

13-04

ZAT-OZAL

TRANSPORTATION SAFETY

BOAR

BRIEF FORMAT

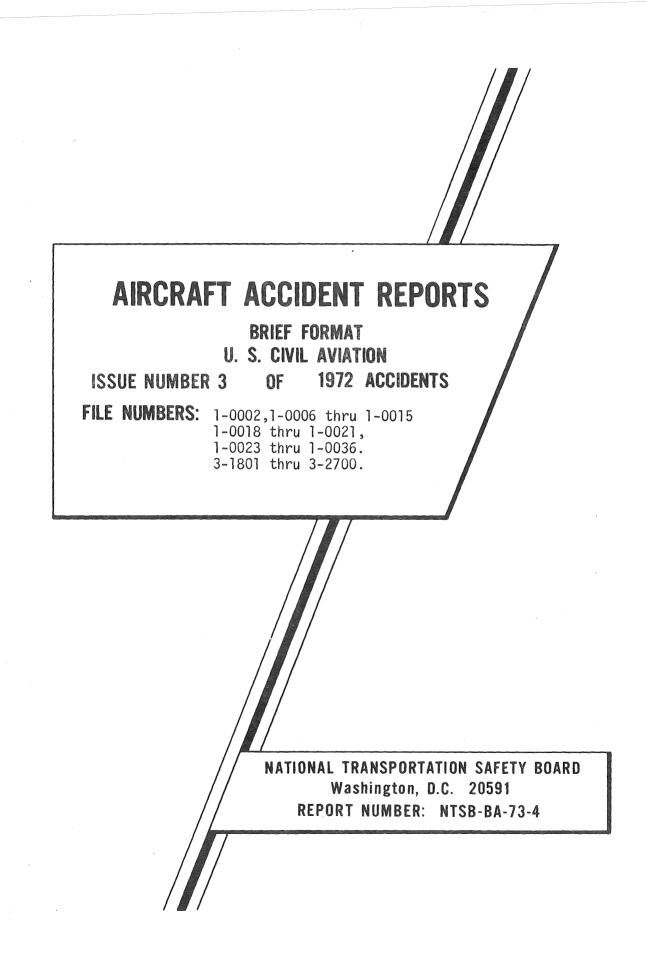
U.S. CIVIL AVIATION

ISSUE NUMBER 3 OF 1972 ACCIDENTS



NATIONAL TRANSPORTATION SAFETY BOARD Washington, D.C. 20591 REPORT NUMBER: <u>NTSB-BA-73-4</u>





......

		AL REPORT STANDARD TITLE PAGE				
1. Report No. NTSB-BA-73-4	2.Government Accession No.	3.Recipient's Catalog No.				
4. Title and Subtitle		5.Report Date				
Aircraft Accident Repor	ts - Brief Format	May 1, 1973				
U. S. Civil Aviation Issue Number 3 - 1972 A	ccidents	6.Performing Organization Code				
7. Author(s)	8.Performing Organization					
	Report No.					
9. Performing Organization	10.Work Unit No.					
Bureau of Aviation Safe NATIONAL TRANSPORTATION	11.Contract or Grant No.					
Washington, D. C. 2059	1	13.Type of Report and				
		Period Covered				
12.Sponsoring Agency Name a	and Address	Aircraft Accident Reports Brief Format - 1972				
		Random Selection 900 General				
NATIONAL TRANSPORTATI		Aviation Accidents and 29 Air Carrier Accidents				
Washington, D. C. 205	91	14.Sponsoring Agency Code				
	-					
15.Supplementary Notes						
		1 ⁹⁴ .				
16.Abstract	۱۹۹۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ - ۲۰۰۹ -					
brief format, occurring year 1972. The 900 Gene in this publication repr irregularly, normally si facts, conditions, circu Additional statistical i of operation, kind of fl light, pilot certificate	er Accidents contained is publication is issued format presents the s) for each accident. pe of accident, phase damage, conditions of s.					
(Civil aviation Aviation	idents, Statistical Analysis) n accidents), probable cause,	18.Distribution Statement				
	ies, type of accident, phase	Released to Public				
of operation, kind of fl		Unlimited distribution				
conditions of light						
19.Security Classification	20.Security Classification	21.No. of Pages 22.Price				
(of this report)	(of this page)	2				
UNCLASSIFIED	UNCLASSIFIED	479				

NTSB 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.

The publication, containing reports of U. S. Civil aircraft accidents, in brief format, is issued approximately six (6) times per year. Each issue will contain from 900 to 1,000 accident briefs, arranged in state and date order, analyzed and processed during the preceding two months.

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 along with explanatory notes on the following pages.

The causes/factors, accident types, operational phases, and kinds of flying, contained in this report have been tabulated for your convenience.

Collisions between aircraft are treated as one accident. A complete analysis and coding is done on each aircraft involved in collisions. This produces two aircraft accident records, one for each aircraft involved in the collision. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents. The injury and cause/factor tables show the number of accidents. All other analytic tables show both records and accidents.

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 charged 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

- iii -

TABLE OF CONTENTS

	Page
Foreword	iii
Table of Contents	iv
Explanatory Notes	vi
Abbreviations	xi
Corrections to Previous Issues	xii
U. S. GENERAL AVIATION	
STATISTICAL TABLES	-
Type of Aircraft vs Conditions of Light	I
Kind of Flying by Pilot Certificate	II
Kind of Flying by Injury Index	VI
Type of Accident (First) by Injury Index	VI
Type of Accident (First) by Aircraft Damage	VIII
Type of Accident (First) by Pilot Certificate	Х
Phase of Operation (First) by Injury Index	XII
Injuries - All Accidents	XIV
Injuries - Small Fixed-Wing Aircraft	XV
Injuries - Rotorcraft	XVI
Injuries - Large Fixed-Wing Aircraft	XVII
Injuries - Instructional Flying	XVIII
Injuries - Pleasure Flying	XIX
Injuries - Business Flying	XX
Injuries - Corporate/Executive Flying	XXI
Injuries - Aerial Application	XXII

TABLE OF CONTENTS (Cont'd)

(Tage
Injuries - Undershoot	VXX
Injuries - Collision with Objects	XXVI
Injuries - Stall/Spin/Spiral/Mush	XXVII
Causes and Related Factors	XXVIII
File Order Listing	XXXV
Briefs of Accidents	867-1279
U. S. AIR CARRIERS	
File Order Listing	I
Briefs of Accidents	1-18

Dogo

- v -

EXPLANATORY NOTES

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." An amendment to Section 430.2 of Part 430 of the National Transportation Safety Board's Regulations, effective January 1, 1968, changed the definition of "substantial damage" 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, brakes or wingtips are not considered "substantial damage" for the purpose of this part.

- vi -

AIRCRAFT ACCIDENTS (con't)

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

Gear Collapased

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.

- vii -

EXPLANATORY NOTES

TYPE OF ACCIDENT (cont'd)

Engine Failure/Malfunction

Occurrences of engine failure or 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.

- 1. <u>Instructional Flying</u> 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 or in connection with a private business, in corporate/executive operations, and in other operations, wherein there is no direct monetary fee charged. It includes the following categories.

Pleasure

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

Business

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

Corporate/Executive Operations

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

- viii -

EXPLANATORY NOTES

KIND OF FLYING (cont'd)

3. Commercial Flying

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

4. Miscellaneous Flying

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

COLLISION BETWEEN AIRCRAFT

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

CAUSES AND RELATED FACTORS

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

- ix -

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. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VFR/IFR as carried under Type of Weather Conditions.

ABBREVIATION

AERIAL ADVERTISE ATR FLIGHT INSTR. AIR SHOW/RACING AIR TAXI-CARGO AIR TAXI-PASSG APPROACH CTL-DEPARTURE APR CTL-TOW ENRT CTL SRV ASSOC CROP CTL ACTIVITIES ASSOC FIRE CTL ACTIVITIES COMMERCIAL, FLIGHT. INSTR. CORP / E XEC CR-CTR CARGO-D CTR CARGO-I CTR PASSG-D CTR PASSG-I LAST ENROUTE STOP MAPPING/PHOTO MIL CONTRACT CARGO INTL MIL CONTRACT PASS6 INTL MILITARY CTR CARGO DOM MILITARY CTR PASSG DOM MIL/CTR CARGO MIL/CTR PASSG NR . NS CTR CARGO NS CTR PASSG NS/CTR REVENUE CARGO DOM NS/CTR REVENUE CARGO INTL NS/CTR REVENUE PASSG DOM NS/CTR REVENUE PASSG INTL $\Omega T -$ PARAJUMP PRIVATE , FL. INST R. PX-RADAR CTL/SURVEILLANCE SCHED CARGO SRV SCHED DOM CARGO SRV SCHED DOM PASSG SRV SCHED INTERNATE CARGO SRV SCHED INTERNATL PASSG SRV SCHED PASSG SRV S-D S- I UNK/NR

MEANING

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

- xi -

CORRECTIONS TO BRIEFS OF ACCIDENTS U. S. CIVIL AVIATION

Accidents Occurring in 1971

Berlin, New York, 11/28/71, N6644J General Aviation File No. 3-3869

Issue No. 5 - 1971 accidents, NTSB Report No. BA-73-1, accident location incorrectly cited as Berlin, New Hampshire.

Accidents Occurring in 1972

Augusta, Georgia, 2/24/72, N7867V General Aviation File No. 3-0716

The factors have been deleted. They were originally included to clarify the circumstances surrounding the accident; however they have been misinterpreted as pilot cause by some readers.

U. S.

GENERAL AVIATION

SECTION

4

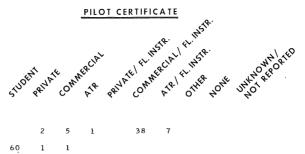


TYPE OF AIRCRAFT AND CONDITIONS OF LIGHT

TYPE OF AIRCRAFT	OP	NT DATI	CHI DUST	TWILIGHT NICHT	DARY	BROHN PROVIDE	RECORDS	ACCIDENTS
FIXED-WING	10	752	31	42	9	1	845	842
ROTORCRAFT		36		1			37	37
GLIDER		21					21	21
BALLOON								
BLIMP								
DIRIGIBLE								
ROCKET					-			
CONVERTIPLANE								
GYROPLANE								
OTHER								
RECORDS	10	809	31	43	9	1	903	
ACCIDENTS	10	806	31	43	9	1		900

PAGE I

KIND OF FLYING BY PILOT CERTIFICATE



RECORDS ACCIDENTS

INSTRUCTIONAL											
DUAL		2	5	1	38	7			53	53	
SOLO	60	1	1						62	62	
CHECK	1		2						3	3	
TRAINING	38	1	1		2		1		43	43	
NONCOMMERCIAL											
PLEASURE	38	283	63	8	40	2	3	3	440	439	
PRACTICE	5	11	3		1		1		2 1	21	
BUSINESS	2	49	19	2	12	1			85	85	
CORPORATE/EXECUTIVE		1	6	1		2			. 10	10	
AERIAL SURVEY		1							1	1	
COMPANY FLIGHT											
OTHER	1	1						1	3	3	
COMMERCIAL											
AERIAL APPLICATION		3	47	2	15	1	1		69	69	
ASSOCIATED CROP CONTROL ACTIV			34		11				45	45	
FIRE CONTROL			1						1	1	
ASSOCIATED FIRE CONTROL ACTIV			3						3	3	
AERIAL MAPPING/PHOTOGRAPHY			1	1					2	2	
AERIAL ADVERTISING			1						1	1	
POWER AND PIPELINE PATROL			1						1	1	
FISH SPOTTING			1						1	1	
AIR TAXI-PASSENGER OPERATIONS			4	5	7	1			17	17	
AIR TAXI-CARGO OPERATIONS			3	2	1	2			8	8	
CONSTRUCTION WORK											
SCHEDULED PASSENGER SERVICE											
SCHEDULED CARGO SERVICE											
NONSCHEDULED/CHARTER REVENUE											
NONSCHEDULED/CHARTER REVENUE											
MILITARY CONTRACT-PASSENGER											
MILITARY CONTRACT-CARGO											
CONTRACT/CHARTER-CARGO-DOMEST											
CONTRACT/CHARTER-PASSENGER-DO											
CONTRACT/CHARTER-CARGO-INTERN											
CONTRACT/CHARTER-PASSENGER-IN											
OTHER											

UNKNOWN/NOT REPORTED

IND OF FLYING

KIND OF FLYING BY PILOT CERTIFICATE

PILOT CERTIFICATE	
STUDENT COMMERCIAL COMMERCIAL COMMERCIAL COMPERATE STUDENT COMMERCIAL COMMERCIAL COMMERCIAL COMPERATE STUDENT STUDENT STUDENT COMPERATE STUDENT STUD	

KIND OF FLYING MISCELLANEDUS	STU	2. 841A	, ^{Cow}	AA	PRIVE COM	P141	OTHE NOME	ALU ALU	<u>5</u> `	RECORDS	ACCIDENTS
EXPERIMENTATION											
TEST		1			1	1				3	3
DEMONSTRATION			1		2					3	3
FERRY		5	4	1	2					12	12
SEARCH AND RESCUE											
AIR SHOW/AIR RACING			1							1	1
PARACHUTE JUMP		2	1		1					4	4
PARACHUTE JUMP IN CONNECTION			1							1	1
TOWING GLIDERS					1					1	1
SEEDING CLOUDS											
HUNTING					1					1	1
POLICE PATROL			2							2	2
HIGHWAY TRAFFIC ADVISORY											
ALL OTHER PUBLIC FLYING			1		1					2	2
OTHER		1	2							3	3
UNKNOWN/NOT REPORTED								1		1	1
RECORDS	145	362	209	23	136	17	6	5		903	
ACCIDENTS	145	362	209	23	135	17	6	5		203	900
ACCIDENTS	140	552	203	23	155	.,	0	2			,00

KIND OF FLYING BY INJURY INDEX

INJURY INDEX

KIND OF FLYING	44	ALSER	10US	40°	4 ⁴				RECORDS	ACCIDENTS
INSTRUCTIONAL										
DUAL	4	2	7	40					53	53
SOLO		4	9	49					62	62
CHECK				3					3	3
TRAINING	4	4	3	32					43	43
NONCOMMERCIAL										
PLEASURE	30	38		315					440	439
PRACTICE	1	4	5	11					21	21
BUSINESS	5	4	14	61	1				85	85
CORPORATE/EXECUTIVE	1	1	1	7					10	10
AERIAL SURVEY		1							1	1
COMPANY FLIGHT										
OTHER	1			2					3	3
COMMERCIAL										
AERIAL APPLICATION	7	15	7	40					69	69
ASSOCIATED CROP CONTROL ACTIV	2	4	6	33					45	45
FIRE CONTROL				1					1	1
ASSOCIATED FIRE CONTROL ACTIV				3					3	3
AERIAL MAPPING/PHOTOGRAPHY	1			1					2	2
AERIAL ADVERTISING		-	1						1	<u>,</u> 1
POWER AND PIPELINE PATROL		•		1			j.		1	1
FISH. SPOTTING				1					1	1
AIR TAXI-PASSENGER OPERATIONS	2		3	12					17	17
AIR TAXI-CARGO OPERATIONS	1	2	1	4					8	8
CONSTRUCTION WORK										
SCHEDULED PASSENGER SERVICE										
SCHEDULED CARGO SERVICE										
NONSCHEDULED/CHARTER REVENUE										
NONSCHEDULED/CHARTER REVENUE										
MILITARY CONTRACT-PASSENGER										
MILITARY CONTRACT-CARGO										
CONTRACT/CHARTER-CARGO-DOMEST										
CONTRACT/CHARTER-PASSENGER-DO										
						· · ·		4. ¹ .		

CONTRACT/CHARTER-CARGO-INTERN CONTRACT/CHARTER-PASSENGER-IN OTHER

UNKNOWN/NOT REPORTED

67A

PAGE IV

KIND OF FLYING BY INJURY INDEX

INJURY INDEX

	OF.	FLYING	
VIND	<u>Ur</u>	TLIMO	

,

. 0	Stel	ر ^م ر	0 ⁴ 2 ⁴	
4ATP	Ster	MIN	NONE DR NE	

RECORDS ACCIDENTS

MISCELLANEOUS							
EXPERIMENTATION							
TEST				3		3	3
DEMONSTRATION			1	2		3	3
FERRY		2	1	9		12	12
SEARCH AND RESCUE							
AIR SHOW/AIR RACING		1				1	1
PARACHUTE JUMP			3	1		4	4
PARACHUTE JUMP IN CONNECTION	1					1	1
TOWING GLIDERS			1			1	1
SEEDING CLOUDS							
HUNTING				1		1	1
POLICE PATROL				2		2	2
HIGHWAY TRAFFIC ADVISORY							
ALL OTHER PUBLIC FLYING			1	1		2	2
OTHER			2	1		3	3
UNKNOWN/NOT REPORTED ଂ				1		1	1
	(0		100	(27	,	002	
RECORDS	60		123		. 1	903	
ACCIDENTS	60	82	123	634	1		900

PAGE V

.

FIRST TYPE OF ACCIDENT BY INJURY INDEX

INJURY INDEX

			6					
FIRST TYPE OF ACCIDENT	48	A Sud	MIN NIN	0° 40 44	2		RECORDS	ACCIDENTS
GROUND-WATER LOOP-SWERVE	1	1	13	116			. 131	131
DRAGGED WINGTIP, POD, OR FLOA								
WHEELS-UP LANDING		1		31			32	32
WHEELS-DOWN LANDING IN WATER								
GEAR COLLAPSED			1	11			12	12
. GEAR RETRACTED				12			12	12
HARD LANDING		3	9	71			83	83
NOSE OVER/DOWN		1	3	32			36	36
ROLL OVER				2			2	2
OVERSHOOT		2	2	47			51	51
UNDERSHOOT	1	3	6	18			28	28
COLLISION BETWEEN AIRCRAFT								
BOTH IN FLIGHT				2			2	1
ONE AIRBORNE								
BOTH ON GROUND				4			4	2
COLLISION WITH GROUND/WATER								
CONTROLLED	5	3	4	11			23	23
UNCONTROLLED	9	2	3	3			. 17	17
COLLIDED WITH								
WIRES/POLES	4	13	13	24			54	54
TREES	5	8	2	18	1		34	34
RESIDENCE/S			1				1	1
BUILDING/S				1			1	1
FENCE, FENCEPOSTS		1	6	19			26	26
ELECTRONIC TOWERS	1						~ 1	,1
RUNWAY OR APPROACH LIGHTS				1			1	1
AIRPORT HAZARD			2	2			4	4
ANIMALS								
CROP				5			5	5
FLAGMAN LOADER								
DITCHES			2	4			. 6	6
SNOWBANK				1			1	1
PARKED AIRCRAFT				3			3	3
AUTOMOBILE				2			2	2
DIRT BANK			1	6			7	7
OBJECT			1	14			15	15
BIRD STRIKE								

PAGE VI

FIRST TYPE OF ACCIDENT BY INJURY INDEX

INJURY INDEX

FIRST TYPE OF ACCIDENT	4A1	A Stop	NIN MIN	0 ² 0 ²	2		PECOPDS	ACCIDENTS
STALL	7	6	8	19			40	40
SPIN	6	3	1				10	10
SPIRAL	1						1	1
MUSH	1	6	5	`21			33	33
FIRE OR EXPLOSION								
IN FLIGHT			1				1	1
ON GROUND				1			1	1
AIRFRAME FAILURE								
IN FLIGHT	3	1	3	2			9	9
ON GROUND								
ENGINE TEARAWAY								
ENGINE FAILURE OR MALFUNCTION	11	20	33	120			184	184
PROPELLER/ROTOR FAILURE								
PROPELLER		1	, 1	3			5	5
TAIL ROTOR				2			2	2
MAIN ROTOR		1					1	1
PROPELLER/ROTOR ACCIDENT TO P	2	3					5	5
JET INTAKE/EXHAUST ACCIDENT T								
PROPELLER/JET/ROTOR BLAST				2			2	2
TURBULENCE		2	1	3		·	6	6
HAIL DAMAGE TO AIRCRAFT								
LIGHTNING STRIKE								
EVASIVE MANEUVER				1			1	1
UNCONTROLLED ALTITUDE DEVIATI								
DITCHING	1						1	1
MISSING AIRCRAFT, NOT RECOVER	1						1	1
MISCELLANEOUS/DTHER	1	1	1	ż			5	5
UNDETERMINED				1			1	1
RECORDS	60	82	123	637	1		903	
ACC IDENTS	60	82	123	634	1	,		900

PAGE VII

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

		RAFT DAMAGE		
	-	- P		
		otel and a c		
FIRS _I T TYPE OF ACCIDENT	OFST	SUB TRAINER HONE	RECORDS	ACCIDENTS
GROUND-WATER LOOP-SWERVE	1	130	. 131	131
DRAGGED WINGTIP, POD, OR FLOA				
WHEELS-UP LANDING		31 1	32	32
WHEELS-DOWN LANDING IN WATER				
GEAR COLLAPSED		12	12	12
GEAR RETRACTED		12	12	12
HARD LANDING	2	81	83	83
NOSE OVER/DOWN	1	· 35	36	36
ROLL OVER	1	1	2	2
OVERSHOOT	2	49	51	51
UNDERSHOOT	. 4	24	28	28
COLLISION BETWEEN AIRCRAFT				
BOTH IN FLIGHT		1 1	2	1
ONE AIRBORNE				
BOTH ON GROUND		2 2	4	z
COLLISION WITH GROUND/WATER				
CONTROLLED	9	14	23	23
UNCONTROLLED	11	6	17	17
COLLIDED WITH				
WIRES/POLES	15	39	54	54
TREES	11	23	34	34
RESIDENCE/S	1		1	1
BUILDING/S		1	1	1
FENCE, FENCEPOSTS	1	25	26	26
ELECTRONIC TOWERS	1		1	1
RUNWAY OR APPROACH LIGHTS		1	1	1
AIRPORT HAZARD	1	3	4	4
ANIMALS				
CROP	1	4	5	5
FLAGMAN LOADER				
DITCHES	1	5	6	6
SNOWBANK		1	1	1
PARKED AIRCRAFT		3	3	3
AUTOMOBILE	1	1	2	2
DIRT BANK	1	6	7	7
OBJECT		15	15	15

