DEPARTURE POINT	- WHITEMAN	N99894 DAMAGE-SUBSTANTIAL INTENDED DESTINATION	PX-	0	0	0	PLEASURE/PERSONAL TO	RANSP	PHIVALE, AGE 30, 110 LOTAL HOURS, ALL IN LYPE, NOT INSTRUMENT RATED.
	PACCIMA, CALIF	: iT	LOCAL BOTH UN GROUND		P			F CPERATION C: IDLING ENGINEISE		
	PRCB=BLE CAUSE( PERSUNNEL - M REMARKS- CESSNA	ISCELLANFOUS-	-PERSONNEL: PILOT OF CT SS RWY BETWEEN LNOG ACF	HER AT	RCI ST	RAF RUCI	r K Er	REQUEE IN RUN UP AREA	۹.	

7/19/69 TIME - 1612	SELDYVILLE, DEL	DEECH 23			SM		PURPOSE		
		N2329J DAMAGE-DESTROYEO		CR- 1 0 0 NONCOMMERCIAL PR- 0 0 0 PLEASURE/PERSONAL		TRANSP	PRIVATE, AGE 33, 275 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.		
DEPARTURE P		INTERDED DESTINATION		L			MOUTE STOP		
TYPE OF ACC	•	COUNTY COM		,		_	F OPERATION		
	FAILURE: IN FLIC WITH GROUND/WATE						IGHT: STHER IGHT: UNCONTROLLED	DESCENT	
PROBABLE CA									
		ER IN-FLIGHT OECISIONS JED VFR FLIGHT INTO ADV					0+0171 <i>0</i> me		
		ED DESIGNED STRESS LIPE							
	THUNDERSTORM ACT								
	- WIMES: RIBS,STI - WIMES: SKIM AM	INSER, CAP STRIPS							
		IONS - OVERLOAD FAILURE							
FACTOR(S)									
		IONS - SEPARATION IN FL DV FLIGHT SERVICE PERSO		-		nto			
		SUBSTANTIALLY CORRECT		-			•		
SKY CONDITE	OM			•	JE IL 25		AT ACCIDENT SITE		
	AT ACCIDENT SITE			,			TATION AT ACCIDENT	SITE	
3 MILES O							ERSTORM		
TYPE OF FLE	S TO VISIOM AT M OT REPORTED GHT PLAM	CIDENA 21 LE		. 1	VF VF		WEATHER CONDITION	IS	
FIRE AFTER	IMPACT								
		THE A TSTALL HING OUTE	R PAM	ĖL	SEP	N 0	CRD.MFG TESTS SUBS	TANTIÀTE	OVERLOAD FAIL.
									•
9/21/69 TIME - 1630		MAYION A M4150K DAMAGE—SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL	TRANSP	PRIVATE, AGE 39, 4765 TOTAL HOURS, 860 IN TYPE NOT INSTRUMENT RATED.
DEPARTURE P	OINT	INTENDED DESTINATION							MOI INSINGMENT WHEEP.
LIBERAL		SPRINGFIELD, ONIO		_					
TYPE OF ACC	r som		•			F OPERATION IGHT: NORMAL CRUIS			
	WITH: FENCE,FENC						NG: ROLL		
PROBABLE CA									
		TURE: VALVE ASSEMBLIES							
		IONS - MATERIAL FAILURE L LOSS OF POMER - L ENG							
EMERGENCY C	IRCUMSTANCES - FO	DACED LANDING OFF AIRPO	RT OM						•