BIRD STRIKE

PAGE VIII

FIRST TYPE OF ACCIDENT BY AIRCRAFT DAMAGE

FRST Description RECORD ACCIDENT STALL 13 27 40 40 SPIAL 1 10 10 SPIRAL 1 1 11 MUSH 5 28 33 33 FIRE DR EXPLOSION 1 1 1 1 IN FLIGHT 1 1 1 1 1 ON GROUND 1 1 1 1 1 AIRFRAME FAILURE 163 163 164 164 PROPELLER FAILURE 1 1 1 1 IN FLIGHT 1 1 1 1 1 AIRFRAME FAILURE 1 1 1 1 1 IN FLIGHT 2 163 164 164 164 PROPELLER FAILURE 1 1 1 1 1 1 1 1 PROPELLER FAILURE 2 3 5 5 1 1			RAFT					
SPIN 9 1 10 10 SPIRAL 1 1 1 1 MUSH 5 28 33 33 FIRE OR EXPLOSTOM 1 1 1 1 IN FLICHT 1 1 1 1 ON GROUND 1 1 1 1 AIRFRAME FAILURE 1 1 1 1 IN FLICHT 5 4 9 9 ON GROUND 1 1 1 1 ENGINE TEARAMAY 163 184 184 184 PROPELLER/ROTOR FAILURE 184 184 184 184 PROPELLER/ROTOR FAILURE 1 1 1 1 PROPELLER/ROTOR ACCIDENT TO P 2 3 5 5 JET INTAKE/EMAUST ACCIDENT T 2 3 5 5 JET INTAKE/EMAUST ACCIDENT T 2 3 6 6 HAIL DAMAGE TO AIRCRAFT 1 1 1 1 UNGONTROLEDA LITURE OF MAIL 1 1 1		DESTR	SUBST	ANTIAL MINOR	NONE		RECORDS	ACCIDENTS
SPIRAL 1 1 1 1 1 MUSH 5 28 23 33 FIRE OR EXPLOSION 1 1 1 1 IN FLIGHT 1 1 1 1 ON GROUND 1 1 1 1 AIRFRAME FAILURE 7 3 9 9 IN FLIGHT 5 4 9 9 9 ON GROUND 1 1 184 184 184 PROPELLER/ANDR FAILURE 184 184 184 184 PROPELLER/ANDR FAILURE 1 1 1 184 184 PROPELLER/ANDR FAILURE 1 1 1 1 1 PROPELLER/ANDR FAILURE 2 3 5 5 5 1 1 1 1 PROPELLER/ANDR ACCIDENT TO P 2 2 3 5 </td <td>STALL</td> <td>13</td> <td>27</td> <td></td> <td></td> <td></td> <td>40</td> <td>40</td>	STALL	13	27				40	40
MUSH 5 28 38 38 FIRE OR EXPLOSION 1 1 1 1 IN FLIGHT 1 1 1 1 ON GROUND 1 1 1 1 AIRFRAME FAILURE 99 9 9 ON GROUND 5 4 99 9 ON GROUND 1 163 184 184 PROPELLER/INDED FAILURE OR MALFUNCTION 21 163 5 5 TAIL ROTOR 1 1 1 1 1 PROPELLER/INDED ACCIDENT TO P 2 3 5 5 JET INTAKE/EXHAUST ACCIDENT TO P 2 3 5 5 JET INTAKE/EXHAUST ACCIDENT T 2 2 2 2 PROPELLER/INFOR BLAST 2	SPIN	9	1				10	10
FIRE OR EXPLOSION 1 1 1 IN FLIGHT 1 1 1 1 ON GROUND 1 1 1 1 AIRFRAME FAILURE 9 9 9 ON GROUND 5 4 9 9 ON GROUND 1 163 9 9 ON GROUND 1 163 9 9 ENGINE FAILURE OR MALFUNCTION 21 163 9 9 PROPELLER/ROTOR FAILURE 184 184 184 184 PROPELLER/ROTOR ACCIDENT FAILURE 5 5 5 5 5 TAIL ROTOR 2 1 1 1 1 1 PROPELLER/ROTOR ACCIDENT TO P 2 3 5 5 1 6 6 HAIL DAMAGE TO AIRCRAFT 2 2 2 2 2 2 1 1 1 UNROULENCE 5 1 6 6 6 6 6 6 6 6 6 6 6 6 6 6 </td <td>SPIRAL</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td>1</td>	SPIRAL	1					1	1
IN FLIGHT 1 1 ON GROUND 1 1 AIRFRAME FAILURE 1 1 IN FLIGHT 5 4 5 IN FLIGHT 5 4 5 ON GROUND 1 163 184 PROPELLER/ROTOR FAILURE 184 184 PROPELLER/ROTOR FAILURE 184 184 PROPELLER/ROTOR FAILURE 184 184 PROPELLER/ROTOR FAILURE 184 184 PROPELLER/ROTOR ACCIDENT TO P 2 3 5 TURBULENCE 1 1 1 PROPELLER/ROTOR BLAST 2 3 5 JET INTAKE/EXHAUST ACCIDENT TO P 2 3 5 PROPELLER/JET/ROTOR BLAST 2 2 2 TURBULENCE 5 1 6 6 HAIL DAMAGE TO AIRCRAFT 2 2 1 1 UNCONTRUE ALTITUDE DEVIATI 1 1 1 1 DITCHING STRIKE 1 1 1 1 1 NUNCONTRUE 1 1	MUSH	5	28				33	33
DN GROUND 1 1 AIRFRAME FAILURE 9 9 IN FLIGHT 5 4 9 DN GROUND 1 163 9 ENGINE TEARAWAY 1 163 184 PROPELLER/ROTOR FAILURE 163 184 184 PROPELLER/ROTOR FAILURE 5 5 5 TAIL ROTOR 21 163 2 2 PROPELLER/ROTOR FAILURE 5 5 5 5 TAIL ROTOR 2 2 2 2 2 MAIN ROTOR 1 1 1 1 1 1 PROPELLER/ROTOR ACCIDENT TO P 2 3 5<	FIRE OR EXPLOSION							
AIRFRAME FAILURE IN FLIGHT 5 4 9 9 ON GROUND ENGINE TEARANAY IN FLIGHT 184 184 PROPELLER/ROTOR FAILURE OR MALFUNCTION 21 163 184 184 PROPELLER/ROTOR FAILURE OR MALFUNCTION 21 163 184 184 PROPELLER/ROTOR FAILURE 7 5 5 5 7 7 2 1 1 1 1 1 1 1 1 <td>IN FLIGHT</td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td>1</td>	IN FLIGHT	1					1	1
IN FLIGHT 5 4 9 9 DN GROUND ENGINE TEARAWAY ENGINE TEARAWAY 1000000000000000000000000000000000000	ON GROUND	1					1	1
ON_GROUND ENGINE TEARAWAY ENGINE FAILURE OR MALFUNCTION 21 163 184 184 PROPELLER/ROTOR FAILURE 184 184 184 PROPELLER/ROTOR FAILURE 5 5 5 TAIL ROTOR 2 2 2 MAIN ROTOR 1 1 1 PROPELLER/ROTOR ACCIDENT TO P 2 3 5 JET INTAKE/EXHAUST ACCIDENT T 2 2 2 PROPELLER/JET/ROTOR BLAST 2 2 2 TURBULENCE 5 1 6 6 HAIL DAMAGE TO AIRCRAFT 2 2 2 2 LIGHTNING STRIKE 1 1 1 1 UNCONTROLLED ALTITUDE DEVIATI 1 1 1 1 DITCHING 1 4 5 5 UNDETERMINED 1 4 5 5	AIRFRAME FAILURE							
ENGINE TEARAWAY ENGINE FAILURE OR MALFUNCTION 21 163 184 184 PROPELLER/ROTOR FAILURE F 5 5 5 TAIL ROTOR 2 2 2 2 MAIN ROTOR 1 1 1 1 PROPELLER/ROTOR ACCIDENT TO P 2 3 5 5 JET INTAKE/EXHAUST ACCIDENT TO P 2 3 2 2 PROPELLER/ROTOR ACCIDENT TO P 2 3 5 5 JET INTAKE/EXHAUST ACCIDENT T 2 2 2 2 PROPELLER/JET/ROTOR BLAST 2 3 6 6 HAIL DAMAGE TO AIRCRAFT 2	IN FLIGHT	5	4				9	9
ENGINE FAILURE OR MALFUNCTION 21 163 184 184 PROPELLER/ROTOR FAILURE 5	ON GROUND							
PROPELLER/ROTOR FAILURE55PROPELLER55TAIL ROTOR22MAIN ROTOR11PROPELLER/ROTOR ACCIDENT TO P23PROPELLER/ROTOR ACCIDENT TO P23PROPELLER/ROTOR BLAST22TURBULENCE51HAIL DAMAGE TO AIRCRAFT6LIGHTNING STRIKE1EVASIVE MANEUVER1DITCHING1MISSING AIRCRAFT, NOT RECOVER1UNDETERMINED1UNDETERMINED1INTERLANDOUS/OTHER114INTERLANDOUS/OTHER111MISSING AIRCRAFT, NOT RECOVER111MISCELLANEOUS/OTHER111INDETERMINED111<	ENGINE TEARAWAY							
PROPELLER 5 5 5 5 5 2 2 2 2 2 2 2 3 1	ENGINE FAILURE OR MALFUNCTION	21	163				184	184
TAIL ROTOR 2 2 2 2 2 2 3 1	PROPELLER/ROTOR FAILURE							
MAIN ROTOR111PROPELLER/ROTOR ACCIDENT TO P235JET INTAKE/EXHAUST ACCIDENT T222PROPELLER/JET/ROTOR BLAST222TURBULENCE5166HAIL DAMAGE TO AIRCRAFT5166LIGHTNING STRIKE1111UNCONTROLLED ALTITUDE DEVIATI1111DITCHING11111MISSING AIRCRAFT, NOT RECOVER1455UNDETERMINED14111	PROPELLER		5				5	5
PROPELLER/ROTOR ACCIDENT TO P2355JET INTAKE/EXHAUST ACCIDENT T2355PROPELLER/JET/ROTOR BLAST2222TURBULENCE5166HAIL DAMAGE TO AIRCRAFT5111LIGHTNING STRIKE1111UNCONTROLLED ALTITUDE DEVIATI1111DITCHING11111MISSING AIRCRAFT, NOT RECOVER1455UNDETERMINED14111	TAIL ROTOR		2				2	2
JET INTAKE/EXHAUST ACCIDENT TPROPELLER/JET/ROTOR BLAST2PROPELLER/JET/ROTOR BLAST2TURBULENCE5HAIL DAMAGE TO AIRCRAFTLIGHTNING STRIKEEVASIVE MANEUVER1UNCONTROLLED ALTITUDE DEVIATIDITCHING1NISSING AIRCRAFT, NOT RECOVER1MISSELLANEOUS/OTHER111NUNDETERMINED1	MAIN ROTOR		1				1	1
PROPELLER/JET/ROTOR BLAST222TURBULENCE5166HAIL DAMAGE TO AIRCRAFTIIILIGHTNING STRIKE111EVASIVE MANEUVER111UNCONTROLLED ALTITUDE DEVIATI111DITCHING1111MISSELLANEOUS/OTHER1455UNDETERMINED1111	PROPELLER/ROTOR ACCIDENT TO P			2	з		5	5
TURBULENCE5166HAIL DAMAGE TO AIRCRAFT5166HAIL DAMAGE TO AIRCRAFT1111LIGHTNING STRIKE1111EVASIVE MANEUVER1111UNCONTROLLED ALTITUDE DEVIATI1111DITCHING11111MISSING AIRCRAFT, NOT RECOVER1455UNDETERMINED11111	JET INTAKE/EXHAUST ACCIDENT T							
HAIL DAMAGE TO AIRCRAFTLIGHTNING STRIKEEVASIVE MANEUVER1UNCONTROLLED ALTITUDE DEVIATIDITCHING1MISSING AIRCRAFT, NOT RECOVER1INSCELLANEOUS/OTHER114UNDETERMINED1	PROPELLER/JET/ROTOR BLAST		2				2	2
LIGHTNING STRIKE111EVASIVE MANEUVER111UNCONTROLLED ALTITUDE DEVIATI111DITCHING1111MISSING AIRCRAFT, NOT RECOVER1455UNDETERMINED1111	TURBULENCE		5		1		6	6
EVASIVE MANEUVER111UNCONTROLLED ALTITUDE DEVIATI111DITCHING1111MISSING AIRCRAFT, NOT RECOVER1455UNDETERMINED1111	HAIL DAMAGE TO AIRCRAFT							
UNCONTROLLED ALTITUDE DEVIATI DITCHING 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	LIGHTNING STRIKE *							
DITCHING111MISSING AIRCRAFT, NOT RECOVER1111MISCELLANEOUS/OTHER1455UNDETERMINED1111	EVASIVE MANEUVER		1				1	1
MISSING AIRCRAFT, NOT RECOVER 1 1 1 MISCELLANEOUS/OTHER 1 4 5 5 UNDETERMINED 1 1 1	UNCONTROLLED ALTITUDE DEVIATI							
MISCELLANEOUS/OTHER 1 4 5 5 5 UNDETERMINED 1 1 1	DITCHING	1					1	1
UNDETERMINED 1 1 1	MISSING AIRCRAFT, NOT RECOVER	1					1	1
	MISCELLANEOUS/OTHER	1	4				5	5
RECORDS 124 769 5 5	UNDETERMINED		1				1	1
	RECORDS	124	769	5	5		903	

ACC IDENTS

PAGE IX

• 9 0 0

124 769 5 5

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

				PILO	T CERTIFIC	CATE	often NOR			
					-	STR.	Ft. MS.			
		ۍ کړ	a ^{tt} on t	NERCIA	rel FL.	NERCIA	FL. 14514.	UNYNO REPORTO		
FIRST TYPE OF ACCIDENT	STUD	PRIN' PRIN'	r. Ow	H. 714	PRIVA. COM	W. ALBI	OTHER NOME	UNY'T C.	RECORDS	ACCIDENTS
GROUND-WATER LOOP-SWERVE	35	55	15	3	17	4		2	131	131
DRAGGED WINGTIP, POD, GR FLOA										
WHEELS-UP LANDING	2	12	8	1	7	1	1		32	32
WHEELS-DOWN LANDING IN WATER										
GEAR COLLAPSED	3	4	2	1	1	1			12	12
GEAR RETRACTED		6	3		3				12	12
HARD LANDING	29	35	7	1	9	1	1		83	83
NOSE OVER/DOWN	3	11	10	1	9	2			36	36
ROLL OVER			1	1					2	2
OVERSHOOT	13	27	6		5				51	51
UNDERSHOOT	7	11	4	1	4		1		28	28
COLLISION BETWEEN AIRCRAFT										
BOTH IN FLIGHT					2				2	1
ONE AIRBORNE										
BOTH ON GROUND	1	1	1		1		ζ '		4	2
COLLISION WITH GROUND/WATER										
CONTROLLED	3	9	6		5				23	23
UNCONTROLLED		9	4	1	1	1		1	17	17
COLLIDED WITH										
WIRES/POLES	4	15	25	1	8		1		54	54
TREES	5	20	7		2				34	34
RESIDENCE/S		1							1	1
BUILDING/S	1								1	1
FENCE, FENCEPOSTS	2	15	6	1	2				26	26
ELECTRONIC TOWERS		1							1	1
RUNWAY OR APPROACH LIGHTS		1							1	Í
AIRPORT HAZARD		2	2						4	4
ANIMALS										
CROP		1	3		1			/ (5	5
FLAGMAN LOADER										
DITCHES	2	4							6	6
SNOWBANK				1					1	1
PARKED AIRCRAFT	2				1				3	3
Αυτομαβ Ιίε	1				1				2	2
DIRT BANK	1	3	2	1					7	7
OBJECT	2	8	4		1				15	15.
BIRD STRIKE										

FIRST TYPE OF ACCIDENT BY PILOT CERTIFICATE

				PILC	OT CERTIFI	CATE	4			
	STUP	, pái	<u>a</u> te	MERCIA	relft.	MSTR.	HINSR. HINSR.	UNHO REPORTO		
FIRST <u>TYPE OF</u> ACCIDENT	IN STATE	PRIN	P. OW	4. 14	NO. TAVIS	1M. 101	THEP ONE	UNACT PE		
STALL	ר ז	17	12	۳ 1	₹ [™] C [™]	φ.	0, 4,	45	RECORDS 40	ACCIDENTS 40
SPIN	3	1	3	1	2		1		10	10
SPIN	د	1	1		2		1		10	10
MUSH	1	≁ì7	7	1	5	2			33	33
	1	17	'	1	c	2			22	
FIRE OR EXPLOSION			1						1	1
	1		1							1
ON GROUND	1								1	1
<u>AIRFRAME FAILURE</u> IN FLIGHT		4	1	2	2				9	9
		4	1	2	2				9	9
ENGINE TEARAWAY										
ENGINE FAILURE OR MALFUNCTION	17	61	56	4	40	4	1	1	184	184
PROPELLER/ROTOR FAILURE	17	61	96	4	40	4	1	1	104	104
PROPELLER		2	2		1				5	5
TAIL ROTOR		2							2	2
			1		1		•			
MAIN ROTOR			1						1	1
PROPELLER/ROTOR ACCIDENT TO P		3	1	1					5	5
JET INTAKE/EXHAUST ACCIDENT T									_	
PROPELLER/JET/ROTOR BLAST			1		_	1			2	2
TURBULENCE		1	4		1				6	6
HAIL DAMAGE TO AIRCRAFT								•		
LIGHTNING STRIKE										
			1						1	1
UNCONTROLLED ALTITUDE DEVIATI										
DITCHING		1							1	1
MISSING AIRCRAFT, NOT RECOVER		1							1	1
MISCELLANEOUS/OTHER		3	1		1				5	5
UNDETERMINED								1	1	1
RECORDS	145	362	209	23	136	17	6	5	903	
ACCIDENTS	145 .	362	209	23	135	17	6	5		900

PAGE XI

FIRST PHASE OF OPERATION BY INJURY INDEX

INJURY INDEX

		1501					
FIRST OPERATIONAL PHASE	40	ALLA	OUS MIT	409 A	,	RECORDS	ACCIDENTS
STATIC							
STARTING ENGINE/S				1		1	1
IDLING ENGINE/S	1	1				2	2
ENGINE RUNUP						c	c
IDLING ROTORS	1	1				2	2
PARKED-ENGINES NOT OPERATING							g
OTHER				1		1	1
IXAT						-	
TO TAKEOFF				15		15	14
FROM LANDING		1		14		15	15
OTHER			1	4		5	5
GROUND TAXI TO TAKEOFF						,	2
GROUND TAXI FROM LANDING							
GROUND TAXI, OTHER							
AERIAL TAXI TO TAKEOFF							
AERIAL TAXI TO/FROM LANDING							
AERIAL TAXI, OTHER							
TAKEOFF							
RUN		1	6	46		53	53
INITIAL CLIMB	9	. 13	16	71		109	109
VERTICAL		1		3		4	4
RUNNING							
ABORTED		1	2	11		14	14
ABORTED							
ABORTED							
OTHER				1		1	1
INFLIGHT						Ĩ	1
CLIMB TO CRUISE	1	3	3	4		11	11
NORMAL CRUISE	4	13	18	47		82	82
DESCENDING	2	2	•5	6		15	15
HOLDING							
HOVERING			1	1		2	2
POWER-ON DESCENT						2	
AUTOROTATIVE DESCENT							
ACROBATICS	1	2				3	3
BUZZING			1			1	1
UNCONTROLLED DESCENT	10			1		12	12
						12	12
				PAGE	XII		

PAGE XII

FIRST PHASE OF OPERATION BY INJURY INDEX

	<u>_11</u>		Y INI						
FIRST OPERATIONAL PHASE EMERGENCY DESCENT	in the second se	A Sta	NN WI	40°P	ų			RECORDS	ACCIDENTS
LOW PASS		3	3	7				13	13
OTHER	15	2	6	3				26	26
EN ROUTE TO TREAT CROP	1	2		2				5	5
EN ROUTE TO RELOADING AREA		1						1	1
SURVEY FIELD/AREA			1	1				2	2
STARTING SWATH RUN		3		6				9	9
SWATH RUN	2	2	2	14				20	20
FLAREOUT FOR SWATH RUN				2				2	2
PULLUP FROM SWATH RUN		3	3	1				7	7
PROCEDURE TURNAROUND	3	6	1	12				22	22
CLEANUP SWATH	1							1	1
MANEUVER TO AVOID OBSTRUCTION			1	1				2	2
RETURN TO STRIP	1			3				4	4
LANDING					•				
TRAFFIC PATTERN-CIRCLING		1	2	5				8	8
FINAL APPROACH	4	7	14	34				59	59
INITIAL APPROACH									
FINAL APPROACH	1			1				2	2
LEVEL OFF/TOUCHDOWN	1	7	15	165				188	187
ROLL	1	2	11	133	1			148	148
ROLL-ON/RUN-ON				1				1	1
POWER-ON LANDING			1	2				3	3
POWER-OFF AUTOROTATIVE LANDIN			1	1				2	2
GO-AROUND		4	8	13				25	25
MISSED APPROACH									
OTHER				3				3	3
UNKNOWN/NOT REPORTED	1			1	~			2	2
RECORDS	60	82	123	637	1			903	
ACCIDENTS	60	82	123	634	1				900

PAGE XIII

INJURIES, ACCIDENTS COVERED BY THIS REPORT - ISSUE NO. 3 U. S. GENERAL AVIATION FILE NOS. 3-1801 THRU 3-2700.

1972

T	NJU	IR T	ES
	1100		L U

	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT	53	72	108	669	1		903
COPILOT	1			11			12
DUAL STUDENT	2	3	6	39			50
CHECK PILOT	-	-	-	3			3
FLIGHT ENGINEER NAVIGATOR				5		-	
CABIN ATTENDANT				4			4
EXTRA CREW				6			6
PASSENGERS	47	32	88	532			699
TOTAL	103	107	202	1264	1	ABOARD	1677
OTHER AIRCRAFT OTHER GROUND	2	2	1				5
GRAND TOTAL	105	109	203	1264	1		1682

INVOLVES	900	TOTAL	ACCIDENTS
INVOLVES	60	FATAL	ACCIDENTS

INJURIES, ACCIDENTS SMALL FIXED-WING AIRCRAFT U. S. GENERAL AVIATION

1972

				INJURIES			
	FATAL	SERIOUS	M INOR	NONE	UNKNOWN		TOTAL
PILOT	 52	70	104	637	 1		864
COPILOT	1			9	_		10
DUAL STUDENT	2	3	4	39			48
CHECK PILOT FLIGHT ENGINEER NAVIGATOR				2			2
CABIN ATTENDANT EXTRA CREW				3			3
PASSENGERS	47	31	84	504			666
TOTAL	102	104	192	1194	1	A BO AR D	1593
OTHER AIRCRAFT							
OTHER GROUND	1	2	1				4
AND TOTAL	103	106	193	1194	1		1597

ij.

INVOLVES 861 TOTAL ACCIDENTS INVOLVES 58 FATAL ACCIDENTS

.

PAGE-XV

INJURIES, ACCIDENTS ROTORCRAFT U. S. GENERAL AVIATION

1972

				INJURIES			
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT	1	2		30			37
COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR			1	1			1
CABIN ATTENDANT EXTRA CREW PASSENGERS		1	2	5 15			5 18
TOTAL	1	3	7	51		ABOARD	62
OTHER AIRCRAFT OTHER GROUND	1					•	1
GRAND TOTAL	2	3	7	51			63

e

INVOLVES 37 TOTAL ACCIDENTS INVOLVES 2 FATAL ACCIDENTS

INJURIES, ACCIDENTS LARGE FIXED-WING AIRCRAFT U. S. GENERAL AVIATION

1972

	INJURIES							
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL	
PILOT COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER				2 2			2 2	
NAVIGATOR CABIN ATTENDANT EXTRA CREW PASSENGERS			2	1 1 12			1 1 14	
TOTAL			2	18		A BO AR D	20	
OTHER AIRCRAFT OTHER GROUND								
GRAND TOTAL			2	18			20	

INVOLVES 2 TOTAL ACCIDENTS INVOLVES FATAL ACCIDENTS

PAGE-XVII

INJURIES, ACCIDENTS KIND OF FLYING INSTRUCTIONAL

1972

	INJURIES						
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
P ILOT COP ILOT	 7	10	17	127			161
DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT EXTRA CREW	2	3	6	39 3			50 3
PASSENGERS	1		3	20			24
TOTAL	10	13	26	189		ABOARD	238
* OTHER AIRCRAFT OTHER GROUND	1			2			2 1
GRAND TOTAL	11	13	26	191			241

INVOLVES 161 TOTAL ACCIDENTS INVOLVES 8 FATAL ACCIDENTS

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

KIND OF FLYING NONCOMMERCIAL - PLEASURE U. S. GENERAL AVIATION

1972

	INJURIES						
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT	25	30	48	337			440
EXTRA CREW PASSENGERS	33	29	65	365			492
TOTAL	58	59	113	702		A B O A R D	932
OTHER AIRCRAFT OTHER GROUND		2			-		2
GRAND TOTAL	58	61	113	702			934

INVOLVES	439	TOTAL	ACCIDENTS
INVOLVES	30	FATAL	ACCIDENTS

PAGE-XIX

INJURIES, ACCIDENTS KIND OF FLYING NONCOMMERCIAL - BUSINESS U. S. GENERAL AVIATION

.

1972

	INJURIES						
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR	5	4	13	62 2	1		85 2
CABIN ATTENDANT				2			2
EXTRA CREW PASSENGERS	· 4		8	50			62
TOTAL	9	4	21	116	1	A BO AR D	151
* OTHER AIRCRAFT OTHER GROUND			1	2			2 1
GRAND TOTAL	9	4	22	118	1		154

INVOLVES 85 TOTAL ACCIDENTS INVOLVES 5 FATAL ACCIDENTS

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

INJURIES, ACCIDENTS KIND OF FLYING NONCOMMERCIAL - CORPORATE/EXECUTIVE U. S. GENERAL AVIATION

1972

				INJURIES			
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR	1			9 3			10 3
CABIN ATTENDANT EXTRA CREW PASSENGERS	4	1	2	1 1 23			1 1 30
TOTAL	5	1	. 2	37		ABOARD	45
OTHER AIRCRAFT OTHER GROUND							
GRAND TOTAL	5	1	2	37			45 <u>,</u>

INVOLVES 10 TOTAL ACCIDENTS INVOLVES 1 FATAL ACCIDENTS

INJURIES, ACCIDENTS KIND OF FLYING AERIAL APPLICATION U. S. GENERAL AVIATION

1972

				INJURIES			
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT	9	19	13	73			114
EXTRA CREW PASSENGERS				1			1
TOTAL	9	19	13	74		A BO AR D	115
★ OTHER AIRCRAFT OTHER GROUND				1			1 .
GRAND TOTAL	9	19	13	75			116

INVOLVES 114 TOTAL ACCIDENTS INVOLVES 9 FATAL ACCIDENTS

.

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

INJURIES, ACCIDENTS KIND OF FLYING AIR TAXI - PASSENGER/CARGO U. S. GENERAL AVIATION

1972

				INJURIES			
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR	3 1	2	2	18 3			25 4
CABIN ATTENDANT				1			1
EXTRA CREW PASSENGERS	1		3	52			56
TOTAL	5	2	5	74		A BO AR D	. 86
OTHER AIRCRAFT OTHER GROUND							
GRAND TOTAL	5	2	5	74			86

INVOLVES 25 TOTAL ACCIDENTS INVOLVES 3 FATAL ACCIDENTS

PAGE-XXIII

INJURIES, ACCIDENTS TYPE OF ACCIDENT OVERSHOOT U. S. GENERAL AVIATION

1972

-				
Ι	NJ	UR	IES	

	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT		1	3	47			51
COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT				1			1
EXTRA CREW •PASSENGERS		1		38			39
TOTAL		2	3	86		A BO AR D	91
OTHER AIRCRAFT OTHER GROUND							
GRAND TOTAL		2	3	86			91

INVOLVES 51 TOTAL ACCIDENTS INVOLVES FATAL ACCIDENTS

INJURIES, ACCIDENTS TYPE OF ACCIDENT UNDERSHOOT U. S. GENERAL AVIATION

1972

INJURIES

	FATAL	SERIOUS	MINOR	NONE	UNKNOWN	* * ** ** ** ** ** **	TOTAL
PILOT	 1	3	6	18			28
COPILOT DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR CABIN ATTENDANT		1		3 1			4 1
EXTRA CREW PASSENGERS		1	2	19			22
TOTAL	1	5	8	41		A BO AR D	55
OTHER AIRCRAFT OTHER GROUND							
GRAND TOTAL	1	5	8	41			55

INVOLVES 28 TOTAL ACCIDENTS INVOLVES 1 FATAL ACCIDENTS

INJURIES, ACCIDENTS TYPE OF ACCIDENT COLLISON WITH OBJECTS U. S. GENERAL AVIATION

1972

			INJURIES			
FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
12	35	 42	252	1		342
	_		3			3
	3	1				17
			1			1
			1			1
						1 2
8	8	51	187			254
20	46	94	459	1	ABOARD	620
		1				1
20	46	95	459	1		621 🕫
	12	12 35 3 8 8 20 46	12 35 42 3 1 8 8 51 20 46 94 1	FATAL SERIOUS MINOR NONE 12 35 42 252 3 3 1 13 1 1 8 8 51 187 20 46 94 459 1 <	FATAL SERIOUS MINOR NONE UNKNOWN 12 35 42 252 1 3 1 13 1 3 1 13 1 8 8 51 187 20 46 94 459 1 1 1 1 1 1	FATAL SERIOUS MINOR NONE UNKNOWN 12 35 42 252 1 3 1 13 1 3 1 13 1 8 8 51 187 20 46 94 459 1 ABOARD 1 1 1 1 1 1

INJURIES

INVOLVES 342 TOTAL ACCIDENTS INVOLVES 13 FATAL ACCIDENTS

INJURIES, ACCIDENTS TYPE OF ACCIDENT STALL-SPIN, SPIRAL, MUSH U. S. GENERAL AVIATION

1972

				INJURIES	×		
	FATAL	SERIOUS	MINOR	NONE	UNKNOWN		TOTAL
PILOT COPILOT	21 1	 19	15	52			107
DUAL STUDENT CHECK PILOT FLIGHT ENGINEER NAVIGATOR	1		2	3			1 7
CABIN ATTENDANT				2			2
EXTRA CREW PASSENGERS	17	16	11	45			89
TOTAL	41	35	2,8	102		A BO AR D	206
OTHER AIRCRAFT OTHER GROUND							
GRAND TOTAL	41	35	28	102			206

INVOLVES 107 TOTAL ACCIDENTS INVOLVES 23 FATAL ACCIDENTS

PAGE-XXVII

COVERED BY THIS REPORT - ISSUE NO. 3 U. S. GENERAL AVIATION ACCIDENTS FILE NOS. 3-1801 THRU 3-2700.

1972

INVOLVES 900 TOTAL ACCIDENTS INVOLVES 60 FATAL ACCIDENTS

.

		AL ACCID		NONFATAL ACCIDENTS			ALL ACCIDENTS		
DETAILED CAUSE/FACTOR	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
** PILOT **									
PILOT IN COMMAND									
ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL	1	2 1	3	9 19	3 14	12 33	10 21	5 15	15 36
BECAME LOST/DISORIENTED	2	2	·2	.5	6	11	5	8	13
CONTINUED V.F.R FLIGHT INTO ADVERSE WEATHER CONDITIONS	10		10	. 8		8	18		18
CONTINUED INTO KNOWN AREA OF SEVERE TURBULENCE DELAYED ACTION IN ABORTING TAKEOFF				1 · 15	1	1 16	15	1	1 16
DELAYED, IN INITIATING GO-AROUND	;			13	2	15	13	2	15
DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT EXCEEDED DESIGN STRESS LIMITS OF AIRCRAFT	1		1 2	12	14	26	13 2	14	27 2
FAILED TO EXTEND LANDING GEAR				16		16	16		16
FAILED TO RETRACT LANDING GEAR RETRACTED GEAR PREMATURELY				. 2	1	1 2	2	1	1
INADVERTENTLY RETRACTED GEAR				5		5	5		5
FAILED TO SEE AND AVOID OTHER AIRCRAFT FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS	5		5	3 56	1	3 57	3 61	1	3 62
FAILED TO OBTAIN/MAINTAIN FLYING SPEED	16		16	84	-	84	100	-	100
FAILED TO MAINTAIN ADEQUATE ROTOR RPM FAILED TO USE OR INCORRECTLY USED MISC EQUIPMENT	1		1	3	3	3	3	3	3 5
FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES ETC	3	1	4	10	2	12	13	3	16
IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS	1		1	25	2	27	26	2	28
IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS IMPROPER OPERATION OF FLIGHT CONTROLS	4		4	38 20	1	39 21	38 24	1	39 25
PREMATURE LIFT OFF				16		16	16		16
IMPROPER LEVEL OFF IMPROPER IFR OPERATION	1		1	73 2	1	74 2	73	1	74 3
IMPROPER IN-FLIGHT DECISIONS OR PLANNING	3		3	32	8	40	35	8	43
IMPROPER COMPENSATION FOR WIND CONDITIONS	8	-		17	7	24	17	7	24
INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING INADEQUATE SUPERVISION OF FLIGHT	8	5	13 2	84 22	15 3	25	92 24	20 3	112 27
LACK OF FAMILIARITY WITH AIRCRAFT		1	1	5	27	32	5	28	33
MISMANAGEMENT OF FUEL EXERCISED POOR JUDGMENT	5 2		5 2	52 24	2 2	54 26	57 26	2 2	59 28
OPERATED CARELESSLY	-		-	1	1	2	1	1	2
SELECTED UNSUITABLE TERRAIN IMPROPER STARTING PROCEDURES				64 2	6	70	64 2	6	70 2
STARTED ENGINE WITHOUT PROPER ASSISTANCE/EQUIPMENT				2		2	2		2
TAXIED/PARKED WITHOUT PROPER ASSISTANCE FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED				12		1 12	1 12		1 12
INITIATED FLIGHT IN ADVERSE WEATHER CONDITIONS	2		2	<u>\</u> 1		1	3		3
SPONTANEOUS-IMPROPER ACTION MISJUDGED DISTANCE, SPEED, AND ALTITUDE	1		1	5 11 \	1	6 11	6 11	1	7 11
MISJUDGED DISTANCE AND SPEED				45	1	46	45	1	46
MISJUDGED DISTANCE MISJUDGED DISTANCE AND ALTITUDE	,		1	1 17	1	1	1 18	1	1
MISJUDGED DISTANCE AND ALTITUDE	1		1	4	1	18 5	4	1	19 5
MISJUDGED SPEED				10	1	11	10	1	11
MISJUDGED SPEED AND CLEARANCE MISJUDGED ALTITUDE AND CLEARANCE	1		1	1 8		1 8	1 9		1 9
MISJUDGED ALTITUDE	1		ĩ	5	1	6	6	1	7
MISJUDGED CLEARANCE IMPROPER RECOVERY FROM BOUNCED LANDING	2		2	10 41	1	10 42	12 41	1	12 42
INCAPACITATION				1	1	42	1	1	1
PHYSICAL IMPAIRMENT	1	1	2	3		3	4	1	5
SPATIAL DISORIENTATION PSYCHOLOGICAL CONDITION	10 1		10 1	2		2	12		12 1
MISUSED OR FAILED TO USE FLAPS	-	1	ī	6	4	10	6	5	11
FAILED TO MAINTAIN DIRECTIONAL CONTROL SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND				93 8	1 4	94 12	93 8	1 4	94 12
FAILED TO ABORT TAKEOFF				11	2	13	11	2	13
FAILED TO INITIATE GO-AROUND				29	1	30	29	1	30

PAGE XXVIII

CA	USE/FACT	OR TABLE							
PILDT IN COMMAND (CONTINUED)	FAT	AL ACCID	ENTS	NONFA	TAL ACCI	DENTS	AL	L ACCIDE	NTS
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
DIRECT ENTRIES	1		1				1		1
SUBTOTAL	88	14	102	1066	142	1208	1154	156	1310
COPILOT INADVERTENTLY RETRACTED GEAR LACK OF FAMILIARITY WITH AIRCRAFT SPONTANEOUS-IMPROPER ACTION				1 1	1	1 1 1	1	1	1 1 1
SUBTOTAL				2	1	3	2	• 1	3
DUAL STUDENT FAILED TO EXTEND LANDING GEAR INADVERTENTLY RETRACTED GEAR FAILED TO SEE OTHER AIRCRAFT FAILED TO OBTAIN/MAINTAIN FLYING SPEED IMPROPER OPERATION OF POWERPLANT + POWERPLANT CONTROLS IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PREMATURE LIFT-OFF IMPROPER LEVEL OFF SPONTANEOUS- IMPROPER ACTION MISJUDGED DISTANCE AND ALTITUDE MISUNDERSTANDING OF ORDERS OR INSTRUCTIONS FAILED TO MAINTAIN DIRECTIONAL CONTROL FAILED TO INITIATE GO-AROUND	2		2	1 1 2 2 1 2 3 1 1 3 2 1 3	1	1 1 2 1 2 1 3 1 3 1 3 1 2 1	1 1 4 2 1 2 3 1 1 3 2 1	1	1 1 4 2 1 2 1 3 1 1 3 1 2 1
SUBTOTAL	2		2	21	2	- 23	23	2	25
CHECK PILOT IMPROPER LEVEL OFF INADEQUATE PREFLICHT PREPARATION AND/OR PLANNING INADEQUATE SUPERVISION OF FLIGHT MISUNDERSTANDING OF ORDERS OR INSTRUCTIONS FAILED TO INITIATE GO-AROUND				1 1	1 1 1	1 1 1 1 1	1	1 1 1	1 1 1 1
SUBTOTAL				2	3	5	2	3	5
** PERSONNEL **									
FLIGHT INSTRUCTOR INADEQUATE SUPERVISION OF FLIGHT INADEQUATE TRAINING OF STUDENT MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE(MAINTENANCE PERSONNEL) IMPROPER MAINTENANCE(OWNER PERSONNEL) IMPROPERLY SERVICED AIRCRAFT(OWNER-PILOT) INADEQUATE MAINTENANCE AND INSPECTION OTHER OPERATIONAL SUPERVISORY PERSONNEL INADEQUATE FLIGHT TRAINING-PROCEDURES		1	1	2 3 4 30	6 1 2 3 1 1	8 4 1 2 33 1 1	2 3 4 30	6 2 1 2 3 1 1	8 5 4 1 2 33 1 1
WEATHER PERSONNEL TRAFFIC CONTROL PERSONNEL									
INADEQUATE SPACING OF AIRCRAFT AIRPORT SUPERVISORY PERSONNEL IMPROPER MAINTENANCE-AIRPORT FACILITIES FAILURE TO NOTIFY OF UNSAFE CONDITION OTHER		1	1	1 1 1	1	1 1 2 1	1 1 1	2	1 1 3 1
ÁIRMAYS FACILITIES PERSONNEL PRODUCTION-DESIGN POOR/INADEQUATE DESIGN				_	1	1		1	. 1
OTHER MISCELLANEOUS-PERSONNEL				1		1	1		1
PILOT OF OTHER AIRCRAFT SPECTATOR GROUND CREWMAN PASSENGER DRIVER OF VEHICLE	1 1		1	4 1 1 1	1 2	4 1 2 3	4 2 1 2 1	1 2	4 2 1 3 3

PAGE XXIX

PERSONNEL (CONTINUED)	FATAL ACCIDENTS			TAL ACCI		ALL ACCIDENTS			
		FACTOR			FACTOR			FACTOR	TOTAL
OTHER THIRD PILOT FLIGHT ENGINEER DISPATCHING	1	2	3		. 1	1	1	3	4
• SUBTOTAL	3	4	7	52	21	73	55	25	80
** AIRFRAME **									
WINGS SPARS WING ATTACHMENT FITTINGS, BOLTS BRACING WIRES, STRUTS FUSELAGE SEATS LANDING GEAR				1 1 1		1 1 1	1 1 1		1 1 1
MAIN GEAR-SHOCK ABSORBING ASSY, STRUTS, ATTACHMENTS, ETC NORMAL RETRACTION/EXTENSION ASSEMBLY EMERGENCY/EXTENSION ASSEMBLY TAILWHEEL ASSEMBLIES NOSEHHEEL ASSEMBLIES WHEELS, TIRES, AXLES FLOAT ASSEMBLIES BRAKING SYSTEM (NORMAL) LANDING GEAR WARNING AND INDICATING COMPONENTS GEAR LOCKING MECHANISM SWITCHES, LEVERS, CRANKING MECHANISM, ETC				3 4 2 1 3 5 4 1 1	1 1 2 3 1 5 7	3 5 3 3 8 1 9 7 1 1	3 4 2 1 3 5 4 1 1	1 2 3 1 5 7	3 5 3 3 8 1 9 7 1 1
NOSEWHEEL STEERING OTHER				1 2		1 2	1 2		1 2
FLIGHT CONTROL SURFACES OTHER				1	1	2	-1	1	2
SUBTOTAL				32	21	53	32	21	53
** POWERPLANT **									
ENGINE STRUCTURE MASTER AND CONNECTING RODS CYLINDER ASSEMBLY PISTON, PISTON RINGS VALVE ASSEMBLIES BLOWER, IMPELLER ASSEMBLY OTHER	1		1	7 6 1 7 4 1		7 6 1 7 4 1	8 6 1 7 4 1		8 6 1 7 4 1
IGNITION SYSTEM MAGNETOES SPARK PLUG COILS IGNITION HARNESS, SHIELDING LEADS OTHER				2 3 1 1	1 1	2 4 1 1 1	2 3 1 1	1	2 4 1 1 1 1
ULL SYSTEM LINES AND FITTINGS SELECTOR VALVES CARBURETOR PUMPS VENTS, DRAINS, TANK CAPS OTHER				1 1 4 2 2		1 1 4 2 2	1 1 4 2 2		1 4 2 2
UDRECATING SYSTEM LUREICATING SYSTEM VALVES FILTERS, SCREENS OTHER CODLING SYSTEM				1 4 1 1 1	1	1 4 1 2	1 4 1 1 1	1	1 4 1 2
PROPELLER AND ACCESSORIES BLADES HUBS HYDRAULIC PITCH CONTROL MECHANISM GOVERNORS OTHER EXHAUST SYSTEM MUFFLERS EXTERNAL SUPERCHARGER			,	3 1 1 1 3	1	3 . 1 1 2 3	3 1 1 1 1 3	1	3 1 1 2 3
LATENNAL SUPERGUANDER	1		1				1		1

PAGE XXX

	LAUSE/FACT	CAUSE/FACTOR TABLE										
POWERPLANT (CONTINUED)	FA 1	AL ACCIC	ENT S	NONFA	TAL ACCI	DENTS	AL	L ACCIDE				
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL			
ENGINE ACCESSORIES ENGINE CONTROLS-COCKPIT												
THROTTLE-POWER LEVER ASSEMBLIES POWERPLANT-INSTRUMENTS MISCELANEOUS				5		5	5		5			
MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS OTHER	2		2	29 1		29 1	31 1		31			
REDUCTION GEAR ASSEMBLY COMPRESSOR ASSEMBLY				1		1	1		1			
BLADE, COMPRESSOR ROTOR COMBUSTION ASSEMBLY				1		1	1		1			
TURBINE ASSEMBLY ACCESSORY DRIVE ASSEMBLY												
LUBRICATING SYSTEM FUEL SYSTEM												
SAFETY SYSTEM IGNITION SYSTEM						•						
TORQUEMETER AIR BLEED												
EXHAUST SYSTEM THRUST REVERSER PROPELLER SYSTEM.												
CONSTANT SPEED DRIVE POWER LEVER												
PROPELLER LEVER REVERSE THRUST LEVER												
ENGINE INDICATING EQUIPMENT ENGINE INSTALLATION												
SUBTOTAL	4		4	98	4	102	102	4 '	106			
** SYSTEMS **												
ELECTRICAL SYSTEM BATTERIES				1	1	2	1	1	2			
GENERATORS/ALTERNATORS HYDRAULIC SYSTEM				-	ī	1	1	i	1			
RESERVOIR, LINES, FITTINGS FLIGHT CONTROL SYSTEMS				1		1	1		1			
ELEVATOR AND ELEVATOR TAB CONTROL SYSTEM RUDOER AND RUDDER TAB CONTROL SYSTEM				1 1		1 1	1 1		1 1			
ANTI-ICING, DE-ICING SYSTEMS AIR CONDITION, HEATING AND PRESSURIZATION												
AUTO PILOT FIRE WARNING SYSTEM												
FIRE EXTINGUISHER SYSTEM DXYGEN SYSTEM DXUER SYSTEM												
OTHER SYSTEMS Subtotal				4	2	6	4	2	,			
** INSTRUMENTS/EQUIPMENT AND ACCESSORIES **				4	2	0	4	2	6			
FLIGHT AND NAVIGATION INSTRUMENTS												
AIRSPEED OTHER		1	1		2	2		2 1	2 1			
COMMUNICATIONS AND NAVIGATION EQUIPMENT TRANSMITTERS AND/OR RECEIVERS VOR RECEIVERS					2	2		2	2			
MISCELLANEOUS EQUIPMENT SPRAY, DUSTING EQUIPMENT				1	1	1	1	1	1			
GLIDER LAUNCH/TOW EQUIPMENT				1	1	1	1	1	1			
SUBTOTAL		1	1	1	6	7	1	7	8			
*≠ ROTORCRAFT **												
ROTOR ASSEMBLIES MAIN ROTOR HEAD ASSEMBLIES				1		1	1		1			
TRANSMISSION ROTOR DRIVE SYSTEM TAIL ROTOR GEAR BOX				1		1	1		1			
OTHER				1		1	1		1			
	PAGE XX	XI										

L. L	AUSE/PAU	UK TABLE							
ROTORCRAFT (CONTINUED)	FAI	AL ACCID	ENTS		TAL ACCI		AL	L ACCIDE	NTS
	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL
FLIGHT CONTROL SYSTEMS TAIL ROTOR PITCH CONTROL SYSTEM MISCELLANEOUS UNITS AND ASSEMBLIES				1		1	1		1
SUBTOTAL				4		4	4		4
** AIRPORTS/AIRWAYS/FACILITIES **									
AIRPORT FACILITIES RUNWAY LIGHTING AIRPORT CONDITIONS WET RUNWAY ICE/SLUSH ON RUNWAY SOOW ON RUNWAY SOFT SHOULDERS (RUNWAY) ROUGH WATER HIGH VEGETATION HIDDEN HAZARD POORLY MAINTAINED RUNWAY SURFACE SOFT RUNWAY OTHER AIRWAYS FACILITIES				1 1 2 2 5 5	1 10 1 2 1 5 1 6 4 29	1 10 1 2 2 1 7 3 6 9 34	1 1 2 2 5 5	1 10 1 2 1 5 1 6 4 29	1 10 1 2 2 1 7 3 6 9 34
SUBTOTAL				16	60	76	16	60	76
** WEATHER **									
LOW CEILING RAIN FOG SNOW ICING CONDITIONS-INCLUDES SLEET, FREEZING RAIN, ETC CONDITIONS CONDUCIVE TO CARB/INDUCTION SYSTEM ICING UNFAVORABLE WIND CONDITIONS SUDDEN WINDSHIFT TURBULENCE IN FLIGHT, CLEAR AIR TURBULENCE ASSOCIATED WITH CLOUDS AND/OR THUNDERSTORMS DOWNDRAFTS, UPDRAFTS LOCAL WHIRLWIND ADVERSE WINDS ALOFT HIGH TEMPERATURE OBSTRUCTIONS TO VISION HIGH DENSITY ALTITUDE THUNDERSTORM ACTIVITY OTHER	2	9 5 2 2 1 1 2 1 1 3	11 5 2 1 1 1 2 1 1 3	1 5 24 2 5 3 1 1 1	8 6 4 5 5 6 3 4 2 6 7 2 3 3 4 1	8 6 5 1 4 10 80 3 6 2 11 3 8 34 4 1	2 1 5 24 2 5 3 1 1 1	17 11 9 2 6 57 3 4 4 7 1 7 2 37 7 1	19 11 10 3 6 11 81 3 6 4 12 3 1 8 3 8 3 8 7 1
SUBTOTAL	2	36	38	44	145	189	46	181	227
<pre>** TERRAIN ** WET, SOFT GROUND HIGH VEGETATION HIGH VEGETATION ROUGH/UNEVEN ROUGH/UNEVEN ROUGH/UNEVEN LOOSE GRAVEL SANDY OTHER SUBTOTAL ** MISCELLANEOUS ** VORTEX TURBULENCE PROP/JET/ROTOR BLAST ANIMAL(S) ON RUNWAY/TAXIWAY/RAMP EVASIVE MANEUVER TO AVOID COLLISION</pre>	1 1 3	10	1 11 13. 3	17 9 3 62 21 1 3 23 139 2 1 1 1 3	6 9 3 22 1 7 1 3 22 154	23 18 6 84 1 108 2 6 45 293 3 2 1 21	17 10 3 62 22 1 3 24 142 2 1 1 42	6 9 3 22 1 97 1 3 22 164	23 19 6 84 1 119 2 6 46 306 306
SUICIDE SMOKE IN COCKPIT	1	-	ĩ	19	1	1	1	1	1
FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS UNDETERMINED	5		5	6 3	ī	7 3	6 8	1	7 8

PAGE XXXII

MISCELLANEOUS (CONTINUED)	JSE7 FACI	OR TABLE							
MISCELLANEUUS (CUNTINGED)	FAT	AL ACCIC	ENTS	NONFA	TAL ACCI	DENTS	ALL ACCIDENTS		
	CAUSE	FACTOR	TOTAL	CAUSE	FACTO <u>R</u>	TOTAL	CAUSE	FACTOR	TOTAL
DIRECT ENTRIES				1		1	1		1
SUBTOTAL	8	1	9	27	12	39	35	13	48
GRAND TOTAL	110	66	176	1508	573	2081	1618	639	2257
** MISCELLANEOUS ACTS, CONDITIONS **									
ANTI-ICING/DEICING EQUIP-IMPROPER OPER. OF/FAILED TO USE CHECKLIST-FAILED TO USE CREW COORDINATION-POOR				10 1	1 18	11 18 1	10 1	1 18	11 18 1
DISREGARO OF GOOD OPERATING PRACTICE IMPROPER EMERGENCY PROCEDURES SEAT BELT NOT FASTENED	1	1 1	2 1	2	2 3	· 2 5	3	2 4 1	2 7 1
NOT ALLIGNED WITH RUNWAY/INTENDED LANDING AREA UNWARRANTED LOW FLYING FAILED TO USE ALL AVAILABLE RUNWAY LANDED AT WRDNG AIRPORT	2	1	3	2 11 2	535	7 14 7 2	2 13 2	5 4 5	7 17 7
LANDED AI WAGNG ALKOON INATTENTIVE TO FUEL SUPPLY FLEW INTO BLIND CANYON PREMATURE FLAP RETRACTION	1	1	1 1	10 4 1	2 1 1 2	11 5 3	11 4 1	2 1 2 2	2 12 . 6 . 3
POORLY PLANNED APPROACH MISCALCULATED FUEL CONSUMPTION JETTISONED LOAD	2	1	2 1	4 8	19 1 4	23 .9 4	4 10	19 1 5	23 11 5
STOLEN OR UNAUTHORIZED USE OF AIRCRAFT LANDED ON FOAMED RUNWAY CORRECTING LENSES-NOT USED IMPROPERLY SECURED				8	2 2 1	2 2 1 9	0	2 2 1	2 2 1
BOGUS PART COMMUNICATIONS FAILURE ELECTRICAL FAILURE				2	1 1 2	2	8 2	1 1 2	9 2 1 2
ENGINE LOADED UP FATIGUE FRACTURE FUEL GRADE-IMPROPER				7 10	1	7 10 1	7 10	1	7 10 1
HYDRAULIC FAILURE WINDSHIELD, DIRTY, FOGGY, ETC-RESTRICTED VISION WRONG PART				1	3	1 3 2	1	3	1 3 2
IMPROPER ALIGNMENT/ADJUSTMENT FAILURE OF TWO OR MORE ENGINES SEPARATION IN FLIGHT FIRE IN CABIN/ COCKPIT/ BAGGAGE COMPARTMENT		3	3	1	2 5	1 2 5 1	1	2 8	1 2 8 1
FIRE IN ENGINE CORRODED/CORROSION INCORRECT TRIM SETTING	1		1	3	1	3	3 2 1	1	3 3 1
PILOT FATIGUE FUEL EXHAUSTION ALCOMOLIC IMPAIRMENT OF EFFICIENCY AND JUDGMENT	5 1	1	1 5 1	2 43 1	2 1	4 44 · 1	2 48 2	3 1	- 5 49 2
HYPOXIA ICE-CARBURETOR AIRFRAME ICE ICE-WINDSHIELD		1 1	1	9	3 1	9 3 1	9	1 4	1 9 4
IMPROPERTY LOADED AIRCRAFT-WEIGHT-AND/OR CG INTERFERENCE WITH FLIGHT CONTROLS SUNGLARE		2	2	1 1 1	6 '7	1 7 1 8	1 1	1 8 7	1 9 1 8
LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM OIL EXHAUSTION-ENGINE LUBRICATION SYSTEM OIL CONTAMINATION				2 4 1		2 4 1	2 4 1		2 4 1
SIMULATED CONDITIONS WATER IN FUEL AIRCRAFT CAME TO REST IN WATER		1 6	1 6	6 4	7	13 4 17	6 4	8 23	14 4 23
FROZEN, MOISTURE MISSING TOUCH AND GO LANDING HYDROPLANING ON WET RUNWAY				2 1	14	2 1 14	2 1	14	2 1 14
OVERLOAD FAILURE MATERIAL FAILURE FUEL STARVATION	2 2 2		2 2 2	6 46 18	115 6 1	121 52 19	8 48 20	115 6 1	1 123 54 21
OIL STARVATION IMPROPER CLEARANCE-TOLERANCE FUEL SELECTOR POSITIONED BETWEEN TANKS				1 1 1		1 1 1	1 1 1	-	1 1 1

PAGE XXXIII

FAC TOR		NONFA	TAL ACCI	DENTS	AL		NTC		
FACTOR				NONFATAL ACCIDENTS			ALL ACCIDENTS		
	101AL	CAUSE	FACTOR	TOTAL	CAUSE	FACTOR	TOTAL		
1 1	1	1 1 2 1 6 3 1 1 3 1 3 1 1 3 1 1 2 2	1 5 2 3 1 1 7 1 2 1 1 3 1 3 1 3 1 2 1 2 1	1 6 3 17 1 6 1 1 2 2 2 1 6 3 1 2 6 1 3 2 3 1 4 3 1 4 3	1 1 2 1 6 3 1 2 6 3 1 1 3 1 3 1 3 1 2 2	1 5 2 3 1 1 8 2 2 1 3 1 3 1 3 1 2 2 1	1 6 3 1 8 1 6 1 3 2 2 1 6 3 1 2 6 1 3 2 3 1 4 3 3		
	,		2 1 1 1 1 1 1 2 6 3 1 1 3 1 3 1 3 1 2 12	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		

DIRECT ENTRY CAUSES

MISC-RESERVE CHUTE OPENED,SPILLED INTO SLIPSTREAM. PILOT-DESCENDED BLO MDA FOR UNDETERMINED REASON.