FILE	DATE	LOCATION	A ERCRAFT DATA			SIE		FL IGHT PURPOSE	PILOT DATA
3-4718	TIME - 094		PIPER PA-28 N5598U DAMAGE-SUBSTANTIAL					INSTRUCTIONAL TRAINING	STUDENT, AGE 33, L9 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE (	POINT I	NTENDED DESTINATION						
	TYPE OF ACC	CIDENT ATER LUOP-SWERVE			P	L	IUNI	F CPERATION NG: ROLL NG: RULL	
	FACTOR(S)	COMMAND - IMPROPER	OPERATION OF BRAKES		R F	·L 16	НТ	CONTRULS	
3-4719	6/24/69 TIME - 064	LUS AMGELES, CALIF	CESSMA 172D N2856U DAMAGE—SUBSTANTIAL					HONCOMMERCIAL PLEASURE/PERSONAL TRANSF	COMMERCIAL, FL.INSTR.,  AGE 35, 1500 TOTAL HOURS. 160 IN TYPE, NOT INSTRU- MENT RATED.
	DEPARTURE F	DE, CALIF	NTENDED DESTINATION LOS ANGELES, CALIF		_				
		JET/ROTOR BLAST				· \$1	ATI	F CPERATION C: PARKED-ENGINES NOT OPI C: PARKED-ENGINES NOT OPI	
	MISCELLAN FACTOR(S) MISCELLAN	AIRPORT SUPERVI NEOUS - PROP/JET/RO NEOUS ACTS, CONDITIC	NS - CUNGESTED PAMP/1	'AZIWA'	,	,			
	REMARKS- AI	PRT MANAGEMENT ALLO	WED THE MIXING OF LIG	HT AN	) <b>,</b> H	EAV	Y A	CFT IN CLOSE PROXIMITY.	
<b>)-4</b> 720	10/4/69 TIME - 1530	PEARBLOSSOM, CALIF	SCHEMPP-H CIRRUS N240F DAMAGE-SUBSTANTIAL	PX-	0	0	0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	COMMERCIAL, AGE 49, 792 TOTAL HOURS, 1 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE PEARBLOSS	OM, CALIF	MTENDED DESTINATION PEARBLOSSOM, CALIF	0,					NUI ENSTRUMENT RATED.
	COLLISION	.IDENT I WITH AIRCRAFT: BO	TH ON GROUND					F OPERATION C: OTHER	
			ERSONNEL: PILOT OF CT	HER AI	RC	RAF	T		
用語を決定	251-1-1-2								

* PACE 1010

FILF	DATE LOCATION	ALECRAFT DATA	INJURIES F S H/N				PILOT DATA	
<b>-4720</b>	10/4/69 PEARBLUSSOM.CAI TIME - 1530	GALIF SCHWLIZER 2-33 M7779S DAMAGE-SUBSTANTIAL		0 0	0	O TRAINING	STUDENT, AGE 17, 12 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED.	
	MAME OF AIRPORT - CRYSTA					•		
	DEPARTURE PUINT	INTENDED DESTINATION						
	PLARBLUSSOM, CALIF	PEARBLOSSUM, CAL1F						
	TYPE OF ACCIDENT	*				OF OPERATION		
	COLLISION WITH AIRCRA	FT: BOTH UM GROUND			ANC	DIMC: WOFF		
	PRUBABLE CAUSEIS) PILUT IN CUMMAND - MIS	SJUDGED CLEARANCE						
<b>5-4721</b>	10/26/69 HANGVER,NJ TIME - 1445	SCHEMP SH-1 N103AM					PRIVATE, AGE 27, 92 TOTAL SP HOURS, 17 IH TYPE, INSTRU	
		DAMAGE-SUBSTANT LAL					MENT RATED.	
	MAME OF AIRPORT - HANUVE							
	DEPARTURE POINT	INTENDED DESTINATION						
	HANDYER, NJ	LOCAL						
	TYPE OF ACCIDENT					OF OPERATION	•	
	MISCELLANEOUS COLLISION WITH GROUND	MATERI UNCONTROLLED				FLIGHT: CLIMB TO CRUISE DING: LEVEL OFF/TOUCHDOWN		
	PROBABLE CAUSEIST							
	SYSTEMS - FLIGHT CONTI	ROL SYSTEMS: AILERON AND A		TAS	CON	NTROL: SYSTEM		
		NOITICNS - IMPROPERLY INST						
		ADEQUATE PREFLIGHT PREPARA				LANNING		
	EMERGENCY CIRCUMSTANCES	- FORCED LANDING OFF AIRPOLATERAL CONTROL PROBLEM	טאנו טא	F WAI	,		-	
						BETWEEN FUSELAGE AND MG I		