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

PAGE XXXIV

FILE NUMBER	AIRCRAF REGIST。 ======	DATE	LOCATION	A IRC MAKE ====	RAFT MODEL =====	INJURY INDEX
3 1801	N5188X	052472	CONCORD, TENN	CHAMPION	7ECA	NONE
3 1802	N7809Y	050972	WEST COLUMBIA, SC	PIPER	PA-30	NONE
3 1803	N4747U	050972	KENAI, ALAS	CESSNA	180H	NONE
3 1804	N4001R	052572	POPLAR BLUFF,MO	PIPER	PA-32	NONE
3 1805	N4596T	052572	LUKACHUKAI, ARIZ	PIPER	PA-28R	NONE
3 1806	N 550 J A	080272	ROCKY HILL,CONN	BELL	206A	NONE
3 1807	N3057F	083072	ELDORA, COLO	CESSNA	182J	FATAL
3 1808	N3365Z	090472	PRINCETON, MINN	PIPER	PA-22	FATAL
3 1809	N3434A	051072	HNTNGTN BCH, CALIF	PIPER	PA-22	MINOR
3 1810	N8378W	051072	CAMD ENTON, MO	PIPER	PA-28	NONE
3 1811	N6435A	051072	STOCK TON, ILL	CESSNA	182	NONE
3 1812	N7220D	050972	MUNCIE, IND	PIPER	PA-22	NONE
3 1813	N7959J	050972	NLA CANADA, CALIF	BELL	47G-3B	MINOR
3 1814	N3666M	050972	BOOTHVILLE,LA	PIPER	PA-12	NONE
3 1815	N4001J	050972	FT WORTH, TEX	CESSNA	150G	NONE
3 1816	N5699J	051872	V I ENNA , GA	CESSNA	188	NONE
3 1817	N9564F	051872	ATLANTA, GA	HUGHES	269B	NONE
3 1818	N986X	051872	LOUISE,TEX	GRUMMAN	G164A	NONE
3 1819	N22009	051872	ARAPAHOE, NEBR	CESSNA	150H	NONE
3 1820	N8251U	051872	PETERSBURG OHIO	CESSNA	172	SERIOUS
3 1821	N2353N	051872	LAFARGE,WIS	CESSNA	140	NONE
<u>3</u> 1822	N91559	051872	TRACY, CALIF	NAVION	Α	NONE
3 1823	N5719P	051872	LYONS, OREG	PIPER	PA-24	NONE
3 1824	N2157U	051772	MARION, ALA	CESSNA	A188A	NONE
3 1825	N5618K	051772	BRAWLEY, CALIF	BEECH	S35	NONE
3 1826	N3803K	051972	DALLAS, TEX	GLOBE	GC-1B	NONE

¥.

FILE NUMBER =====	AIRCRAF REGIST。 ======	T DATE ====	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 1827	N4687Y	052172	MISHAWAKA,IND	PIPER	PA-25	SERIOUS
3 1828	N1082H	052172	MILL INGTON, MICH	AERONCA	15AC	MINOR
3 1829	N2406Y	052172	GROVE,OKLA	CESSNA	172D	MINOR
3 1830	N32137	052172	WATSONVILLE, CALIF	WACO	UPF-7	NONE
3 1831	N8639K	052172	WILLISTON,N DAK	STINSON	108-1	SERIOUS
3 1832	N60863	052172	ELMATON, TEX	CESSNA	150J	MINOR
3 1833	N7775G	052172	SAN JOSE,CALIF	CESSNA	172	NONE
3 1834	N8521J	052172	SHAR ON , PA	CESSNA	150	NONE
3 1835	N6886Q	051972	JACKSONVILLE, FLA	BEECH	35-B33	NONE
3 1836	N23156	051972	DUBOIS, PA	CESSNA	150H	NONE
3 1837	N7599H	051972	WARRENTON, VA	PIPER	PA-12	NONE
3 1838	N2882A	051972	WATERVILLE, WASH	CESSNA	180	NONE
3 1839	N46498	052572	DES MOINES,IOWA	CESSNA	172K	NONE
3 1840	N1903W	052572	MINNEAPOLIS, MINN	N. AMER ICAN	NA-265	NONE
3 1841	N581T	052572	BATCHTOWN,ILL	BREEZY	RLU-1	NONE
3 1842	N86897	052572	BLAINE,WASH	BELLANCA	14-13	MINOR
3 1843	N7384Q	052472	GLENS FALLS, NY	CESSNA	182	NONE
3 1844	N711PV	052472	GLENDALE, ARIZ	CESSNA	210	NONE
3 1845	N8477T	060472	SALINE, MICH	CESSNA	1820	MINOR
3 1846	N77837	060472	PELL CITY, ALA	LUSCOMBE	84	NONE
3 1847	N5666S	060372	HUNTINGBURG, IND	BEECH	A23	NONE
3 1848	N6303T	060372	INDIAN SPRINGS,GA	N. AMERICAN	P-51D	FATAL
3 1849	N1496L	060372	OCRACOKE, NC	BEECH	A23	NONE
3 1850	N6748R	060372	BOULDER,COLO	CESSNA	T210F	NONE
3 1851	N3772Q	060372	VALLEY FALLS, KANS	BEECH	V35	NONE
3 1852	N3377A	060372	OMAHA, NE BR	PIPER	PA-22	NONE
			· · · · · · · · · · · · · · · · · · ·			

NU	ILE JMBER	AIRCRAFT REGIST。 ======	DATE	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3	1853	N3509L	052172	FARMINGTON, NH	CESSNA	150	MINOR
3	1854	N8525C	052172	L INCOLN, NEBR	PIPER	PA-22	SERIOUS
3	1855	N9346N	052172	MENTONE, IND	PIPER	PA-28R	MINOR
3	1856	N5065X	052172	PACOIMA, CALIF	CHAMPION	7KCAB	NONE
3	1857	N6768G	052272	SANTEE, CALIF	CESSNA	150L	NONE
3	1858	N9437F	052272	LONG BEACH, CALIF	HUGHES	269B	MINOR
3	1859	N8394Z	052272	LITTLETON ».COLO	CESSNA	205	NONE
3	1860	N6447R	052272	KEENE,NH	PIPER	PA-28	NONE
3	1861	N4482Q	052272	HARRISBURG, ARK	CESSNA	A188B	NONE
3	1862	N286P	052372	LAFAYETTE, IND	PIPER	PA-28	MINOR
3	1863	N5294	052372	PINE BLUFF, ARK	GRUMMAN	G-164A	SERIOUS
3	ļ864	N7917G	052372	BISBEE, ARIZ	CESSNA	172L	NONE
3	1865	N5352Q	052772	GODSE BAY,ALAS	CESSNA	150L	NONE
3	1866	N 9366W	052772	MONTAUK,NY	PIPER	PA-28	NONE
3	1867	N54929	052772	DAYTON,WASH	BOEING	A75N1	NONE
3	1868	N71365	052772	MISSOURI VLY,IOWA	LUSCOMBE	88	NONE
3	1869	N1499K	052672	LAUREL, MISS	LUSCOMBE	8E	MINOR
3	1870	N6712D	052672	NMOSES LAKE WASH	BELL	47G2	NONE
3	1871	N3919Q	052672	WOODWORTH,N DAK	CESSNA	172	NONE
3	1872	N7513D	052672	GLENROCK, WYO	PIPER	PA22	MINOR
3	1873	N2807Y	052672	FRISCO,COLO	CESSNA	182	MINOR
3	1874	N8002Q	052672	WHEELING, ILL	CESSNA	421B	NONE
3	1875	N9939X	051172	FAIRBANKS,ALAS	CESSNA	185	NONE
3	1876	N2979J	051172	MARION, IOWA	CESSNA	150G	NONE
3	1877	N2041H	051172	BELLEVUE,WASH	ERCO	415-C	NONE
3	1878	N 94 64 K	051172	SCOTTSDALE, PA	STINSON	108-2	NONE

FILE NUMBER	AIRCRAF REGIST。 =======	T DATE ====	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX
3 1879	N84271	051172	KLAMATH FLLS,OREG	CESSNA	172	NONE
3 1880	N5719G	051072	BASTROP, LA	CESSNA	150	NONE
3 1881	N8993D	051072	NELKO,NEV	PIPER	PA-18A	NONE
3 1882	N1360X	051072	LEBEC, CALIF	BELL	47G-3B	NONE
3 1883	N11119	052972	OROVADA,NEV	KAMAN	K-600	NONE
3 1884	N8403D	052872	NCAMP VERDE, ARIZ	PIPER	PA-22	MINOR
3 1885	N4431U	052872	NEW CASTLE,KY	CESSNA	150D	SERIOUS
3 1886	N29JG	052872	DINGMANS FERRY,PA	SCHLEICHER	KA-6	MINOR
3 1887	N5148T	052872	OCEAN CITY,NJ	CHAMPION	7ECA	MINOR
3 1888	N7112Y	052672	WEEPNG WATER, NEBR	PIPER	PA-30	SERIOUS
3 1889	N4895Y	052672	NBROKEN BOW, NEBR	PIPER	PA-25	NONE
3 1890	N7804C	052672	BUTTE, MONT	TAILWIND	DOWER	NONE
3 1891	N9986R	052972	BRIGHTON,MICH	BEECH	M35	NONE
3 1892	N6915B	052572	BENTON, ARK	PIPER	PA-22	MINOR
3 1893	N6792Z	052672	LAHARPE,KANS	PIPER	PA-25	NONE
3 1894	N215Q	052572	LINCOLN,NEBR	BEECH	\$35	NONE
3 1895	N30261	052572	CHANTILLY,VA	PIPER	J3C-85	NONE
3 1896	N9672E	052572	BROADALBIN, NY	AERONCA	11AC	MINOR
3 1897	N7979J	052572	DETROIT,MICH	BELL	47G-5	NONE
3 1898	N9549X	052572	WAPPAPELLO,MO	CESSNA	210B	SERIOUS
3 1899	N2795X	052572	TWIN LAKES, GA	CESSNA	180H	NONE
3 1900	N7224B	052872	DETROIT, MICH	BEECH	J35	NONE
3 1901	N8874K	052872	TRAVERSE CTY,MICH	STINSON	108-1	NONE
3 1902	N86105	052872	S.LK TAHOE, CALIF	CESSNA	337	NONE
3 1903	N1445L	052872	TRAVERSE CTY,MICH	BEECH	A23	NONE
3 1 90 4	N5706X	051872	KINGMAN, ARIZ	CESSNA	320	NONE

FILE NUMBER	AIRCRAF REGIST.	T DATĚ ====	LOCATION	A IRCRA Make ====	FT MODEL	INJURY INDEX =====
3 1905	N9306F	051872	NFORT COLLINS, COLO	HUGHES	269B	NONE
3 1906	N4243Q	050372	SKWENTNA, ALAS	CESSNA	172	NONE
3 1907	N1367N	050472	FRANKLIN¢CALIF	STITS PB	24	NONE
3 1908	N2798T	050372	SO.ST.PAUL, MINN	BEECH	V35	NONE
3 1909	N46888	050172	IOWA, LA	BOEING	75	MINOR
3 1910	N450Y	052772	ALBUQUERQUE,N MEX	HOWARD	DGA-15	NONE
3 1911	N1797Q	060472	ABILENE, TEX	CESSNA	150	NONE
3 1912	N4506	060472	MILLVILLE, NJ	WOODBURY	TAPSIK	NONE
3 1913	N3637R	060472	LAUREL, DEL	PIPER	PA-28	NONE
3 1914	N1657	060472	WARDEN,WASH	BELL	47G-2	NONE
3 1915	N39485	060472	TROY MILLS, IOWA	STINSON	104	MINOR
3 1916	N36240	060472	WARDEN,WASH	TAYLORCRAFT	BC1265	SERIOUS
3 1917	N5453U	060472	AKRON , IOWA	BEECH	V35	NONE
3 1918	N1483E	060472	LEAWOOD, KANS	AERONCA	7AC	NONE
3 1919	N2854D	060472	LINCOLN, CALIF	PIPER	PA18A	NONE
3 1920	N 5318D	060472	KENAI, ALAS	CESSNA	1804	NONE
3 1921	N 5 4 6 4 F	060472	KING GEORGE,VA	ALON	A2-A	NONE
3 1922	N42472	060472	ST JOSEPH, MO	CESSNA	1821	NONE
3 1923	N9655A	060472	HAYFORK, CALIF	CESSNA	140A	NONE
3 1924	N4311	060472	BRENHAM, TEX	BEECH	P35	MINOR
3 1925	N61247	050572	AMHERST, NEBR	BOEING	75N1	FATAL
3 1926	N6044P	060872	WINCHESTER, KY	PIPER	PA-24	MINOR
3 1927	N8866F	053072	NLIVNGSTN MANOR,NY	HUGHES	269A	MINOR
3 1 9 2 8	N72008	013072	ATLANTA, MICH	LUSCOMBE	88	NONE
3 1929	N630AW	053072	DICKENS, TEX	BEECH	V35	MINOR
3 1930	N65735	052972	NHAZEN, ARK	BOEING	A75N1	FATAL

FILE NUMBE		T DATE ====	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 193	1 N95421	052972	DELAWARE, OHIO	PIPER	PA-28	NONE
3 193	2 N8679X	052972	SHELBY, MONT	CESSNA	180 [.]	NONE
3 193	3 N3832J	052972	SCOTTSDALE, ARIZ	CESSNA	150G	MINOR
3 1 93	4 N7269X	052972	ROCKVILLE, IND	CESSNA	150B	NONE
3 193	5 N5638V	052972	WAIALUA, HAWAII	SCHWEIZER	SGS222	SERIOUS
3 193	6 N4723T	052972	MCGRATH,ALAS	MAULE	M-4C	NONE
3 193	7 N71898	052972	AUBURN, IND	LUSCOMBE	8 A	NONE
3 193	8 N95476	052972	BEAVER FALLS, NY	PIPER	PA-28	MINOR
3 193	9 N50541	052972	REDDING, CALIF	CESSNA	150	NONE
3 194	0 N9114B	052972	NVENICE,LA	CESSNA	172	NONE
3 194	1 N30882	052972	BARK RIVER,MICH	PIPER	J5A	NONE
3 194	2 N1269B	042772	COUNCIL GRVE, KANS	LUSCOMBE	8A	FATAL
3 194	3 N47883	043072	SULPHUR SPRGS,TEX	AERONCA	0-58B	FATAL
	4 N7227G	042772	NEW LONDON, PA	CESSNA	172K	NONE
3 194	5 N2043U	042572	CORDOVA, ALAS	MAULE	M4220C	FATAL
3 194	6 N5640D	042772	TALLAHASSEE, FLA	BEECH	E18S	NONE
3 194	7 N3666G	050272	CHICAGO,ILL	BEECH	C-45G	NONE
3 1 94	8 N 5 8 0 0 X	060272	ORLANDO,FLA	CESSNA	310F	NONE
3 194	9 N480MW	060272	URAVAN,COLO	BELL	47G3B1	NONE
3 195	0 N71827	060272	MARSHFIELD MASS	LUSCOMBE	88	NONE
3 195	1 N67654	060272	DUMSMUIR CALIF	TAYLORCRAFT	L-2	NONE
3 195	2 N9352L	060372	IVEL,KY	AMER AVCO	AA-1	SERIOUS
3 195	3 N4432W	051872	SHELBY, NC	AERO COMDR	680	MINOR
3 1 9 5	4 N6381P	052772	LAKELAND,FLA	PIPER	PA-24	NONE
3 195	5 N6378R	060272	ANTHONY,N MEX	PIPER	PA-28	NÓNE
3 195	6 N6920G	060172	LAREDO,TEX	CESSNA	150	NONE

FILE NUMBE =====		DATE	LOCATION	AIRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 195	7 N22570	060172	GUION, ARK	CESSNA	150	SERIOUS
3 1 9 5	8 N204Z	042772	HARLOWTON, MONT	BELL	47G-3B	NONE
3 195	9 N9292L	060372	SAN JUAN, PR	AMER AVCO	AA-1A	MINÓR
3 196	0 N6892A	060372	STOVER,MO	CESSNA	172	NONE
3 196	1 N3864R	050472	GARDNER, KANS	CESSNA	172H	MINOR
3 1 96	2 N8920Q	050272	UNADILLA, GA	AERO COMDR	S-2R	NONE
3 196	3 N78854	050272	SAG IN AW, TEX	CLARK	1000C	NONE
3 196	4 N91843	050672	BALLSTON SPA, NY	SCHWEIZER	SGS222	MINOR
3 196	5 N9169P	050272	CLEARWATER FLA	PIPER	PA-24	NONE
3 1 9 6	6 N3965L	070672	NTUNICA, MISS	CESSNA	172	FATAL
3 196	7 N47587	061872	SEDALIA, MO	TAYLORCRAFT	DC-65	NONE
3 196	8 N2875N	050272	YUKON,OKLA	CESSNA	140	NONE
3 196	9 N 7 933	050372	FALLON,NEV	GRUMMAN	G-164A	NONE
3 197	0 N2 77 19	050672	MACOMB, ILL	STINSON	104	NONE
3 197	1 N3028G	050572	BATAVIA, OHIO	FORNEY	FlĄ	NONE
3 197	2 N6916F	050572	PANAMA CITY,FLA	CESSNA	150	NONE
3 197	3 N1331F	050472	NEW BRENNAN, NY	CESSNA	172G	NONE
3 197	4 N4181J	010972	MT .HERMAN, CALIF	PIPER	PA-28	FATAL
3 197	5 N2903X	051172	DISNEY, OKLA	CESSNA	177	NONE
3 197	6 N23622	051272	CAHOKIA, ILL	TAYLORCRAFT	BF-60	MINOR
3 197	7 N177B	051272	ACCORD, MASS	BELL	47D	SERIOUS
3 1 97	8 N75032	051272	NORTHBROOK, ILL	BOEING	B75-N1	NONE
3 197	9 N395C	051272	CATOOSA,OKLA	STINSON	108-2	SERIOUS
3 198	0 N6095B	051172	LOGAN,UT	CESSNA	182A	MINOR
3 198	1 N8105P	052772	MAMMOTH LKS CALIF	PIPER	PA-24	NONE
3 198	2 N2567J	051872	WATERFLOW, N MEX	CESSNA	150E	NONE

FILE NUMBER	AIRCRAF REGIST。 =======	T DATE ====	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 1983	N8384	060672	OTTUMWA, IOWA	GRUMMAN	G-164A	MINOR
3 1984	N5034L	060672	NWAUKESHA, WIS	LAKE	LA-4	NONE
3 1985	N83767	060672	ANCHORAGE, ALAS	CHAMP ION	7 A C	NONE
3 1986	N6512Z	060672	NYSSA, OREG	PIPER	PA-25	SERIOUS
3 1987	N9 79 09	070772	SEATTLE,WASH	STINSON	108	NONE
3 1988	N11852	060672	DOUSMAN, WIS	CHAMPION	7ECA	NONE
3 1989	N92337	063072	DAGGETT,CALIF	CESSNA	182	NONE
3 1990	N7608L	052872	ST AA T SBURG , NY	LAKE	LA-4	NONE
3 1991	N60771	052872	LINCOLN, NEBR	CESSNA	150	NONE
.3 1992	N576FL	052872	SOUTH BEND, IND	PIPER	PA-28	NONE
3 1993	N5212S	061172	MANSFIELD, OHIO	PIPER	PA-32	MINOR
3 1994	N1510	061172	KUNKLETOWN, PA	SCHLEICHER	KA-6	NONE
3 1995	N3605E	061172	CLEVELAND, TEX	AERONCA	7AC	NONE
3 1996	N1Q	061172	HOPEDALE, MASS	PIPER	PA-24	NONE
3 1997	N6448Z	060972	NLIVE OAK,FLA	PIPER	PA-25	SERIOUS
3 1998	N1877J	060972	BASEHOR,KANS	PIPER	PA-28	NONE
3 1999	N8112X	0609 7 2	NOPA LOCKA,FLA	CESSNA	172B	MINOR
3 2000	N601A	090972	WARSAW, ILL	PIPER	PA-22	SERIOUS
3 2001	N6894G	060872	DEFIANCE,OHIO	CESSNA	150L	NONE
3 2002	N9183L	053072	HOGELAND, MONT	BELLANCA	7GCBC	NONE
3 2003	N2254	060572	ROBY, TEX	RYAN	NAVION	NONE
3 2004	N2215N	060572	WAPATO,WASH	CESSNA	140	NONE
3 2005	N7244V	060572	BARNWELL, SC	CALLAIR	Δ-9	NONE
3 2006	N89512	060572	UPLAND, CAL IF	CESSNA	140	NONE
3 2007	N4391A	060572	ROBER TSDALE, ALA	PIPER	PA-18A	FATAL
3 2008	N4101G	060572	FREEHOLD,NJ	BELL	47G-5	NONE
			PAGE VIII			

PAGE XLII

FILE NUMBER =====	AIRCRAF REGIST。 =======		LOCATION	A IRCRA Make ====	FT MODEL =====	INJURY INDEX =====
3 2009	N5990U	060572	MURRAY,KY	PIPER	PA-28	NONE
3 2010	N4 999 J	061672	LINDSAY,OKLA	PIPER	PA-28R	MINOR
3 2011	N1746D	061672	BURNS,WYO	CESSNA	170A	NONE
3 2012	N4679A	061672	ANACONDA, MONT	CESSNA	180	NONE
3 2013	N 5436D	061572	EDEN PRAIRIE, MINN	BEECH	H35	NONE
3 2014	N9SC	061572	DEMING,N MEX	PITTS	S-1	NONE
3 2015	N6982Y	061572	LIND,WASH	PIPER	PA-23	NONE
3 2016	N1282Q	061572	SCOTT CITY, MO	CESSNA	150	NONE
3 2017	N60861	060772	PHILLIPSBURG OHIO	CESSNA	150	NONE
3 2018	N7326Z	060372	CONDE, S DAK	PIPER	PA-25	NONE
3 2019	N5311Q	060172	ENGLEWOOD, COLO	CESSNA	T337D	NONE
3 2020	N4861V	021272	TUCSON, ARIZ	BELLANCA	17-30	SERIOUS
3 2021	N5509U	021272	PICAYUNE, MISS	PIPER	PA-28	NONE
3 2022	N1 84C	021272	MARCO ISLAND, FLA	STINSON	108-2	NONE
3 2023	N1307D	021272	WINCHESTER, VA	CESSNA	1704	NONE
3 2024	N316D	021272	ARDMORE, ALA	CESSNA	310	NONE
3 2025	N160C	021372	LAMAR,COLO	STINSON	108-3	NONE
3 2026	N41FA	021372	DODGE CITY, KANS	MOTOR SPATZ	\$F24	NONE
3 2027	N3962R	021372	ALVA,OKLA	PIPER	PA-28	SERIOUS
3 2028	N111R	021372	PHOENIX, ARIZ	CESSNA	310	NONE
3 2029	N33Y	021372	BEAUMONT, KANS	CESSNA	120	NONE
3 2030	N4 37 5Q	021372	GILMAN,IOWA	CESSNA	172	NONE
3 2031	N96911	021372	PECOS, TEX	TAYLORCRAFT	BC12-D	SERIOUS
3 2032	N4306T	021472	NAPA, CALIF	PIPER	PA-28R	NONE
3 2033	N6201	021572	BAKERSF.IELD, CALIF	BOEING	N2S-1	NONE
3 2034	N6412G	021572	SANTA ROSA,CALIF	CESSNA	150	MINOR

FILE NUMBER	AIRCRAF REGIST。 =======	T DATE ====	LOCATION	AİRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2035	N5743F	021872	LAKE PLACID, FLA	PIPER	PA-28	NONE
3 2036	N71996	021672	ABILENE, TEX	CESSNA	U206	NONE
3 2037	N8572B	021772	BATAVIA, OHIO	CESSNA	172	NONE
3 2038	N320G	021772	PINCKNEYVILLE, ILL	CESSNA	310D	NONE
3 2039	N4395T	031172	SANTEE, CALIF	PIPER	PA-28	NONE
3 2040	N 54 72 Z	031172	CHAMPAIGN, ILL	PIPER	PA-22	NONE
3 2041	N6550Y	080872	FORT SCOTT,KANS	PIPER	PA-23	SERIOUS
3 2042	N5317Q	052372	FORT MYERS, FLA	CESSNA	150	MINOR
3 2043	N4 84 7	012772	NFORT YUKON, ALAS	BEECH	VOLPAR	NONE
3 2044	N3413Y	012372	NKING SALMON, ALAS	CESSNA	180	NONE
3 2045	N3602R	041972	DEADHORSE, ALAS	PILATUS	PC-6	NONE
3 2046	N8556C	052272	ARCTC VILLGE, ALAS	PIPER	PA-18A	FATAL
3 2047	N7288K	052772	MCGRATH,ALAS	PIPER	PA-18	NONE
3 2048	N2517F	053172	KODIAK ALAS	CHAMPION	7ECA	NONE
3 2049	N3519W	062072	KALSKAG,ALAS	PIPER	PA-32	NONE
3 2050	N40311	062172	BIG DELTA, ALAS	MAULE	M4220C	MINOR
3 2051	N245LS	061272	KENAI, ALAS	CHAMPION	7ECA	NONE
3 2052	N2690V	062172	KENAI, ALAS	CESSNA	170	NONE
3 2053	N57H	070772	ANCHORAGE, ALAS	CESSNA	180	NONE
3 2054	N4160E	053172	SELMA, ALA	AERONCA	7AC	NONE
3 2055	N465FL	052772	MADISON,ALA	PIPER	PA-28	NONE
3 2056	N3650	052872	ALABASTER, ALA	STARDUSTER	T 00	SERIOUS
3 2057	N62465	062472	DE WITT,ARK	BOEING	A75	NONE
3 2058	N7174	060172	GUION ARK	CESSNA	182	MINOR
3 2059	N5961L	061972	PHOEN IX, ARIZ	AMER AVCO	AA-1	NONE
3 2060	N14BW	062972	BIRMINGHAM, ALA	BEECH	23	NONE

FILE NUMBER	AIRCRAF REGIST。 ======		LOCATION	A IRCRA MAKE ====	FT MODEL	INJURY INDEX
3 2061	N2900C	063072	ANIAK, ALAS	CESSNA	180	NONE
3 2062	N3515Q	062172	JEROME, ARK	CESSNA	A188	FATAL
3 2063	N7231S	010972	PETALUMA, CALIF	CESSNA	150H	NONE
3 2063	N8169S	010972	PETALUMA, CALIF	CESSNA	150F	NONE
3 2064	N5969J	052372	PACOIMA, CALIF	CESSNA	A150	NONE
3 2065	N23113	052472	BG BEAR CTY, CALIF	CESSNA	150	MINOR
3 2066	N8162P	052472	BEALE AFB, CALIF	PIPER	PA-24	NONE
3 2067	N86050	051772	CARP INTERIA, CALIF	AERONCA	11AC	FATAL
3 2068	N1420Z	051972	S.LUIS OBSP, CALIF	DEHAVILLAND	DH114	NONE
3 2069	N9628F	053172	OAKLAND, CALIF	HUGHES	300C	NONE
3 2070	N84827	061972	INYOKERN, CALIF	CESSNA	172	NONE
3 2071	N1878K	061972	PACOIMA, CALIF	LUSCOMBE	8E	NONE
3 2072	N9259M	061972	FRESNO,CALIF	MOONEY	M-20E	NONE
3 2073	N7156Y	062172	FRANKLIN,CALIF	PIPER	PA-30	NONE
3 2074	N8284M	062272	GARBERVILLE, CALIF	CESSNA	T210	NONE
3 2075	N4538T	062272	RANCHO CAL, CALIF	PIPER	PA-28	NONE
3 2076	N7003S	061172	NEWELL, CALIF	CESSNA	150	SERIOUS
3 2077	N707X	060572	FRANKLIN CALIF	BOEING	A75N-1	NONE
3 2078	N3568H	070872	BELLOTA, CALIF	ERCO	415-C	NONE
3 2079	N1676G	070872	PIEDRA, CALIF	CHAMPION	7KCAB	NONE
3 2080	N40319	070972	LONE PINE, CALIF	MAULE	M-4	NONE
3 2081	N107T	092372	NEWARK,NJ	BEECH	E18S	FATAL
3 2082	N111DA	052872	AVALON, CALIF	SPENCER	S-12-D	NONE
3 2083	N4368Z	070872	FAIRBANKS, ALAS	PIPER	PA-18	NONE
3 2084	N5854T	041372	NTARIFFVILLE, CONN	CESSNA	185	FATAL
3 2085	N6440F	053172	MONTROSE,COLO	CESSNA	150F	NONE

PAGE XLV

FILE NUMBER	AIRCRAF REGIST。 ======	T DATE ====	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2086	N38998	070772	IDALIA, COLO	BOEING	A75N1	SERIOUS
3 2087	N2010B	070872	ENGLEWOOD,COLO	LUSCOMBE	84	NONE
3 2088	N8164W	062472	ANCHORAGE, ALAS	PIPER	PA-28	NONE
3 2089	N4837	052672	OPA LOCKA,FLA	BELL	47G	NONE
3 2090	N22369	062272	FT PIERCE, FLA	CESSNA	150	NONE
3 2091	N4437Y	062272	OCILLA, GA	PIPER	PA-25	M INOR
3 2092	N1487F	052372	MTN VIEW, HAWAII	CESSNA	172H	MINOR
3 2093	N77130	052472	W.LAFAYETTE,IND	CESSNA	140	NONE
3 2094	N9042L	063072	CONNERSVILLE, IND	CHAMPION	7ECA	MINOR
3 2095	N7436Z	052372	TROY,ID	PIPER	PA-25	NONE
3 2096	N8775N	061772	BLACKFOOT,ID	PIPER	PA-28	FATAL
3 2097	N 50 90 7	063072	DUBOIS,ID	CESSNA	150	NONE
3 2098	N5132N	070972	IDAHO FALLS, ID	BOEING	B75N1	NONE
3 2099	N3868J	072572	RANTOUL,KANS	CESSNA	150G	NONE
3 2100	N1433F	070872	CRESCO,IOWA	CESSNA	172H	NONE
3 2101	N9539M	062972	RINGWOOD, ILL	MOONEY	M20F	NONE
3 2102	N7346J	070872	LANSING, ILL	PIPER	PA-28	NONE
3 2103	N4730T	070872	WHEELING, ILL	MAULE	M-4	NONE
3 2104	N7612Y	061972	ELGIN,ILL	PIPER	PA-30	NONE
3 2105	N7453E	062372	LEAWOOD,KANS	CESSNA	210	NONE
3 2106	N1878V	053172	TOPEKA,KANS	CESSNA	140	NONE
3 2107	N59378	062072	ELTON,LA	BOEING	A-75N1	MINOR
3 2108	N3461Y	062972	VENICE, LA	CESSNA	180H	NONE
3 2109	N666TS	070872	WISCASSET, ME	PIPER	PA-24	NONE
3 2110	N42186	070872	HALIFAX, MASS	PIPER	J3C-65	NONE
3 2111	N9559W	060772	GOBLES,MICH	PIPER	PA-28	NONE

FILE NUMBER	AIRCRAF REGIST.	T DATE ====	LOCATION	A IRCR MAKE ====	AFT MODEL	INJURY INDEX
3 2112	N46015	061472	WHITE BAR LK,MINN	CESSNA	172 I	NONE
3 2113	N4185Z	061872	IONIA, MICH	PIPER	PA-18	MINOR
3 2114	N6753P	061872	PLYMOUTH, MICH	PIPER	PA-24	NONE
3 2115	N5618P	062272	CHANN ING, MICH	PIPER	PA-24	NONE
3 2116	N4798B	062272	ACME, MICH	CESSNA	180	MINOR
3 2117	N2952R	011172	FERGUS FALLS, MINN	PIPER	PA-28	NONE
3 2118	N2502M	012672	NWALKER, MINN	BELL	206A	FATAL
3 2119	N7649R	070772	FOREST LAKE, MINN	BEECH	194	SERIDUS
3 2120	N8951T	052772	N.NEW PORTLAND, ME	CESSNA	182C	NONE
3 2121	N4 997 Y	060272	CRAWFORD, NEBR	PIPER	PA-25	NONE
3 2122	N7974Z	053172	BLAIR, NEBR	CESSNA	150	NONE
3 2123	N 54 71 S	052472	OMAHA, NEBR	CESSNA	337B	NONE
3 2124	N4061Y	070972	GENEVA, NEBR	CESSNA	185	NONE
3 2125	N2720F	070872	PENDER,NEBR	CESSNA	182	NONE
3 2126	N57CC	020272	NBISMARCK,N DAK	BEECH	D185	SERIOUS
3 2127	N9032W	062272	LISBON,N DAK	PIPER	PA-28	NONE
3 2128	N5500R	070972	GRANTS,N MEX	CESSNA	172	NONE
3 2129	N2035C	061972	ALBUQUERQUE,N MEX	BEECH	95	SERIOUS
3 2130	N5801A	061872	FARMINGTON, N MEX	CESSNA	172	MINOR
3 2131	N4345Q	061472	DEMING,N MEX	CESSNA	172L	NONE
3 2132	N1918B	063072	DEMING, N MEX	LUSCOMBE	8 F	NONE
3 2133	N 8 2 9 3 S	062972	DULCHE,N MEX	CESSNA	150	NONE
3 2134	N1527D	070872	FARMINGTON,N MEX	CESSNA	195A	NONE
3 2135	N9136X	053072	NRUIDOSO,N MEX	CESSNA	182D	FATAL
3 2136	N3545K	052372	CLARK,NJ	PIPER	PA-28	NONE
3 2137	N1095Q	052472	LINCOLN PARK, NJ	CESSNA	310H	NONE
			PAGE XIVII			

PAGE XLVII

FILE NUMBER	AIRCRAF REGIST。 ======	T DATE ====	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2138	N6371Q	052772	SPRING VALLEY,NY	MOONEY	M20F	SERIOUS
3 2139	N2429	070872	RICHFIELD SPNG,NY	SCHEMP	STD-CR	NONE
3 2140	N7754G	070972	SPRING VALLEY,NY	CESSNA	172	NONE
3 2141	N5135X	062472	PEMBRKE PINES, FLA	CHAMPION	7КСАВ	MINOR
3 2142	N4571B	070172	HOMESTEAD, FLA	CESSNA	180	MINOR
3 2143	N60521	070172	YULEE,FLA	CESSNA	150J	NONE
3 2144	N2378Y	060872	TAMPA,FLA	CESSNA	177	FATAL
3 2145	N44GC	061472	MCDONOUGH,GA	CESSNA	180	NONE
3 2146	N9308W	061472	NUT TREE, CALIF	PIPER	PA-28	NONE
3 2147	N5100P	061672	DUBL IN , GA	PIPER	PA-24	SERIOUS
3 2148	N779B	061672	PASO ROBLES CALIF	BEECH	A-35	NONE
3 2149	N267N	061572	BAKERSFIELD,CALIF	BOEING	A75N1	FATAL
3 2150	N40338	061572	TOPACK,ARIZ	MAULE	M - 4	NONE
3 2151	N60124	062272	MESA, ARIZ	CESSNA	150	NONE
3 2152	N122JT	070172	KATHLEEN,GA	PIPER	J-3	MINOR
3 2153	N773MD	052472	VAN WERT, OHIO	PIPER	PA-24	NONE
3 2154	N 5188N	061672	LOOKEBA,OKLA	BOEING	E75N1	NONE
3 2155	N 52 65 U	061672	ROCHESTER, IND	CESSNA	206	NONE
3 2156	N6985Q	061572	RILEY, KANS	BEECH	23	NONE
3 2157	N1156Y	060772	CORBIN,KY	CESSNA	150	SERIOUS
3 2158	N9513A	060772	CAMBRIDGE, ID	CESSNA	170A	NONE
3 2159	N23451	060772	KINGSTON, KY	CESSNA	150H	SERIOUS
3 2160	N6427G	060772	FRIERSON,LA	CESSNA	150	NONE
3 2161	N2682T	051872	GEORGE TOWN, KY	PIPER	PA-28	NONE
3 2162	N76568	062572	WOODWARD, OKLA	CESSNA	140	NONE
3 2163	N1757	060872	NO • CANTON • OHIO	SCHLEICHER	A SK-13	FATAL

NUMBER	AIRCRAFT REGIST。 ======	DATE ====	LOCATION	A IRCRAF MAKE ====	T MODEL =====	INJURY INDEX
3 2164 1	N7197T	070872	MUSKOGEE,OKLA	CESSNA	172A	NONE
3 2165 1	N 5535U	070872	TULSA, OKLA	PIPER	PA-28	NONE
3 2166 1	N2518D	062472	PAWHUSKA,OKLA	CESSNA	170	NONE
3 2167 1	N48568	061372	LAKEVIEW, OREG	BOEING	A75N1	SERIOUS
3 2168 1	N2221R	060772	UNITY, OREG	CESSNA	210	NONE
3 2169 /	N7010Q	070172	MEDFORD, OREG	CESSNA	172L	MINOR
3 2170 1	N7698B	060772	HERMISTON, OREG	BELLANCA	1419-2	SERIOUS
3 2171 1	N56236	060772	SALEM, OREG	BOEING	Α75	FATAL
3 2172 1	N7275Z	061972 N	IONTARIO, OREG	PIPER	PA-25	MINOR
3 2173 1	N3532R	062872	CATHERINE, ALA	BEECH	A23	NONE
3 2174 1	N70656	062872	ANCHORAGE, ALAS	PIPER	JC3-65	NONE
3 2175 1	N425FH	062872	MARANA ARIZ	HILLER ACFT	FH1100	NONE
3 2176	N4305T	070172	ST.JOHNS, ARIZ	PIPER	PA-28	NONE
3 2177	N9883V	062372	MERCED, CALIF	CESSNA	A188	NONE
3 2178 1	N2385Y	062772	CHOWCHILLA, CALIF	CESSNA	177	NONE
3 2179	N1903X	062872	BIG BEAR, CALIF	CESSNA	182	NONE
3 2180	N 77 19V	070172	FIVE POINTS, CALIF	AERO COMDR	A-9B	SERIOUS
3 2181	N684JF	062372	AURORA, COLO	CESSNA	150	MINOR
3 2182	N50747	062472	LAUREL, DEL	CESSNA	150	NONE
3 2183	N6341Z	062172	ΤΑΗΟΚΑ,ΤΕΧ	PIPER	PA-25	NONE
3 2184	N 65 8 7 Z	062872	WALL, TEX	PIPER	PA-25	NONE
3 2185	N8719L	062472	FERRIDAY, LA	PIPER	PA-25	SERIOUS
3 2186	N1965E	062472	NORFOLK, MASS	AERONCA	7 B C M	MINOR
3 2187	N1237S	061272	WURTSBORO,NY	SCHWEIZER	SGS233	NONE
3 2188	N9437S	053172	TAL IHINA, OKLA	BEECH	35	NONE
3 2189	N61668	062772	LONDON,OHIO	BOEING	PT-17	NONE
						,

FILE NUMBER ======	AIRCRAF REGIST • ======	DATE	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2190	N3456T	070172	WAKEMAN, OHIO	CESSNA	177	MINOR
3 2191	N84539	052372	CENTRE HALL, PA	AERONCA	7AC	MINOR
3 2192	N8829Y	061872	LOCK HAVEN, PA	PIPER	PA-30	SERIOUS
3 2193	N5763V	061872	NEW CASTLE, PA	BEECH	A23	NONE
3 2194	N5059F	060872	JEFFERSON, PA	HILLER ACFT	FH1100	SERIOUS
3 2195	N3368C	033072	NKIMBALL, NEBR	BEECH	F35	FATAL
3 2196	N 7 573Y	061572	FERGUS FLS, MINN	PIPER	PA-30	NONE
3 2197	N3577V	060872	PRINCETON, MINN	CESSNA	140	NONE
3 2198	N76W	061672	SUNLAND PRK,N MEX	CONVAIR	8T-13A	NONE
3 2199	N 71 78P	062372	ONEONTA,NY	PIPER	PA-24	NONE
3 2200	N4914V	060672	BREWERTON,NY	CESSNA	170	NONE
3 2201	N8420U	060772	MALONE,NY	CESSNA	172	MINOR
3 2202	N71618	060772	BROOKLINE, NH	CESSNA	182	NONE
3 2203	N 51 2 9 S	070972	MYRTLE BEACH, SC	PIPER	PA-28	NONE
3 2204	N3471Z	052372	FORT PIERRE,S DAK	PIPER	PA-18	SERIOUS
3 2205	N3646K	051572	NO.ATLANTIC OCEAN	PIPER	PA-28	FATAL
3 2206	N9177J	053172	CLOVER, SC	PIPER	PA-28	NONE
3 2207	N7101G	062472	COSBY,MO	CESSNA	172K	NONE
3 2208	N3474T	071572	NBRANSON, MO	CESSNA	177	FATAL
3 2209	N 54 52 H	062872	LAUREL,MONT	PIPER	PA-18	NONE
3 2210	N61251	062872	GOLDFIELD, NEV	CESSNA	150J	NONE
3 2211	N4 95 8E	062372	GRAHAM, TEX	BELL	47H-1	NONE
3 2212	N2104	070272	CROSBY, TEX	PITTS	SIC	MINOR
3 2213	N 84 93 Y	070772	DALLAS, TEX	PIPER	PA-30	NONE
3 2214	N1778V	080672	HOUSTON, TEX	CESSNA	140	NONE
3 2215	N70525	080672	TRENTON, TEX	PIPER	J 3	NONE

À

,1552 FZ (

FILE NUMBER	AIRCRAF REGIST。 ======		LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2216	N6708Z	07.0772	PRIDDY,TEX	PIPER	PA-25	SERIOUS
3 2217	N1583M	061372	LASARA, TEX	CESSNA	1888	NONE
3 2218	N239BA	061872	FRISCO,TEX	BEECH	M35	MINOR
3 2219	N30205	052472	AUSTIN, TEX	CESSNA	177	MINOR
3 2220	N7718V	060172	LOS FRÉSNOS, TEX	CALLAIR	A-9B	FATAL
3 2221	N8069V	060172	MARLIN,TEX	CESSNA	A188	NONE
3 2222	N8372Y	061472	RANGER,TEX	PIPER	PA-30	UNKNOWN
3 2223	N 93 80 V	060772	EAGLE PASS, TEX	MOONEY	M20C	SERIOUS
3 2224	N5356	062172	NEL CAMPO, TEX	GRUMMAN	G-164A	NONE
3 2225	N98429	052372	ELIZABETHTON, TENN	PIPER	J3C-65	NONE
3 2226	N123QF	080772	CLEVELAND, TENN	CESSNA	421	FATAL
3 2227	N3888N	062772	SKANEATELES,NY	BEECH	D35	NONE
3 2228	N98356	062772	MED INA, OHIO	CESSNA	172	NONE
3 2229	N 83 93 N	062772	BARTLESVILLE, OKLA	BEECH	V35	NONE
3 2230	N6598	062872	STILLMAN VLY,ILL	GRUMMAN	G64A	MINOR
3 2231	N 52 75	062872	ROLAND, MINN	GRUMMAN	G164A	NONE
3 2232	N4401M	062872	MIDDLETON,ID	PIPER	PA-12	NONE
3 2233	N3696Q	062772	SHIRLEY,NY	BEECH	A23A	NONE
3 2234	N1014M	070272	SOUTH BEND, IND	CESSNA	150J	NONE
3 2235	N34098	061372	HIGH FALLS, NY	TAYLORCRAFT	BC12	MINOR
3 2236	N6726G	052772	HILLSDALE, WYO	CESSNA	150L	MINOR
3 2237	N3 954 Z	061372	CLARK,WYO	PIPER	PA-18	NONE
3 2238	N6478R	060672	CURLEW,WASH	PIPER	PA-28	SERIOUS
3 2239	N6837G	052372	OAK HARBOR, WASH	CESSNA	150	NONE
3 2240	N1164	052372	W.BRIDGEWATER, VT	SCHLE ICHER	K8B	NONE
3 2241	N 54 52 B	070972	BELLEVUE , WASH	CESSNA	182	SERIOUS

FILE NUMBER ======	AIRCRAF REGIST。 ======	T DATE ====	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2242	N6371G	070872	CHE SAPEAK Ε, VA	CESSNA	150K	NONE
3 2243	N7825S	070872	MOLSEN,WASH	BELL	47G3B2	NONE
3 2244	N7514X	061972	STURTEVANT, WIS	CESSNA	172	NOŃE
3 2245	N8268P	061472	LAKETOWN,UT	PIPER	PA-18	NONE
3 2246	N9068F	063072	LONGMIRE,WASH	HUGHES	500	MINOR
3 2247	N3134T	031172	RACINE,WIS	CESSNA	177	NONE
3 2248	N52068	061772	MADERA,CALIF	BOEING	A75N1	NONE
3 2249	N5023L	062472	HOMEWOOD,CALIF	LAKE	LA-4	NONE
3 2250	N88333	061772	SNELL ING, CALIF	PIPER	J-3	NONE
3 2251	N5567J	031072	TACOMA,WASH	PIPER	PA-32	FATAL
3 2252	N91458	072272	MISSING AIRCRAFT	NAVION	А	FATAL
3 2253	N8245Y	080372	OVER BROOK, KANS	PIPER	PA-30	FATAL
3 2254	N163AC	060672	MATEWAN ₉ w VA	BELL	206A	MINOR
3 2255	N 8777 Z	062372	WHEATLAND,WYO	CESSNA	TP206D	MINOR
3 2256	N66442	070172	WARRENTON,VA	STEARMAN	A75N1	NONE
3 2257	N9794M	070172	BRIDGEPORT,W VA	MOONEY	M10	FATAL
3 2258	N9238V	032472	BEREA,KY	MOONEY	M20E	FATAL
3 2259	N11HL	032 <u>0</u> 72	SUNBURY, OHIO	BEECH	58	FATAL
3 2260	N4246L	031272	ORION,ILL	CESSNA	172G	FATAL
3 2261	N1149P	022372	NREDD ING , CALIF	PIPER	PA-23	FATAL
3 2262	N8631Y	022172	NFT.LAUDERDALE,FLA	PIPER	PA-30	FATAL
3 2263	N17318	013072	BOYNE FALLS, MICH	DOUGLAS	DC-3	M INOR
3 2264	N5491P	071572	KEWANNA, IND	PIPER	PA-24	FATAL
3 2265	N 94 8M A	082272	ANDES,NY	CESSNA	150F	FATAL
3 2266	N4808X	081072	MATAGORDA,TEX	CESSNA	150G	NONE
3 2267	N5271E	082472	NANOKA,MINN	CESSNA	180B	FATAL