			DR16FS	OF AC	10€	175		
FILE	DATE	CATION	AIRCRAFT DATA		JAIES S	•	FL IGHT PURPOSE	PILOT DATA
<b>3-</b> 4722	11/16/69 HUNTIN TIME - 1015 GEPARTURE POINT ROHKONKOMA, NY TYPE OF ACCIDENT	IGTUN,NY	CESSMA 172 N1191F DARAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL		9 0	2	NONCOMMERCIAL PLEASURE/PERSONAL TRAN F OPERATION	PRIVATE, AGE 49, 795 ISP TOTAL HOURS, 84 IN TYPE, NOT INSTRUMENT RATED.
	ENGINE FAILURE NOSE OVER/DOWN PROBABLE CAUSE(S)		104				IGHT: NORMAL CRUISE NG: ROLL	
	POWERPLANT - EN MISCELLAMEOUS A TERRAIN - SANDY	GINE STRUCT CTS,CONDITI	URE: MASTER AND CONNEC CNS - MATERIAL FAILURI		JDS			
	EMERGENCY CIRCUMS	TANCES - FO	LOSS OF POWER - 1 EAC RCED LANDING OFF AIRPO OP/ENGINE VIBRATION	DAT ON I			****	
	MEMMERS- NR I COM	MIND WED BEY	RING FAILED. PLT LND (	)M BEMLI	4. M	I GM	TIME ENG.	
<b>3-</b> 4723	11/12/69 BATAVI TIME - 1400	A.NY	BELL 47G-4A N7B86S DAMAGE-SUBSTANT FAL				NONCOMMERCIAL COMP/EXEC	COMMERCIAL, FL.INSTR., AGE: 24, 2434 TOTAL HUURS, 62 IN TYPE, NCT INSTRUMEN RATED.
	NAME OF AIRPORT - DEPARTURE POINT BATAVIA, NY		I INTENDED DESTINATION BATAVIA,NY				÷	ARTEU.
	TYPE OF ACCIDENT ENGINE FAILURE HARD LANDING	OR MALFUNCT	10n		- 81	FL	F OPERATION IGHT: MORMAL CRUISE NG: POWER-OFF AUTOROTAT	TVE LANDING
	MISCELLAMEOUS A MISCELLAMEOUS A MEATMER - COMDI PILOT IN COMMAN COMPLETE POWER LO	ID - IMPROPE ACTS.COMDITI ACIS.COMDITI ITIONS COMDU ID - IMPROPE ISS - COMPLE	CNS - ICE-CARBURETOR CTIVE TO CARB./INDUCT: R OPERATION OF FLIGHT TE ENGINE FAILURE/FLAI	ING EQUI ION SYS CONTRO	IPMEI IEM LS	HT-I	MPROPER OPERATION OF/FA	NILED TO USE
	WEATHER BRIEFING WEATHER FORECAST EMERGENCY CLACUMS	- UNKNOWN/N		ORT ON	L AMD			
	SAY COMOLITION CLEAR VISIBILITY AT ACC	LIDENT SITE			U	WL I P	AT ACCIDENT SITE LIED TATION AT ACCIDENT SITE	:
	5 OR OVER OBSTRUCTIONS TO 1 NOME		CIDENT SITE	-	Ni	DNE PERA	TURE-F	•
	WIND DIRECTION-M 215 TYPE OF WEATHER (				MIN	) VE	LOCITY—KNOTS Flight Plan	
	NEMARKS- DEN POLI	17 43 <b>DE</b> G F.	•		N	ONE		