PAGE LII

- and the second

FILE NUMBER ======	AIRCRAF REGIST。 =======	T DATE ====	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2268	N8900M	042672	KINGSTON, NH	BEECH	P35	FATAL
3 2269	N 8432 R	081872	MAMMOTH LKS,CALIF	PIPER	PA-28	FATAL
3 2270	N7399U	043072	MONTICELLO, MISS	CESSNA	411	MINOR
3 2271	N1199S	070272	WILLIAMSON, GA	SCHWEIZER	SGS233	FATAL
3 2272	N7825P	061772	HOPEDALE, MASS	PIPER	PA-24	NONE
3 2273	N5119K	061772	YUMA, AR I Z	NAVION	A205	NONE
3 2274	N46632	061672	FREEMONT,NC	CESSNA	172K	NONE
3 2275	N5905D	061772	NNEW ORLEANS, LA	PIPER	PA-22	NONE
3 2276	N42204	061672	ULLIN,ILL	CESSNA	182L	NONE
3 2277	N2515X	061672	LAKE CHARLES, LA	CESSNA	206	NONE
3 2278	N3111G	061072	DORENA, MO	BELL	47D1G	SERIOUS
3 2279	N5802L	061072	HARR I SON, OHIO	AMERICAN	AA-5	NONE
3 2280	N8408	060972	MOAB UT	CESSNA	150G	SERIOUS
3 2281	N8002A	060972	TORR ANCE, CALIF	CESSNA	17 0B	M INOR
3 2282	N5162B	060972	STOCK TON, CALIF	BELL	47G2	NONE
3 2283	N46468	060972	JONE SBORD, GA	CESSNA	172K	NONE
3 2284	N6106G	070772	WARWICK , NY	CESSNA	150K	NONE
3 2285	N5966U	070772	LATHROP WELLS, NEV	PIPER	PA-28	NONE
3 2286	N5025B	070772	NEWTON, KANS	BEECH	H35	NONE
3 2287	N8056S	061772	PEMBROKE,GA	CESSNA	150F	NONE
3 2288	N7145K	061072	BIG DELTA, ALAS	PIPER	PA-18	NONE
3 2289	N2727T	080672	ABSECON, NJ	BEECH	V35	NONE
3 2290	N121U	080672	WELCOME,WASH	BUCKER	JUNGMN	NONE
3 2291	N9416K	080672	PUEBLO,COLO	STINSON	108-2	NONE
3 2292	N53131.	080672	FLORENCE, ARIZ	BOEING	A75N1	NOŅE
3 2293	N3957M	080672	TOK JUNCTN, ALAS	PIPER	PA-12	NONE

FILE NUMBER	AIRCRAF REGIST。 =======	T DATE ====	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2294	N9033C	080672	WATERTOWN, S DAK	CESSNA	180	MINOR
3 2295	N4084M	080672	ILIAMNA, ALAS	PIPER	PA-12	NONE
3 2296	N92602	080672	BERTHOUD,COLO	PIPER	J3C-65	SERIOUS
3 2297	N 92 7 9 X	080672	EUREKA,MONT	CESSNA	182	NONE
3 2298	N34 57	080572	ANGWIN, CALIF	BLANIK	L-13	NONE
3 2299	N11697	081272	LIBERTY CTR,IOWA	CHAMPION	7ECA	NONE
3 2300	N6293Z	081272	ELKMONT,ALA	PIPER	PA-25	MINOR
3 2301	N7266K	081272	CORDELE,GA	PIPER	PA-18	NONE
3 2302	N3137X	081272	ALBUQUERQUE,N MEX	CESSNA	150	NONE
3 2303	N217C	081272	CONNELL,WASH	STINSON	108	NONE
3 2304	N4708Q	081272	BETTLES,ALAS	CESSNA	A185E	NONE
3 2305	N5882H	062872	BEAVER CREEK, ALAS	PIPER	PA-16	NONE
3 2306	N7440B	061772	CHUGIAK, ALAS	CHAMPION	7EC	NONE
3 2307	N9918Y	061772	FAIRBANKS, ALAS	CHAMPION	7GCB	NONE
3 2308	N6595X	081272	PHOEN IX, ARIZ	CESSNA	210A	NONE
3 2309	N48ML	081272	OSAGE,IOWA	BOWERS FLY	BABY	NONE
3 2310	N40331	081272	JACKSON,WYO	MAULE	M4220C	NONE
3 2311	N1894A	081172	PAXTON, NEBR	PIPER	PA-18	MINOR
3 2312	N7410G	081172	LINCOLNSHIRE, ILL	CESSNA	172K	NONE
3 2313	N7341Q	081172	BRIDGEPORT, CONN	CESSNA	182P	NONE
3 2314	N4404Y	081172	FT PIERCE,FLA	PIPER	PA-25	MINOR
3 2315	N6685H	070772	PENSACOLA, FLA	PIPER	J=3	MINOR
3 2316	N3778U	061372	CAMDENTON, MO	CESSNA	182G	NONE
3 2317	N7789K	061372	STONE MOUNTAIN,GA	LUSCOMB	88	NONE
3 2318	N4014Z	061772	VIRGINIA CTY,MONT	PIPER	PA-18	NONE
3 2319	N78249	061772	BOYLE, MISS	CESSNA	172K	NONE

FILE NUMBER	AIRCRAF REGIST。 ======		LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2320	N4093N	061772	PIEDRA,CALIF	MOONEY	M-20F	NONE
3 2321	N5016M	070272	LOVINGTON, N MEX	TAYLORCRAFT	BC12-D	FATAL
3/2322	N17364	070372	NWILLIAMSBURG,MO	RYAN	ST-A	NONE
3 2323	N8602Y	070372	OPA LOCKA, FLA	PIPER	PA-30	NONE
3 2324	N9849Z	070372	STANFIELD, ARIZ	CORBIN BABY	ACE	MINOR
3 2325	N2 80N Y	070272	DEPOSIT,NY	CESSNA	172E	NONE
3 2326	N21717	070272	PRATTVILLE, ALA	CESSNA	188	NONE
3 2327	N2550Z	070272	ILIAMNA, ALAS	CESSNA	185B	NONE
3 2328	N601FL	070272	FITCHBURG, MASS	PIPER	PA-28	MINOR
3 2329	N7585K	070272	MINOT,N DAK	PIPER	PA-18	NONE
3 2330	N1183P	070272	ST. AUGUSTINE, FLA	PIPER	PA-23	NONE
3 2331	N2170R	070272	OAKWOOD,ILL	PIPER	PA-28	NONE
3 2332	N1717C	070272	RIDGELY,MD	CESSNA	180	NONE
3 2333	N 5549G	070272	GROTON, MASS	CESSNA	150J	NONE
3 2334	N9494L	070272	SYRIA, VA	AMER AVCO	AA-1A	SERIOUS
3 2335	N3854K	061772	WEATHERFORD, TEX	GLOBE	GC-1B	SERIOUS
3 2336	N5754S	061772	CALISTOGA, CALIF	SCHWEIZER	SGS233	NONE
3 2337	N3767G	061772	SAN JOSE, CALIF	STINSON	L-5	NONE
3 2338	N53390	061772	BLOCKER,OKLA	BOEING	Δ75	NONE
3 2339	N5733D	061772	WINTERS, CALIF	PIPER	PA-22	NONE
3 2340	N36080	061772	SANTA ANA,CALIF	CESSNA	310	NONE
3 2341	N4680C	071372	NLIVERMORE, CALIF	CESSNA	170B	MINOR
3 2342	N4C48L	071272	BISHOP,CALIF	CESSNA	421	NONE
3 2343	N7839F	071272	AURORA, COLO	CESSNA	150F	NONE
3 2344	N3134H	071272	SAN FERNAND, CALIF	ERCO	415-C	MINOR
3 2345	N5145T	071272	OCEAN CITY, MD	CHAMPION	7GCAA	SERIOUS
			BACE AN			

FILE NUMBER ======	AIRCRAF REGIST。 ======	T DATE ====	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2346	N9870K	071472	CONCORD, CALIF	STINSON	108-2	MINOR
3 2347	N3392U	071272	MESA, ARIZ	CESSNA	182	NONE
3 2348	N 9 4 4 9 V	071272	JOLIET, ILL	MOONEY	M20C	NONE
3 2349	N607U	071272	NPUKWANA, S DAK	GRUMMAN	G-164	NONE
3 2350	N87094	062072	FREMONT,OHIO	ERCO	415-C	FATAL
3 2351	N6620L	031872	BROOKINGS,S DAK	PIPER	PA-31	NONE
3 2352	N8091D	061072	NCLEAR, ALAS	PIPER	PA-18	NONE
3 2353	N3481E	061072	WINDER, GA	AERONCA	7 AC	NONE
3 2354	N70627	070172	TEHACHAPI,CALIF	PIPER	J3C	MINOR
3 2355	N5147B	070272	AIKEN, SC	PIPER	J-3	MINOR
3 2356	N7551T	070272	INDIAN WLLS, ARIZ	CESSNA	172A	FATAL
3 2357	N679U	070272	DOVER,NH	SCHWEIZER	1-26	NONE
3 2358	N4533V	070272	LONG BEACH, CALIF	BEECH	35	NONE
3 2359	N2133U	070372	SYLVESTER, GA	CESSNA	A188	NONE
3 2360	N3533L	070372	LAS VEGAS, NEV	CESSNA	150F	NONE
3 2361	N8416S	070372	INDIANAPOLIS, IND	CESSNA	182	NONE
3 2362	N9168G	070672	S.FRANCISCO,CALIF	CESSNA	182	NONE
3 2363	N725M	070672	LANSING, MICH	BEECH	D55	NONE
3 2364	N95537	070972	MINNEOLA,KANS	TAYLORCRAFT	BC12-D	SERIOUS
3 2365	N822G	070972	HEATH, TEX	SCHREDER	HP-11	FATAL
3 2366	N2800T	061072	WESTWEGO,LA	CESSNA	180	NONE
3 2367	N6608T	061072	VALPARAISO, IND	CESSNA	150	NONE
3 2368	N6658	061072	JEROME, ARK	GRUMMAN	G-164A	NONE
3 2369	N9250L	061072	BARNSVILLE, MINN	AMER AVCO	AA1A	NONE
3 2370	N2754B	061072	GREEN WOOD, MISS	AERO COMDR	560A	SERIOUS
3 2371	N3129D	061072	MENOMONEE FLS,WIS	CESSNA	180	NONE

FILE NUMBER	AIRCRAF REGIST。 ======		LOCATION	AIRCR MAKE ====	AFT MODEL =====	INJURY INDEX
3 2372	N 5 90 9 P	061072	TYRONE,MO	PIPER	PA-24	MINOR
3 2373	N7883P	061072	CHICAGO, ILL	PIPER	PA-24	SERIOUS
3 2374	N9378P	051372	EASTON,PA	PIPER	PA-24	NONE
3 2375	N3175L	071272	WEST CHICAGO, ILL	CESSNA	310J	NONE
3 2376	N6135E	060872	FORT HALL, ID	CESSNA	172	NONE
3 2377	N6004P	070172	LIMA,OHIO	PIPER	PA-24	NONE
3 2378	N9168D	062572	WARDEN, WASH	PIPER	PA-22	NONE
3 2379	N355Y	070172	MAYFLOWER,ARK	GRUMMAN	G-164	NONE
3 2380	N4825V	062572	TULELAKE, CALIF	BOEING	A75N	NONE
3 2381	N3689S	071472	STERLING, MASS	CESSNA	172E	MINOR
3 2382	N2220N	071472	CLAXTON, GA	CESSNA	140	NONE
3 2383	N2 940 J	071472	MILAN, TENN	CESSNA	150	SERIOUS
3 2384	N8344L	071472	TRAER,IOWA	CESSNA	172 I	NONE
3 2385	N5018V	071372	HURON, CALIF	BOEING	E75	NONE
3 2386	N7200Z	071372	MUNGER,MICH	PIPER	PA-25	NONE
3 2387	N4088W	071372	WARWICK,RI	PIPER	PA-32	NONE
3 2388	N4746P	071372	PENSACOLA, FLA	PIPER	PA-23	NONE
3 2389	N2108H	071372	NCANYON, TEX	ERCO	415-C	SERIOUS
3 2390	N3944A	070972	DUBLIN,NH	AERONCA	7 B C M	SERIOUS
3 2391	N2204C	070972	NEWTON, KANS	CESSNA	180	NONE
3 23,92	N30027	070972	COLLEGE PARK,MD	CESSNA	177	SERIOUS
3 2393	N31462	061172	SUGAR GROVE, PA	PIPER	PA-22	NONE
3 2394	N5463Q	061172	JOLIET, ILL	CESSNA	150	NONE
3 2395	N2626F	061172	OLYMPIA,WASH	CESSNA	182J	NONE
3 2396	N3260T	061172	CORTLAND,NY	CESSNA	177	MINOR
3 2397	N52221	051472	ROCK SPRINGS,WYO	FAÍRCHILD	M62C	NONE

- configuration

FILE NUMBER	AIRCRAF REGIST。 ======	T DATE ====	LOCATION =======	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX
3 2398	N2626L	051372	ONTARIO, OREG	CESSNA	172H	NONE
3 2398	N 5 2 8 6	051372	ONTARIO, OREG	GRUMMAN	G-164A	NONE
3 2399	N6513F	051372	WINNEMUCCA, NEV	CESSNA	210	NONE
3 2400	N8733N	071472	NANZA,CALIF	PÍPER	PA-28	MINOR
3 2401	N5769U	061872	COLUMBIA, CALIF	PIPER	PA-28	NONE
3 2402	N3588G	062672	HARR I SBURG, OREG	CALLAIR	A-9	SERIOUS
3 2403	N1624S	062672	EUNICE,LA	SNOW	S2C	NONE
3 2404	N9728V	062572	RIO VISTA, CALIF	CESSNA	A188	NONE
3 2405	N4738G	062672	MARFA,TEX	SCHREDER	HP-12	SERIOUS
3 2406	N9730Z	062672	YUCCA VALLY,CALIF	PRUE	STD	MINOR
3 2407	N40609	062772	FOND DU LAC,WIS	PIPER	J3C-65	MINOR
3 240 <u>8</u>	N1145H	071672	ALLEGAN,MICH	STEWART	HDWND	SERIOUS
3 2409	N6362J	062772	GALLUP,N MEX	PIPER	PA-28	NONE
3 2410	N329Z	062772	DANIELSON, CONN	BEECHCRAFT	M35	NONE
3 2411	N2681G	062672	WAUCHULA,FLA	CESSNA	182	NONE
3 2412	N4 955F	112672	WILLAMSON, W VA	CESSNA	U206	NONE
3 2413	N71964	112572	DUBLIN,VA	CESSNA	206D	NONE
3 2414	N3289E	071872	TWO HARBORS, MINN	AERONCA	11AC	NONE
3 2415	N30139	071672	BAY CITY, TEX	CESSNA	177	NONE
3 2416	N62777	071672	FRESNO, CALIF	BOEING	A75N	NONE
3 2417	N7805W	071672	TWIN BRIDGES,MONT	PIPER	PA-28	NONE
3 2418	N3147J	072272	FRESNO, CALIF	CESSNA	150 G	SERIOUS
3 24179	N2510N	072272	KINDRED,N DAK	CESSNA	120	NONE
3 2420	N 8 84 8 R	072272	FREDERICKSBURG, VA	BELLANCA	14-19	SERIOUS
3 2421	N8613G	071672	BARDWELL,KY	CESSNA	150F	NONE
3 2422	N3867	071572	SAN ANTONIO, TEX	MINIPLANE	DSA	NONE

FILE NUMBER	AIRCRAF REGIST [.] 。 =======		LOCATION	A IRCRA Make ====	FT MODEL =====	INJURY INDEX =====
3 2423	N7506K	071572	GLENALLEN,ALAS	PIPER	PA-18	NONE
3 2424	N5821U	071572	LITTLETON, COLO	PIPER	PA-28	NONE
3 2425	N51050	042672	PHOENIX, ARIZ	CESSNA	150	NONE
3 2426	N56236	042672	HARPER,OREG	BOEING	A75	NONE
3 2427	N60869	042272	NORTH POLE, ALAS	CESSNA	150	NONE
3 2428	N1683J	042672	HILLSBORO, OREG	PIPER	PA-28	NONE
3 2429	N2753G	071672	KUTZTOWN, PA	CHAMP ION,	7 KCAB	NONE
3 2430	N13883	061672	HESPERIA, CALIF	PIPER	PA-28	NONE
3 2431	N9199D	071372	DALLE SPORT, WASH	PIPER	PA-22	MINOR
3 2432	N2662S	071672	BUFFALO,NY	CESSNA	337C	NONE
3 2433	N3546L	071272	TORRANCE, CALIF	CESSNA	150F	MINOR
3 2434	N2046N	071272	LIVERMORE, ALA	CESSNA	140	NONE
3 2435	N29441	071372	SHINGLE SPRGS,CAL	CESSNA	177	NONE
3 2436	N97104	071672	CLINTON, ILL	STINSON	108-1	MINOR
3 2437	N39492	071672	KIRON,IOWA	STINSON	10A	NONE
3 2438	N3926H	071672	ROOSEVELT, UT	ERCO	415-C	SERIOUS
3 2439	N3087G	060172	HAUBSTADT, IND	BELL	47D-1	NONE
3 2440	N1071U	062972	CHARLOTTE NC	PIPER	PA-32	NONE
3 2441	N9422	062972	VAN HORN TEX	GLASFLUGEL	STD LB	MINOR
3 2442	N92380	062972	FRESNO, CALIF	CESSNA	182N	NONE
3 2443	N9639S	062972	MADDOCK,N DAK	CHAMP ION	7GCBC	SERIOUS
3 2444	N8101V	062972	WHARTON TEX	CESSNA	188	NONE
3 2445	N5371V	062872	PORTERVILLE CALIF	HILLER	UH12L4	NONE
3 2446	N 83 87	062972	CARUTHERS CALIF	GRUMMAN	G-164A	NONE
3 2447	N8156F	043072	SPENCER, NY	CESSNA	150	NONE
3 2448	N4303B	043072	SAN MARCOS, TEX	CESSNA	170B	NONE
			PAGE LIX			

FILE NUMBER ======	AIRCRAF REGIST。 ======	T DATE ====	LOCATION ======	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX
3 2449	N4676T	043072	LISBON,N DAK	WACO	VKS-6	NONE
3 2450	N180SU	043072	COLUMBUS, OHIO	BEECH	A23-19	NONE
3 2451	N9266D	043072	PLEASANTON, TEX	PIPER	PA-18	SERIOUS
3 2452	N8595J	042972	ROGERSVILLE,TENN	CESSNA	150G	NONE
3 2453	N5127P	042972	SHAFTER, TEX	PIPER	PA-24	NONE
3 2454	N83075	042972	NEW CUMBRLND,W VA	AERONCA	7AC	NONE
3 2455	N3406X	042672	FAIRFIELD,NJ	AERO-COMDR	100	NONE
3 2456	N3794J	072172	GENOA CITY,WIS	CESSNA	150G	NONE
3 2457	N7884V	072172	SPEARMAN,TEX	MOONEY	M20C	SERIOUS
3 2458	N169G	072172	DULUTH, MINN	CESSNA	310	NONE
3 2459	N9224L	072172	WARWICK,NY	AMER AVCO	A A - 1 A	NONE
3 2460	N2291X	072172	GRAND RAPIDS, MICH	CESSNA	337	NONE
3 2461	N2466V	072172	MONTICELLO,KY	CESSNA	140	NONE
3 2462	N7627L	072172	CHARLTTE AMLIE,VI	LAKE	LA-4	NONE
3 2463	N8933U	020472	BATTLE MNTN, NEV	BEECH	S 3 5	FATAL
3 2464	N 93 77 L	090372	WATERLOO,IOWA	AMER AVCO	A A - 1 A	FATAL
3 2465	N99130	031472	MINNEAPOLIS, KANS	ERCOUPE	415C	MINOR
3 2466	N4656Y	042272	CLOVIS,N MEX	PIPER	PA-25	FATAL
3 2467	N7010G	061172	HARDTNER,KANS	CESSNA	172K	NONE
3 2468	N4029M	061172	GENE SE O , NY	PIPER	PA-12	SERIOUS
3 2469	N274C	060972	MIDLAND,MICH	BEECH	95	NONE
3 2470	N7228	071572	NORTHWOOD, IOWA	GRUMMAN	G164	SERIOUS
3 2471	N176D	071573	COON RAPIDS, MINN	BEECH	A60	NONE
3 2472	N6828D	071572	MONUMENT,COLO	PIPER	PA-22	MINOR
· 3 2473	N3603Z	071572	CASPER,WYO	PIPER	PA-22	SERIOUS
3 2474	N1241S	071572	ERWINNA, PA	SCHWEIZER	233A	NONE

NU	ILE JMBER	AIRCRAFI REGIST. ======	DATE ====	LOCATION ======	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3	2475	N7611R	071572	VINEBURG, CALIF	BEECH	A23-19	NONE
3	2476	N2757C	071572	HALFWAY, OREG	CESSNA	170B	NONE
3	2477	N6442G	071572	SPARROWS POINT, MD	CESSNA	150K	NONE
3	2478	N8804L	071572	OTHELLO,WASH	PIPER	PA25	MINOR
3	2479	N7355	071472	FERRIDAY, LA	GRUMMAN	G-164A	NONE
. 3	2480	N6361J	071572	RAMSEY, IND	PIPER	PA-28	NONE
3	2481	N78628	071472	RUDYARD, MONT	CESSNA	172	NONE
3	2482	N4943F	071472	SAN CARLOS, ARIZ	CESSNA	206	NONE
·3	2483	N7372	071472	TOUCHET,WASH	GRUMMAN	G-164A	NONE
3	2484	N9955G	071472	A SHL AND, OK LA	CESSNA	A188A	NONE
3	2485	N3758D	071772	SWEETWATER, TEX	CESSNA	182	NONE
3	2486	N3185B	071772	CHUGIAK, ALAS	CESSNA	170	NONE
3	2487	N9415R	071772	ALMYRA, ARK	SNOW	S 2 A	NONE
3	2488	N60215	071472	CHANDLER, ARIZ	CESSNA	150	NONE
3	2489	N7422P	090272	CHIGNIK LAGN ALAS	PIPER	PA-24	NONE
3	2490	N2987D	071772	MONTROSE, PA	CESSNA	170	NONE
3	2491	N9058H	071872	FT.FAIRFIELD,ME	BOEING	E-75	MINOR
3	2492	N8512J	071872	CLOVIS, CALIF	CESSNA	150G	NONE
3	2493	N3279B	071872	HINSDALE, ILL	PIPER	PA-22	NONE
3	2494	N28962	071872	CHAMPAIGN, ILL	ERCOUPE	415C	NONE
3	2495	N89666	071872	COFFEEN,ILL	CESSNA	120	NONE
3	2496	N4141D	092772	HILTON HEAD, NC	HELIO	H-391B	NONE
3	2497	N5772G	092772	MEMPHIS, TENN	CESSNA	150K	NONE
3	2498	N97775	092772	FLANDERS, NJ	STINSON	108	NONE
3	2499	N1522W	092672	CHINLE, ARIZ	BEECH	V35	SERIOUS
3	2500	N77153	092672	TERRELL, TEX	CESSNA	140	NONE

-graties

PAGE LXI

FILE NUMBER	AIRCRAF REGIST。 ======	T DATE ====	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2501	N3086Z	092672	KAYCEE,WYO	PIPER	PA-18	NONE
3 2 5 0 2	N 80 94 F	092672	NMILES CITY, MONT	CESSNA	150F	NONE
3 2503	N10245	092672	MONTICELLO,MISS	GRUMMAN	G-164	NONE
3 2504	N4 993 Y	092772	HOLLY SPRNGS, MISS	PIPER	PA25	NONE
3 2505	N3308F	092672	ARTEMUS,KY	CESSNA	182J	NONE
3 2 5 0 6	N 5264G	092572	LAKE HAVASU, ARIZ	PIPER	PA-22	NONE
3 2507	N2242R	092572	ST GEORGE,UT	CESSNA	Т210-Н	MINOR
3 2508	N67912	092572	RIPLEY, CALIF	BOEING	E75	NONE
3 2509	N3854Q	092972	VACAVILLE,CALIF	CESSNA	172	NONE
3 2510	N7389E	061172	NEWAGO, MICH	CESSNA	210	NONE
3 2511	N4691Q	063072	~ MOLINE,ILL	CESSNA	T210L	FATAL
3 2512	N 6 4 6 2 V	092372	PINEVILLE,WVA	HELIO	H-295	NONE
3 2513	N5524D	092372	GAYLORD, MICH	BEECH	H35	NONE
3 2514	N71318	092272	WAUNAKEE,WIS	LUSCOMBE	8A	NONE
3 2515	N156M	092372	SAN DIEGO,CALIF	PIPER	PA-23	NONE
3 2516	N326JA	071472	LAS VEGAS, NEV	CESSNA	206	MINOR
3 2517	N9160Q	110172	MORGANTOWN,W VA	BEECH	A36	FATAL
3 2518	N1508C	071672	IOWA CITY,IOWA	CESSNA	180	NONE
3 2518	N88344	071672	IOWA CITY,IOWA	PIPER	J3C-65	NONE
3 2519	N1062	071872	BENICIA, CALIF	S I KOR SK Y	S55B	MINOR
3 2520	N9974X	071872	ANCHORAGE, ALAS	CESSNA	185	NONE
3 2521	N5885R	072172	NORTH FREEDOM, WIS	CESSNA	172G	NONE
3 2522	N5044F	072172	SKYKOMISH,WASH	HILLER ACFT	FH1100	NONE
3 2523	N4798R	072172	SANTA MNICA,CALIF	BELL	47G-5	NONE
3 2524	N6711D	072272	PINEWOOD, SC	BELL	47G-2	NONE
3 2525	N4077Z	072272	NHYANNIS,NEBR	PIPER	PA-18	NONE

FILE NUMBER	AIRCRAF REGIST.	DATE	LOCATION	A IRCRA MAKE ====	FT MODEL	INJURY INDEX =====
3 2526	N1459K	072272	NMAR SHALL, MINN	LUSCOMBE	8A	NONE
3 2527	N9473D	072272	NCORDELE, GA	PIPER	PA-18A	MINOR
3 2528	N1636A	072172	NBELLE FRCHE, S DAK	PIPER	PA-18	NONE
3 2529	N6361E	092472	MORRISON ILL	CESSNA	172	SERIOUS
3 2530	N60170	092472	STOCK TON, ILL	RYAN	PT-22	NONE
3 2531	N3380B	092472	MAPLE HILL, NC	PIPER	PA-22	NONE
3 2532	N22806	092372	ELFERS FLA	CESSNA	150	MINOR
3 2533	N7281E	092372	ALAMO, NEV	CESSNA	182	SERIOUS
3 2534	N8279S	092372	MEMPHIS, TENN	CESSNA	150F	NONE
3 2535	N2842A	080172	AKRON, NY	CESSNA	180	NONE
3 2536	N4310T	080172	NAPA, CALIF	PIPER	PA-28R	NONE
3 2537	N38979	073172	POLLARD, ARK	STEARMAN	E75N1	SERIOUS
3 2538	N71738	073172	COOPERSTOWN, NY	LUSCOMBE	8 A	NONE
3 2539	N3041C	073172	AMES, IOWA	BEECH	V35B	NONE
3 2540	N61265	100172	SNTA SUSANA, CALIF	CESSNA	150J	NONE
3 2541	N2540A	100172	RIVERDALE,CALIF	PIPER	PA-22	NONE
3 2542	N8050S	€93072	LEES SUMMIT, MO	CESSNA	150	NONE
3 2543	N7247Z	093072	DORSEY, ILL	PIPER	PA-25	SERIOUS
3 2544	N6085D	093072	NEW POINT IND	PIPER	PA-22	NONE
3 2545	N3338Z	093072	SEBEWAING, MICH	PIPER	PA-22	NONE
3 2546	N4295H	093072	KING SALMON, ALAS	PIPER	PA-14	NONE
3 2547	N8470N	072472	THEF RIV.FLS,MINN	BEECH	D55	NONE
3 2548	N8864G	072472	FRANKLIN,KY	CESSNA	150F	NONE
3 2549	N4744Y	072472	NEWSOMS , VA	PIPER	PA-25	MINOR
3 2550	N5366K	073072	FLOMATON, ALA	NAVION	В	NONE
3 2551	N3316T	073072	CORONA, CALIF	CESSNA	177	SERIOUS

PAGE LXIII

•

FILE NUMBER	AIRCRAF REGIST。 ======	T DATE ====	LOCATION	A IRCRA MAKE ====	FT MODEL	INJURY INDEX
3 2552	N7300K	073072	JAMESTOWN,N DAK	PIPER	PA-20	NONE
3 2553	N5108H	072972	WALES, ALAS	PIPER	PA-14	NONE
3 2554	N1794N	072972	FALL RVR ML, CALIF	CESSNA	120	NONE
3 2555	N6690G	072972	MATTOON,ILL	CESSNA	150L	NONE
3 2556	N 5948G	072972	MILFORD,DEL	CESSNA	150	NONE
3 2557	N1631B	072972	PAPILLION,NEBR	LUSCOMBE	114	NONE
3 2558	N27078	072972	BEAUMONT, KANS	PIPER	J4A	NONE
3 2559	N3 940 Y	072972	OXFORD,ME	CESSNA	210D	NONE
3 2560	N7406W	072972	PERHAM, MINN	PIPER	PA-28	MINOR
3 2561	N1 843 Z	090472	BLACKFOOT, ID	CESSNA	205	MINOR
3 2562	N4404T	072372	TORRANCE, CALIF	PIPER	PA-28	NONE
3 2563	N4739J	073072	SANIBEL, FLA	BEECH	A23-24	NONE
3 2564	N5505P	073072	CHEYENNE, WYO	PIPER	PA-24	MINOR
3 2565	N 99389	073072	TORR ANCE, CALIF	ERCO	415-C	NONE
3 2566	N8738N	073072	RIALTO,CALIF	PIPER	PA-28	NONE
3 2567	N2204N	073072	NWILLOW, ALAS	CESSNA	140	NONE
3 2568	N8663W	073072	MOORLAND, IOWA	PIPER	PA-28	NONE
3 2569	N7842	073172	GUAD ALUPE, ARIZ	GRUMMAN	G-164A	NONE
3 2570	N3857C	071972	MAMMOTH LK, CALIF	CESSNA	180	NONE
3 2571	N9322V	072072	RADCLIFFE, IOWA	MOONEY	M20C	NONE
3 2572	N1644F	072072	CEDAR KEY, FLA	CESSNA	172H	FATAL
3 2573	N5270M	072072	MOOSE PASS, ALAS	TAYLORCRAFT	BC12-D	MINOR
3 2574	N2848J	072072	TOUTLE,WASH	KAMAN	K-600	NONE
3 2575	N4 930 H	072072	WAPATO , WASH	PIPER	PA-11	MINOR
3 2576	N4562A	072072	ARKANSAS CITY, ARK	PIPER	PA-22	MINOR
3 2577	N8308G	072072	BUTLER,GA	CESSNA	150	NONE

PAGE LXIV

FILE NUMBER	AIRCRAF REGIST。 ======	DATE	LOCATION =======	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2578	N2378Q	061872	SPRING RUN, PA	BEECH	23	FATAL
3 2579	N3866T	080172	OT TUMWA, IOWA	PIPER	PA-28R	NONE
3 2580	N42300	080172	LOGAN,UT	CESSNA	182L	NONE
3 2581	N65013	080172	COPELAND, KANS	BOEING	E75	NONE
3 2582	N3998J	073172	NEW RICHMOND, WIS	CESSNA	150G	NONE
3 2583	N8514J	080172	ANSONIA, CONN	CESSNA	150G	NONE
3 2584	N44758	072372	LINCOLN,NEBR	NAVAL FCTY	N3N-3	NONE
3 2585	N6546G	072372	OCEAN CITY, NJ	CESSNA	150L	NONE
3 2586	N12257	072372	KEYMAR,MD	BEECH	A45	NONE
3 2587	N1852T	072372	ALBION,NJ	PIPER	PA-28	NONE
3 2588	N3721M	072372	WILDWOOD,NJ	PIPER	PA-12	MINOR
3 2589	N8158H	072272	LONG BEACH, CALIF	N. AMERICAN	SNJ-5	NONE
3 2590	N4355J	072272	FREDERICKSBURG, VA	PIPER	PA-28	NONE
3 2591	N5865L	072372	PHOENIX, ARIZ	AMERICAN	AA-5	NONE
3 2592	N1859V	072372	TOLEDO,IOWA	CESSNA	140	NONE
3 2593	N57849	072372	MINOT, ME	BOEING	A-75	MINOR
3 2594	N3752F	072372	PALMER, ALAS	CESSNA	172H	NONE
3 2595	N1288Q	071472	CUDDY, PA	CESSNA	150L	NONE
3 2596	N2611K	071472	CANON CITY,COLO	LUSCOMBE	8 A	NONE
3 2597	N50395	071972	WENTZVILLE,MO	CESSNA	150H	NONE
3 2598	N77549	071872	CADES,SC	PIPER	J3C	NONE
3 2599	N11RB	071872	LEE VINING, CALIF	BOLKOW	С	NONE
3 2600	N2331P	071972	EDEN PRAIRIE, MINN	PIPER	PA-22	NONE
3 2601	N3705Q	071972	ONEILL, NEBR	BEECH	V35	NONE
3 2602	N21613	071972	PRITCHETT,COLO	CESSNA	188	NONE
3 2603	N4342Z	071972	PORTLAND, TEX	PIPER	PA-18	SERIOUS

-output

PAGE LXV

FILE NUMBER	AIRCRAF REGIST。 =======	DATE	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2604	N44CW	071972	MINDEN,NEV	CONCEPT	70	MINOR
3 2605	N6579	071972	HAZEN, ARK	GRUMMAN	G-164A	NONE
3 2606	N4358P	092872	HUMBLE CITY,N MEX	PIPER	PA23	NONE
3 2607	N3520A	092872	BASIN HARBOR VT	PIPER	PA-22	NONE
3 2608	N2951T	092872	LAINGSBURG,MICH	AERO COMDR	100	NONE
3 2609	N7006G	072972	KETCHUM,ID	CESSNA	172	SERIOUS
3 2610	N6386N	072972	GRAFORD, TEX	CHAMPION	7ECA	NONE
3 2611	N2377Q	072972	WAXAHACHIE, TEX	BEECH	B23	NONE
3 2612	N40105	072972	CENTRAL CITY,PA	STINSON	108	NONE
3 2613	N7846Y	072772	MANCHESTER, NH	PIPER	PA-30	NONE
3 2614	N4041D	072872	KRUM, TEX	CESSNA	182	NONE
3 2615	N8328M	072872	HENDER SONVILLE, NC	CESSNA	150	NONE
3 2616	N9382L	072872	MANSFIELD, MASS	AMER AVCO	AA1	NONE
3 2617	N2 983 Q	072872	HILTON HEAD, SC	CESSNA	421A	NONE
3 2618	N29434	123172	TOMBALL, TEX	CESSNA	177	NONE
3 2619	N1468K	123172	BELLEVILLE, MICH	LUSCOMBE	8 A	MINOR
3 2620	N1641F	123172	NUT TREE, CALIF	CESSNA	172H	NONE
3 2621	N2566E	123072	AUBERRY,CALIF	AERONCA	7AC	NONE
3 2622	N5534F	092072	WEN TWOR TH , NH	PIPER	PA28	NONE
3 2623	N3 840 P	092072	WOLCOTT NY	PIPER	PA-22	NONE
3 2624	N3357F	092072	LEXINGTON, KY	CESSNA	177	SERIOUS
3 2625	N6354G	092072	TURNER , ME	CESSNA	150	NONE
3 2626	N8900Z	092572	FAIRFIELD,ILL	CESSNA	310G	NONE
3 2627	N73284	092372	SELAH WASH	BELL	47-G2A	FATAL
3 2628	N6621C	092472	CLR LK OAKS CALIF	CESSNA	172	SERIOUS
3 2629	N3649Q	092472	SAN JOSE, CALIF	BEECH	A23-24	NONE

	FILE NUMBE	R REGIST.	DATE	LOCATION	AIRCRA Make ====	FT MODEL =====	INJURY INDEX =====
	3 263	0 N126PF	092172	BLUE ASH,OHIO	PIPER	PA-30	ŅONE
	3 263	1 N93498	092172	GREENTOWN, IND	ERCO	415-C	NONE
	3 263	2 N4279R	072472	MARYSVILLE, KANS	PIPER	PA-32	NONE
	3 2 6 3	3 N2568J	072372	AT LANTA, GA	CESSNA	150E	SERIOUS
	3 263	4 N6091X	072472	LA JUNTA,COLO	MOONEY	M20	NONE
	3 2 6 3	5 N9167B	100172	STANTONVILLE, TENN	CESSNA	172	NONE
	3 263	6 N3650X	100172	SLOCOMB, ALA	AERO COMDR	100	NONE
	3 2 6 3	7 N3898X	100272	GREENVILLE, MICH	AERO COMDR	100	NONE
	3 263	8 N73979	100272	CAMBRIDGE, OHIO	BELL	47G4	NONE
	3 2 6 3	9 N9136K	092172	KENAI ALAS	STINSON	108	SERIOUS
	3 264	0 N3861M	092172	STYX RIVER, ALAS	PIPER	PA-12	NONE
	3 264	1 N3585D	092272	TUXEDNI BAY,ALAS	CESSNA	170-B	NONE
	3 264	2 N5686F	092472	LIGONIER,ILL	ALON	A2	MINOR
	3 264	3 N7512F	123072	SONOMA, CALIF	CHAMPION	7ECA	NONE
	3 264	4 N316HW	123072	EL PASO, TEX	HELIO ACFT	H-391B	NONE
	3 264	5 N6351J	123072	GRASS VALLY, CALIF	PIPER	PA-28	NONE
	3 264	6 N50344	122972	ALBION, ILL	CESSNA	150H	MINOR
	3 264	7 N50030	122872	ADRIAN, TEX	CESSNA	150	SERIOUS
	3 264	8 N106DP	122872	WEST CHICAGO,ILL	CESSNA	150J	NONE
	3 264	9 N8724G	122872	ROCKPORT, TEX	CESSNA	150	NONE
	3 26	50 N635B	122872	NEW ORLEANS, LA	BEECH	B95	NONE
	3 269	51 N5864F	122872	CHRISNEY, IND	CESSNA	210G	MINOR
	3 26	52 N4355H	122872	HENDERSON, NEV	PIPER	PA-15	MINOR
	3 26	53 N2466D	122872	SACRAMENTO, CALIF	CESSNA	170B	NONE
	3 26	54 N8975Z	122772	PHOEN IX, ARIZ	CESSNA	310G	NONE
THERE AND	3 2 6	55 N9555W	122772	CARSON CITY, NEV	PIPER	PA-28	NONE

, or Although

PAGE LXVII

FILE NUMBER	AIRCRAF REGIST •	T DATE ====	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2656	N5152E	093072	ANCHORAGE, ALAS	CESSNA	180B	MINOR
3 2657	N2576N	092972	DTH VLY JUN,CALIF	CESSNA	140	NONE
3 2658	N1147C	092772	ATMORE, ALA	PIPER	PA-22	MINOR
3 2659	N8746D	092972	RIDGELAND, SC	PIPER	PA-22	NONE
3 2660	N3 94 9Z	092972	TUSCALOOSA, ALA	PIPER	PA-18	NONE
3 2661	N6062X	032972	MEMPHIS, TENN	MOONEY	M20A	FATAL
3 2662	N900D	051572	UTICA,MICH	STINSON	108-2	FATAL
3 2663	N6841G	051672	CLINTON, MICH	CESSNA	150L	FATAL
3 2664	N91040	072272	NKODIAK, ALAS	GRUMMAN	G-44	NONE
3 2665	N4617C	080672	ISSAQUAH,WASH	CESSNA	170B	FATAL
3 2666	N6458G	062472	AUGUS TA, KANS	CESSNA	150	NONE
3 2667	N3161J	083172	NEWTOWN,PA	CESSNA	150G	FATAL
3 2668	N60827	063072	WEATHERFORD,OKLA	CESSNA	150	MINOR
3 2669	N50746	070172	LUFKIN, TEX	CESSNA	150	NONE
3 2670	N5439Q	062572	GAITHERSBURG, MD	CESSNA	150	MINOR
3 2671	N7150W	091372	KALVESTA, KANS ·	PIPER	PA-28	NONE
3 2672	N1014J	111872	STEVENSVILLE, MD	AERO COMDR	112	MINOR
3 2673	N 50 95 E	12217 <u>2</u>	ST. CLOUD, MINN	CESSNA	180B	NONE
3 2674	N4824Y	071772	ALEXANDRIA,LA	PIPER	PA-25	NONE
3 2675	N12848	072372	MURDOCK, ILL	BELL	47G-2	NONE
3 2676	N7986F	072372	OCOEE,FLA	CESSNA	150	NONE
3 2677	N8607R	072372	ODESSA, TEX	SCHWEIZER	SGS123	NONE
3 2678	N4704Y	072372	EUDORA,ARK	PIPER	PA-25	NONE
3 2679	N3848B	072372	BLLHEAD CTY, ARIZ	BEECH	F35	NONE
3 2680	N1794Z	092572	AUGUS TA, GA	CESSNA	336	SERIOUS
3 2681	N6992Q	080172	LANSING, MICH	BEECH	23	NONE

PAGE LXVIII

FILE NUMBER	AIRCRAF REGIST。 ======	DATE	LOCATION	A IRCRA MAKE ====	FT MODEL =====	INJURY INDEX =====
3 2682	N5009S	080172	FABENS, TEX	PIPER	PA-28	NONE
3 2683	N6494E	080272	WHISKEYTOWN, CALIF	CESSNA	172	NONE
3 2684	N8825L	080272	ROCKY FORD, COLO	PIPER	PA-25	NONE
3 2685	N 84 7 S P	080172	PFLUGERVILLE, TEX	PIPER	PA-24	NONE
3 2686	N6475J	080272	FAIRBANKS,ALAS	PIPER	PA-28	NONE
3 2687	N`719Z	080272	IMPERIAL, CALIF	AERO COMDR	520	NONE
3 2688	N236T	092672	LOTHIAN, MD	PIPER	PA-18	NONE
3 2689	N72525	092972	ADELANTO, CALIF	CESSNA	140	SERIOUS
3 2690	N39197	092872	AUKE BAY, ALAS	TAYLORCRAFT	BC-12D	NONE
3 2691	N1163C	092872	BG BEAR CTY,CALIF	PIPER	PA-22	NONE
3 2692	N222T	100872	VISALIA, CALIF	BEECH	V35-TC	NONE
3 2693	N2881L	100872	LANDRUM, SC	CESSNA	172H	NONE
3 2694	N2217J	100972	MINERVA,OHIO	CESSNA	150G	NONE
3 2695	N19879	101072	BAKERSFIELD, CALIF	CESSNA	172	NONE
3 2696	N7577	100872	FREEMONT,CALIF	SCHWEIZER	SGS126	NONE
3 2697	N7805G	100872	MEDINA, OHIO	CESSNA	172	NONE
3 2698	N94367	100872	MARYSVILLE, CALIF	AMER AVCO	AA-1A	NONE
3 2699	N7789C	100872	MESA ARIZ	CORBEN BABY	ACE B1	MINOR
3 2700	N6259E	100872	MICHICOT,WIS	CESSNA	172	NONE



NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20591

BRIEFS OF ACCIDENTS

U. S. GENERAL AVIATION

1972

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE CR- 0 0 1 NONCOM/ERCIAL COMMERCIAL, AGE 58, 1335 3-2024 2/12/72 ARDMORE, ALA CESSNA 310 TIME - 1500 N316D PX- 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 33 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - ARDMORE DEPARTURE POINT INTENDED DESTINATION OPA LOCKA, FLA FAYETTEVILLE, TENN TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE MISCELLANEOUS ACTS CONDITIONS - COMMUNICATIONS FAILURE WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED FMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SKY CONDITION CEILING AT ACCIDENT SITE 300 UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS FOG IFR TYPE OF FLIGHT PLAN IFR REMARKS- PLT STATED HE HAD RADIO FAILURE DRG INST APCH TO HSV, DIVERTED TO 1ST AVBL FLD VFR.

		AIRCRAFT DATA	INJ! F	URIE S	ES M/N	FLIGHT PURPOSE		PILOT DATA
-1824	5/17/72 MARION,ALA TIME - 1750	CESSNA A188A	C R P X	0 (0 1 0 0	COMMERCIAL ASSOC CROP	CTL ACTIVITY	COMMERCIAL, AGE 34, 4020 / TOTAL HOURS, 768 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - PERRY C DEPARTURE POINT PERRY COUNTY TYPE OF ACCIDENT ENGINE FAILURE OR MALFU FIRE OR EXPLOSION IN F	INTENDED DESTINATION LOCAL		•	ASE (TAKE)	OF OPERATION OFF ÍNITIAL OFF INITIAL	CLIMB	
	MISCELLANEOUS ACTS,COND FACTOR(S)	ITIONS - MATERIAL FAILURE ITIONS - FIRE IN ENGINE	1				•	
	MISCELLANEOUS - SMOKE I COMPLETE POWER LOSS - COM EMERGENCY CIRCUMSTANCES -	PLETE ENGINE FAILURE/FLAM						
	SPECIAL DATA TOTAL HOURS IN CROP COM KIND OF CROP - OTHER GLOVES - USED CRASH HELMET - AVAILABL CRASH BAR - INSTALLED REMARKS- EXHAUST PIPE SEP	E-USED		TYI GO CO TAI	PE DI GGLE CKPI NK/HI	F CHEMICAL U S - USED T CRASHPAD - DPPER-LOCATI	SED - DRY CHE INSTALLED ON - FORWARD	OF PILOT
-2055	5/27/72 MADISON,ALA TIME - 1230	PIPER PA-28 N465FL DAMAGE-SUBSTANTIAL		0 (0 1 0 0	INSTRUCTIO TRAINING	NAL	STUDENT, AGE 53, 109 Total Hours, all In Type, not Instrument
·	NAME OF AIRPORT - CARL T. DEPARTURE POINT HUNTSVILLE,ALA TYPE OF ACCIDENT HARD LANDING	JONES FLD INTENDED DESTINATION LOCAL				OF OPERATION Ing level o	FF/TOUCHDOWN	RATED

______ LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FILE DATE F S M/N PURPOSE STARDUSTER TOO COMMERCIAL, AGE 60, 3-2056 5/28/72 ALABASTER, ALA CR- 0 1 0 MISCELLANEOUS TIME - 1450 N3650 PX- 0 0 0 AIR SHOW/RACING 10000 TOTAL HOURS, UNK/NR DAMAGE-DESTROYED IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - SHELBY COUNTY DEPARTURE POINT INTENDED DESTINATION LOCAL ALABASTER,ALA TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN IN FLIGHT ACROBATICS PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FIRE AFTER IMPACT REMARKS- WOODED SWAMP.PLT LOST CONTROL AT INSUF ALT TO RECOVER DURG AUTHZD LOWLVL ACROBATICS IN AIRSHOW. AFRONCA 7AC 3-2054 5/31/72 SELMA, ALA CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 29, 203 TIME - 1700 N4160E PX- 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 3 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - SKY HARBOR INTENDED DESTINATION DEPARTURE POINT SEL ΜΔ + ΔΙ Δ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL LANDING ROLL COLLIDED WITH DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN 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 RELATIVE BEARING OF WIND NONE RIGHT CROSS WIND 068-112 DEGREES WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 5 VFR TYPE OF FLIGHT PLAN NONE REMARKS- WIND 5-10K GUSTY.

BRIEFS OF ACCIDENTS

FÍLE DATE LOCATION AIRCRAFT DATA PILOT DATA TN.IURTES: FLIGHT F S M/N PURPOSE 3-1846 6/4/72 PELL CITY, ALA LUSCOMBE 84 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 23, 110 N77837 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TIME - 1200 · TOTAL HOURS, 104 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - ST CLAIR CO. DEPARTURE POINT INTENDED DESTINATION PELL CITY, ALA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT DESCENDING NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. REMARKS- LNDD IN PLOWED FIELD.AFTR PWR OFF STALL APPLIED PWR TOO FAST. 3-2007 6/5/72 PIPER PA-18A ROBER TS DALE, ALA CR- 1 0 0 COMMERCIAL COMMERCIAL, AGE 34, 1050 TIME - 1850 PX- 0 0 0 AERIAL APPLICATION N4391A TOTAL HOURS, ALL IN DAMAGE-DESTROYED TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - BONNERS STRIP DEPARTURE POINT INTENDED DESTINATION ROBERTSDALE, ALA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 500 KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC KIND OF CROP - CORN PILOT'S SEAT BELT - EASTENED-PROPERLY CRASH HELMET - AVAILABLE-USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - BELLY TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 150 FIRE AFTER IMPACT REMARKS- HIT PWR LINES.