Brailean to the confi

FILE	DATE	LOCATION	ALPERAFT DATA	l MJU	AILS S M		FLIGHT PURPOSE		PILOT DATA
3-4724	TINE - 2200	Aules al	STINSIN 108-1 N400T DAMAGE-TUSTANTIAL	LH- 0 PX- 0			NUNCORMERCIAL PLEASURE/PEKSONAL	TRANSP	PRIVATE- AGE 46, 963 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE PUR	mT - T.F.GPEFN							
	DANGICK, RI	41	INTENDED DESTINATION SPITHFIELD, RI				•		
	TYPE OF ACCIO		G. 11.2 1625 1.1	1			OP ER AT LON		
		R LOOP-SWERVE					TO TAKEOFF		
	CULLIDED AT	THE SHOWBANK			TA	X I :	TU TAKEUFF		
		US - UNDETERMIN	ED EFFECTIVE. [NVEST NOT S	TABLES /	e na		5 ACET TIED DOWN		ACCO.
	MEMAKAJ- PEI	SINIED MANES E	repective. (4ves) and s	144160	rum.	• ~	3. ACFI TIED DOWN	i șince i	LLUI.
3-4725	12/21/69 % TIME - 1430		BEECH 635 N19000 DAMAGE-SUBSTANTIAL	CR- 0 PX- 0			NONCOMMERCIAL PRACTICE		PRIJATĖ, AGE 39, 990 TOTAL HUUNS, 35 IN TYPE, NOT INSTRUMENT RATEU.
	MAME OF AIRPO DEPARTURE PUI MUSKOGEE, OR TYPE OF ACCIO GEAR COLLAP	NT LA JENT	INTENDED DESTINATION LOCAL				CPERATION G1 RDLL		
	PROBABLE CAUS	EIS) US - UNDETERMIN	ED .						
	SKY COMDITION SCATTERED			•		ING LISI	AT ACCIDENT SITE		•
	S ON OVER	ACCIDENT SITE		1		IPIT	ATION AT ACCIDENT	SITE	
	OBSTRUCTIONS NONE	TO VISION AT AC	CIDENT SITE	1	AEL A		BEARING OF WIND		
	MIND DINECTIO				15		OCITY-KNOTS		
	TYPE OF MEATH	ER CONDITIONS		•	TYPE NO		FLIGHT PLAN		

### MIRES OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJU		S H/N	FL IGHT PURPOSE	PILOT DATA	
<b>-47</b> 26	2/3/69 TIRE - 141	ISLAND PARK,NY	HILLER ACFT FHILOG MAGIPO DAMAGE-SUBSTANTIAL				INSTRUCTIONAL TRAINING	COMMERCIAL, AGE 45, 2651 TOTAL HOURS, 311 IN TYPE NOT INSTRUMENT RATEO.	
	DEPARTURE EAST RO	CKAHAY, NY	LICE INTEMPED DESTINATION LOCAL						
	TYPE OF ACCIDENT  ENGINE FAILUME OR MALFUNCTION  MARD LANDING				PMASE OF SPERATION IN FLIGHT: NORMAL CRUISE LANDING: POWER-OFF AUTOROTATIVE LANDING				
	POWERPLA PILOT IN COMPLETE P EMERGENCY	MEUUS ACTS, COMBIT NT - FHEL SYSTEM: COMMAND - IMPROP ONER LOSS - COMPA CIRCUMSTANCES - F	ER OPERATION OF FLIGHT ETE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPO	CONTROL IEOUT-1 INT ON L	ENG		SETTING WHEN THROTTLE ABO	HUPTLY MOVED TO LDLE	
<b>3-47</b> 27	8/11/69 N TIME - 194	R. SULTAN, HASH 5	CESSAA 150 M30525 DAMAGE-DESTROYED	CR- C			MISCELL AMEQUS TEST	COMMERCIAL, FL.INSTR., AGE 39, 2001 TOTAL MOURS 1440 IN TYPE, MOT INSTRU	
	BEPARTURE BELLEVU TYPE OF AC STALLI SI	E, WASH CIDENT	INTENDED DESTINATION LOCAL				DF CPERATION LIGHT: OTHER	MENT RATED.	
		NEOUS - UNDETERMI		COULDM1	AE	COV	ER,PAKACHUTED. ACFT NOT !	FOUND.	
3-472 <b>0</b>	T1ME - 160		CESSMA 1708 M1878C DAMAGE-SUBSTANTIAL	CR- 0 PX- 0			NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 44, 120 SP TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATEO.	
	DEPARTURE		INTENDED DESTINATION						
	PENSACULA, FLA PENSACULA, FLA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION MOSE OVER/DOWN			PHASE OF OPERATION IN FLIGHT: NORMAL CRUISE LANDING: ROLL					
	PROBABLE C PILOT IN MISCELLA TERRAIN COMPLETE P	AUSEIS) — NISMAN COMMAND — NISMAN NEOUS ACTS-COMDIT — NET-SOFT GROUND OWER LOSS — LONPL	ICNS - FUEL STARVATION		ENG	INE			

PMGT 1923

gra 817-146

# 

# DATE FILMED 1007