BRIEFS OF ACCIDENTS

FILE	DATE		AIRCRAFT DATA	F	S	5 M/	N	PURPOSE	PILOT DATA
	6/28/72 C TIME - 1700	ATHERINE, ALA	BEECH A23 N3532R DAMAGE-SUBSTANTIAL	CR- (PX- (PRIVATE, AGE 47, 430 SP TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
		ORT - CATHERINE INT	INTENDED DESTINATION						
			MONROEVILLE, ALA			TAK	EOF	F OPERATION FF RUN FF ABORTED	
	PROBABLE CAU PILOT IN C FACTOR(S) TERRAIN -	OMMAND - IMPROP	ER OPERATION OF BRAKES	AND/OR	FL	IG⊦	тс	CONTROLS	
	MISCELLANE	OUS ACTS, CONDIT	AGEMENT OF FUEL IONS - FUEL STARVATION IT BUSHES AFTER PRIOR F	ORCED I	- D G	G DL	ΕF	UEL STARVATION.	
-2060	6/29/72 B TIME - 1130	IRMINGHAM,ALA	BEECH 23 N14BW DAMAGE-SUBSTANTIAL	CR- (PX- (INSTRUCTIONAL SOLO	STUDENT, AGE 22, 32 TOTA HOURS, 27 IN TYPE, NOT INSTRUMENT RATED.
		,ALA							
	HARD LANDI							• OPERATION NG LEVEL OFF/TOUCHDOWN	
	PILOT IN C	OMMAND - IMPROP OMMAND - IMPROP	ER LEVEL OFF ER RECOVERY FROM BOUNCE CED AND LACKED CONFIDEN		[NG	;			
-2326	7/2/72 P TIME - 0930	RATTVILLE,ALA	CESSNA 188 N21717 DAMAGE-SUBSTANTIAL	CR- (PX- ()	0 0	1 0	MISCELLANEOUS FERRY	PRIVATE, AGE 22, 585 Total Hours, 115 In Type Not Instrument Rated.
	DEPARTURE PO TUPELO,MI		INTENDED DESTINATION ZELLWOOD,FLA						
		DENT				LAN	DIM	FOPERATION NG LEVEL OFF/TOUCHDOWN NG LEVEL OFF/TOUCHDOWN	
	TYPE OF ACCI HARD LANDI NOSE OVER/					LAP	-		
	HARD LANDI NOSE OVER/ PROBABLE CAU	DOWN SE(S)	ER RECOVERY FROM BOUNCE	D LAND					

Number

			BRIEFS	S OF A	CCI	DEN	٢S			
FILE	DATE	LOCATION	AIRCRAFT DATA		F	S M.	/N	FLIGHT PURPOSE	PILOT DATA	
3-2434	7/12/72 TIME - 1	LIVERMORE,ALA 101			0	0	1	NONCOMMERCIAL	STUDENT, AGE 40, 26 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.	
	DEPARTURI LIVERMO TYPE OF	DRE, ALA	INTENDED DESTINATION		P			F OPERATION NG ROLL		
	PILOT FACTOR(S)	TO MAINTAIN DIRECTION ER OPERATION OF BRAKES			-	ΗT	CONTROLS		
3-2550		FLOMATON,ALA 400	NAVION B N5366K DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Pleasure/Personal transf	COMMERCIAL, AGE 29, 2320 TOTAL HOURS, 502 IN TYPE, NOT INSTRUMENT RATED.	
	DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION PENSACOLA,FLA GADSDEN,ALA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH OBJECT LANDING ROLL									
	PERSON POWERP MISCEL TERRAI	LANT - ENGINE STRUC LANEOUS ACTS,CONDIT N - HIGH OBSTRUCTIO	ERVICING,INSPECTION IN TURE CYLINDER ASSEMBL' IONS - MATERIAL FAILUR NS ETE ENGINE FAILURE/FLAM	Ý				ENANCE AND INSPECTION		
			ORCED LANDING OFF AIRPO HRS SINCE LAST INSPECT				ΤR	EE STUMPS. NR 6 CYL HEAD	SEPARATED.	

PAGE 872

.

FILE			AIRCRAFT DATA				FLIGHT PURPOSE	PILOT DATA
3-2300	8/12/72 ELKMO TIME - 1245	NT, ALA	PIPER PA-25 N6293Z DAMAGE-SUBSTANTIAL NTENDED DESTINATION	CR- 0	0	1	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 32, 1523 TOTAL HOURS, 31 IN TYPE, INSTRUMENT RATED.
	TYPE OF ACCIDENT				PHAS IN	E O FL	F OPERATION IGHT MANEUVER TO AVOID (DBSTRUCTION
	PROBABLE CAUSE(S PILOT IN COMMAN FACTOR(S) TERRAIN - HIGH	ND - MISJUDGED	D ALTITUDE AND CLEARA	NCE				
	PILOT'S SEAT BE GOGGLES - NOT COCKPIT CRASHP TANK/HOPPER-LOU ELEVATION-AREA	ELT - UNKNOWN/ JSED AD - NOT INST/ CATION - FORW/ BEING TREATED	YNOT REPORTED	ŗ	GLOV CRAS CRAS TERR SWAT	ES H H H B AIN H R	OPERATION - SPRAYING CRC CHEMICAL USED - LIQUID C - NOT USED ELMET - AVAIALABLE-NOT US AR - NOT INSTALLED -TYPE - ROLLING UN-HOW FLOWN - WIND CALM UNDER.CRASHED.	SALE STATE
-2658	9/27/72 ATMORI TIME - 1900	E,ALA	PIPER PA-22 N1147C DAMAGE-SUBSTANTIAL	CR- 0 PX- 0	0	1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	COMMERCIAL, AGE 42, 293 ² TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT DEPARTURE POINT ATMORE,ALA TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH	I	TENDED DESTINATION		LA	ND I	F OPERATION NG FINAL APPROACH NG FINAL APPROACH	
	FACTOR(S) PILOT IN COMMAN TERRAIN - HIGH	ND - FAILED TO ND - LACK OF F OBSTRUCTIONS	D SEE AND AVOID OBJEC FAMILIARITY WITH AIRC - 750 FT SHORT OF RWY	RAFT	BSTR	υст	IONS	

			BRIEFS		CIDENTS			
FILE		LOCATION	AIRCRAFT DATA	F	S M/N	PURPOSE		PILOT DATA
-2660		TUSCALOOSA, ALA	PIPER PA-18	C R - P X	0 0 1	COMMERCIAL	CATION	COMMERCIAL, FL.INSTR., AGE 32, 5735 TOTAL HOURS 885 IN TYPE, INSTRUMENT RATED.
	TUSCALO TYPE OF AC ENGINE F	IO SA, ALA			IN FI	DF OPERATION IGHT SWATH RU ING ROLL	JN	
	MISCELLA TERRAIN COMPLETE P	NT - EXHAUST SYST NEOUS ACTS,CONDIT - HIGH OBSTRUCTIO OWER LOSS - COMPL	IONS - DISCONNECTED					
	KIND OF GLOVES - CRASH HE CRASH BA	URS IN CROP CONTR CROP - COTTON NOT USED LMET - NOT AVAILA R - NOT INSTALLED	BLE		TYPE OF GOGGLE COCKPI TANK/H	OPERATION - CHEMICAL USED CRASHPAD - NO DPPER-LOCATION HIT 2 STOP SIG) – LIQUID CH)T INSTALLED – FORWARD ÓF	EMICAL-TOXIC
-2636	10/1/72 TIME - 160		AERD COMDR 100 N3650X DAMAGE-SUBSTANTIAL	PX-				COMMERCIAL, FL.INSTR., AGE 37, 803 TOTAL HOURS, 29 IN TYPE, NOT INSTRUMEN RATED.
	DEPARTURE SLOCOMB, TYPE OF AC STALL M	ALA CIDENT	INTENDED DESTINATION DOTHAN,ALA			DF OPERATION DFF INITIAL C	LIMB	NAILU•
			UTO OBTAIN/MAINTAIN FLY URE LIFT-OFF	'ING SP	EED			

FILE			AIRCRAFT DATA	F S M	I/N	PURPOSE	PILOT DATA
	1/23/72 N TIME - 130	R•KING SALMON;ALAS O	CESSNA 180 N3413Y DAMAGE-SUBSTANTIAL	CR- 0 0 PX- 0 0			ATR,FLIGHT INSTR., AGE 32, 4295 TOTAL HOURS, 75 IN TYPE, INSTRUMENT RATED.
	DEPARTURE KING SAL TYPE OF AC GEAR COL NOSE OVE	LAPSED	NTENDED DESTINATION UNKNOWN/NOT REPORTEN	PHAS TA	XI	- OPERATION FROM LANDING FROM LANDING	
	MISCELLA FACTOR(S) TERRAIN MISCELLA	- LANDING GEAR MA NEOUS ACTS,CONDITIC - OTHER NEOUS ACTS,CONDITIC	IN GEAR-SHOCK ABSORB NS - MATERIAL FAILUR NS - OVERLOAD FAILUR N LAKE. GR ATTACH BOI	E	UTS	ATTACHMENTS,ETC.	
-2043	1/27/72 N TIME - 150	R.FORT YUKON,ALAS 5	BEECH VOLPAR N4847 DAMAGE-SUBSTANTIAL	PX- 0 0	2 5	COMMERCIAL AIR TAXI-PASSG	AIRLINE TRANSPORT, AGE 28, 5947 TOTAL HOURS, 10 IN TYPE, INSTRUMENT RATED.
	DEPARTURE DEADHOR TYPE OF AC	CIDENT WITH SNOWBANK	NTENDED DESTINATION FORT YUKON,ALAS	LA	NDI	- OPERATION NG ROLL NG ROLL	
	WEATHER FACTOR(S) WEATHER AIRPORTS MISCELLA WEATHER BR	COMMAND - SELECTED - UNFAVORABLE WIND - OBSTRUCTIONS TO V /AIRWAYS/FACILITIES NEOUS ACTS,CONDITIO IEFING - BRIEFED BY		Ē		ΔY	
	VISIBILITY 1 MILE O OBSTRUCTIO	NOT REPORTED AT ACCIDENT SITE R LESS NS TO VISION AT ACC	IDENT SITE	10 PREC NC RELA	OO IPI DNE TIV	AT ACCIDENT SITE FATION AT ACCIDENT SI BEARING OF WIND	
	BLOWING TEMPERATUR 18 WIND VELOC 20 TYPE OF FL	E-F ITY-KNOTS		WIND 28	0 D I.I 10 10 D F	QUARTERING HEAD WIND RECTION-DEGREES WEATHER CONDITIONS	0 023-067 DEGREES

FILE	DATE LOCATION	A IRCR AFT . DA TA		JURIES F S M/N	FLIGHT PURPOSE	27 () 	PILOT DATA,
	4/19/72 DEADHORSE,ALAS TIME - 1440	PILATUS PC-6 N3602R DAMAGE-SUBSTANTIAL	PX-	0 0 1 0 0 0	COMMERCIAL AIR TAXI-CARGO	999 (999 (999 (999 (999 (999 (999 (999	AIRLINE TRANSPORT AGE 48, 870 TOTAL HOURS, 1200 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - DEADHORSE DEPARTURE POINT I DEADHORSE,ALAS TYPE OF ACCIDENT STALL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED T	NTENDED DESTINATION CAMP 80MI SE O OBTAIN/MAINTAIN FL	YING S	TAKEO	F OPERATION FF INITIAL CLIM	3	
						·	
3-2427	4/22/72 NORTH POLE,ALAS TIME - 1700 NAME OF AIRPORT - BRADLEY SKY DEPARTURE POINT I FAIRBANKS,ALAS	CESSNA 150 N60869 DAMAGE-SUBSTANTIAL 'RANCH NTENDED DESTINATION NORTH POLE;ALAS			NONCOMMERCIAL Pleasure/person/	AL TRANSP	PRIVATE, AGE 27, 105 TOTAL HOURS, 98 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF ACCIDENT NOSE OVER/DOWN				F OPERATION	JCHDOWN	
	PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED REMARKS- RWY SNOW COVERED.) UNSUITABLE TERRAIN					
3-1945	PILOT IN COMMAND - SELECTED REMARKS- RWY SNOW COVERED. 4/25/72 CORDOVA,ALAS TIME - 1428	MAULE M4220C N2043U DAMAGE-DESTROYED			NONCOMMERCIAL Pleasure/Person/		PRIVATE, AGE 55, 1455 Total Hours, 300 IN Type NOT INSTRUMENT RATED.
-1945	PILOT IN COMMAND - SELECTED REMARKS- RWY SNOW COVERED. 4/25/72 CORDOVA,ALAS TIME - 1428 DEPARTURE POINT I CORDOVA,ALAS	MAULE M4220C N2043U		1 0 0 1 0 0	PLEASURE/PERSON		TOTAL HOURS, 300 IN TYPE
3–1945	PILOT IN COMMAND - SELECTED REMARKS- RWY SNOW COVERED. 4/25/72 CORDOVA,ALAS TIME - 1428 DEPARTURE POINT I	MAULE M422OC N2O43U DAMAGE-DESTROYED NTENDED DESTINATION ANCHORAGE:ALAS		1 0 0 1 0 0 PHASE 0		AL TRANSP	TOTAL HOURS, 300 IN TYPE NOT INSTRUMENT RATED.
3-1945	PILOT IN COMMAND - SELECTED REMARKS- RWY SNOW COVERED. 4/25/72 CORDOVA,ALAS TIME - 1428 DEPARTURE POINT I CORDOVA,ALAS TYPE OF ACCIDENT	MAULE M422OC N2043U DAMAGE-DESTROYED NTENDED DESTINATION ANCHORAGE;ALAS UNCONTROLLED D VFR FLIGHT INTO AD DISORIENTATION FLIGHT SERVICE PERS UBSTANTIALLY CORRECT	PX-	1 0 0 1 0 0 PHASE D IN FL WEATHER C	PLEASURE /PERSON PEOPERATION IGHT UNCONTROLLI ONDITIONS	AL TRANSP	TOTAL HOURS, 300 IN TYPE NOT INSTRUMENT RATED.
3-1945	PILOT IN COMMAND - SELECTED REMARKS- RWY SNOW COVERED. 4/25/72 CORDOVA,ALAS TIME - 1428 DEPARTURE POINT I CORDOVA,ALAS TYPE OF ACCIDENT COLLISION WITH GROUND/WATER PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUE PILOT IN COMMAND - SPATIAL FACTOR(S) WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY WEATHER FORECAST - FORECAST S MISSING AIRCRAFT - LATER RECO	MAULE M422OC N2043U DAMAGE-DESTROYED NTENDED DESTINATION ANCHORAGE;ALAS UNCONTROLLED D VFR FLIGHT INTO AD DISORIENTATION FLIGHT SERVICE PERS UBSTANTIALLY CORRECT	PX-	1 0 0 1 0 0 PHASE 0 IN FL WEATHER C IN PERSO CEILING	PLEASURE /PERSON PEOPERATION IGHT UNCONTROLLI ONDITIONS	AL TRANSP ED DESCENT	TOTAL HOURS, 300 IN TYPE NOT INSTRUMENT RATED.
3–1945	PILOT IN COMMAND - SELECTED REMARKS- RWY SNOW COVERED. 4/25/72 CORDOVA,ALAS TIME - 1428 DEPARTURE POINT I CORDOVA,ALAS TYPE OF ACCIDENT COLLISION WITH GROUND/WATER PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUE PILOT IN COMMAND - SPATIAL FACTOR(S) WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY WEATHER FORECAST - FORECAST S MISSING AIRCRAFT - LATER RECO	MAULE M422OC N2043U DAMAGE-DESTROYED NTENDED DESTINATION ANCHORAGE;ALAS UNCONTROLLED D VFR FLIGHT INTO AD DISORIENTATION FLIGHT SERVICE PERS UBSTANTIALLY CORRECT	PX-	1 0 0 1 0 0 PHASE 0 IN FL WEATHER C IN PERSO CEILING 1800 PRECIPI	PLEASURE / PERSON FOPERATION IGHT UNCONTROLLI ONDITIONS	AL TRANSP ED DESCENT	TOTAL HOURS, 300 IN TYPE NOT INSTRUMENT RATED.
3-1945	PILOT IN COMMAND - SELECTED REMARKS- RWY SNOW COVERED. 4/25/72 CORDOVA,ALAS TIME - 1428 DEPARTURE POINT I CORDOVA,ALAS TYPE OF ACCIDENT COLLISION WITH GROUND/WATER PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUE PILOT IN COMMAND - SPATIAL FACTOR(S) WEATHER - SNOW WEATHER BRIEFING - BRIEFED BY WEATHER BRIEFING - BRIEFED BY WEATHER FORECAST - FORECAST S MISSING AIRCRAFT - LATER RECO SKY CONDITION BROKEN/LOWER SCATTERED VISIBLITY AT ACCIDENT SITE	MAULE M4220C N2043U DAMAGE-DESTROYED NTENDED DESTINATION ANCHORAGE:ALAS UNCONTROLLED D VFR FLIGHT INTO AD DISORIENTATION FLIGHT SERVICE PERS UBSTANTIALLY CORRECT VERED	PX-	1 0 0 1 0 0 PHASE 0 IN FL WEATHER C IN PERSO CEILING 1800 PRECIPI SNOW TEMPERA 36	PLEASURE/PERSON OF OPERATION IGHT UNCONTROLLI CONDITIONS IN AT ACCIDENT SITE TATION AT ACCIDEN SHOWERS	AL TRANSP ED DESCENT	TOTAL HOURS, 300 IN TYPE NOT INSTRUMENT RATED.

.

				5 OF ACCIDENTS		
FILE	DATE	LOCATION	AIRCRAFT DATA	F S M/N	PURPOSE	PILOT DATA
	5/3/72 TIME - 104 DEPARTURE SOLDOTM TYPE OF AC	SKWENTNA∲ALAS 55 POINT IA	CESSNA 172 N42430 DAMAGE-SUBSTANTIAL INTENDED DESTINATION KALAKAKET CREEK	CR- 0 0 1 PX- 0 0 0 PHASE 0	NONCOMMERCIAL BUSINESS IF OPERATION IGHT OTHER	PRIVATE, AGE 50, 805 TOTAL HOURS, 90 IN TYPE, NOT INSTRUMENT RATED.
	PILOT IN PILOT IN MISCELLA FACTOR(S) PILOT IN WEATHER BE WEATHER BE WEATHER FO MISSING AN	I COMMAND - CONTINU I COMMAND - BECAME I COMMAND - IMPROPE INEOUS ACTS,CONDITI I COMMAND - INADEQU - LOW CEILING RIEFING - SELF-HELF RECAST - UNKNOWN/A ICRCAFT - LATER REC CIRCUMSTANCES - FC	R IN-FLIGHT DECISIONS ONS - FLEW INTO BLIND JATE PREFLIGHT PREPARA P,PILOT CHECKED WEATHER OT REPORTED	OR PLANNING CANYON TION AND/OR PLA R DATA DRT ON LAND		
	3 MILES OBSTRUCTIO FOG TYPE OF FU UNKNOWN	Y AT ACCIDENT SITE OR LESS DNS TO VISION AT AC	CCIDENT SITE	5000 PRECIPI NONE	AT ACCIDENT SITE TATION AT ACCIDENT SITE WEATHER CONDITIONS	
3-1803	TIME - 084 NAME OF A DEPARTURE ANCHOR TYPE OF A	IRPORT - NIKOLAI ST POINT AGE,ALAS CCIDENT	CESSNA 180H N4747U DAMAGE-SUBSTANTIAL RIP INTENDED DESTINATION KENAI,ALAS	PX- 0 0 2 PHASE C	AIR TAXI-PASSG	COMMERCIAL, AGE 41, 6535 TOTAL HOURS, 67 IN TYPE, INSTRUMENT RATED.
	AIRPORTS FACTOR(S) AIRPORTS	CAUSE(S) N COMMAND - SELECTE S/AIRWAYS/FACILITIE S/AIRWAYS/FACILITIE	D UNSUITABLE TERRAIN S - AIRPORT CONDITION S - AIRPORT CONDITION O OK FROM THE AIR. UNA	S SOFT RUNWAY S HIDDEN HAZAR		

FILE	DATE	LOCATION	AIRCRAFT DATA	F	=	IES S M.	/N	FLIGHT PURPOSE	PILOT DATA
	5/11/72 TIME - 040	FAIRBANKS,ALAS 0	CESSNA 185 N9939X DAMAGE-SUBSTANTIAL	CR-	0	0	1	MISCELLANEOUS .UNKNOWN/NOT REPORTE	CERTIFICATE UNKNOWN, AGE
	DEPARTURE FAIRBANK TYPE OF AC	S,ALAS CIDENT ATER LOOP-SWERVE	D NTENDED DESTINATION UNKNOWN/NOT REPORTED		Ρ	TA	KEO	F OPERATION FF RUN FF RUN	
	FACTOR(S) MISCELLA	COMMAND - FAILED T NEOUS ACTS,CONDITIO	O MAINTAIN DIRECTIONA NS - STOLEN OR UNAUTH SUMED,PLT NOT FOUND.	·			OF	AIRCRAFT	
3-2046	5/22/72 TIME - 180	ARCTC VILLGE,ALAS 5	PIPER PA-18A N8556C DAMAGE-DESTROYED					NONCOMMERCIAL BUSINESS	PRIVATE, AGE 31, 5000 Total Hours, unk/NR IN Type, not Instrument Rated.
	DEPARTURE ARCTC VI TYPE OF AC	LLGE, ALAS	NTENDED DESTINATION UNKNOWN/NOT REPORTED		Ρ			F OPERATION IGHT UNCONTROLLED D	
	FIRE AFTER	NEOUS - UNDETERMINE IMPACT	D TERMINED REASON. POSS	IBLE	UNK	NOW	NE	MERGENCY.	
3-2047	5/27/72 TIME - 172 NAME OF AI	• • • • •	PIPER PA-18 N7288K DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Pleasure/Personal T	COMMERCIAL, AGE 34, 3500 RANSP TOTAL HOURS, 300 IN TYPE INSTRUMENT RATED.
	DEPARTURE MCGRATH, TYPE OF AC COLLISIO	ALAS	NTENDED DESTINATION OPHIR,ALAS CONTROLLED		Ρ			F OPERATION IGHT LOW PASS	
		COMMAND - DIVERTED) ATTENTION FROM OPERA I LNDG AREA ALLOWED AC						WITH LEFT GEAR

			BRIEFS	OF ACCIDEN	rs 	
FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M	FLIGHT /N PURPOSE	PILOT DATA
3-1865	DEPARTURE BIRCHW TYPE OF A STALL COLLIDE PROBABLE PILOT I PILOT I PILOT I	AIRPORT - GOOSE BAY E POINT MOOD, ALAS ACCIDENT ED WITH TREES CAUSE(S) IN COMMAND - ATTEMPT IN COMMAND - FAILED IN COMMAND - MISUSED	CESSNA 150L N5352Q DAMAGE-SUBSTANTIAL (, ALAS INTENDED DESTINATION LOCAL FED OPERATION BEYOND EX TO OBTAIN/MAINTAIN FLY O OR FAILED TO USE FLAP GA.70 DEG XWIND GUSTIN	PX- 0 0 PHASI LAI LAI PERIENCE/AB ING SPEED S	E OF OPERATION NDING GO-AROUND NDING GO-AROUND	STUDENT, AGE 36, 34 TOTAL HOURS, 13 IN TYPE, NOT INSTRUMENT RATED.
-1936	5/29/72 TIME - 13 DEPARTURE MCGRATH TYPE OF A	E POINT H,ALAS ACCIDENT	MAULE M-4C N4723T DAMAGE-SUBSTANTIAL INTENDED DESTINATION ANCHORAGE, ALAS	PX- 0 0 PHASI	1 MISCELLANEOUS 0 HUNTING	COMMERCIAL, FL.INSTR., AGE 29, 1580 TOTAL HOURS, 51 IN TYPE, INSTRUMENT RATED.
	PROBABLE PILOT I WEATHER FACTOR(S) PILOT I TERRAIN WEATHER B	IN COMMAND - SELECTE - UNFAVORABLE WIND IN COMMAND - MISJUDO - ROUGH/UNEVEN BRIEFING - NO BRIEFI	GED SPEED	ι A.	KI TO TAKEOFF	
	VISIBILIT 5 OR OV OBSTRUCTI NONE WIND DIRE 360	VNOT REPORTED	CIDENT SITE	UN PREC RA TEMPI 35 WIND 25	ING AT ACCIDENT SITE KNOWN/NOT REPORTED IPITATION AT ACCIDEN IN ERATURE-F VELOCITY-KNOTS OF FLIGHT PLAN	

PAGE 879

4

				OF ACC			•			
FILE	DATE		AIRCRAFT DATA	INJU F	RIES S M	5 1/N	PURPOSE	PILOT DATA		
	-B 5/31/72 KODIAK ALAS CHAMPION 7ECA TIME - 1815 DAMAGE-SUBSTANTIAL NAME OF AIRPORT - KODIAK MUNICIPAL DEPARTURE POINT INTENDED DESTINATION BIG RIVER ALAS KODIAK ALAS TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTION. WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED				PHAS	1 0 5E 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION NG ROLL	PRIVATE, AGE 37, 134 P TOTAL HOURS, 101 IN TYN NOT INSTRUMENT RATED.		
	WEATHER BI SKY CONDI OVERCAS VISIBILIT 5 OR OV OBSTRUCTIO NONE WIND VELO	RIEFING - NO BRIE TION T Y AT ACCIDENT SIT	FING RECEIVED		2 C PREC NC WIND 27 TYPE	000 IPI DNE DDI 70 E OF	AT ACCIDENT SITE TATION AT ACCIDENT SITE RECTION-DEGREES WEATHER CONDITIONS			
	NONE	LIGHT PLAN STRONG CROSS GUST	S AND TURBULANCE ENCOUNT	FERED	VF	ĸ				
3-1920	6/4/72 TIME - 05:	KENAI,ALAS 30	CESSNA 180A N5318D DAMAGE-SUBSTANTIAL				NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT		
	DEPARTURE ANCHOR TYPE OF A COLLIDE	INTENDED DESTINATION POLLY CREEK,ALAS				IF OPERATION NG ROLL	RATED.			
	PILOT I FACTOR(S) TERRAIN TERRAIN TERRAIN) B S T F	RUCT	IONS				

	BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE									
FILE	DATE LOCATION		AIRCRAFT DATA		IJUR F	IES S M	/N	FLIGHT PURPOSE		PILOT DATA
3-1985		ANCHORAGE, ALAS		CR- PX-						PRIVATE, AGE 33, 256 TOTAL HOURS, 105 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE MCGRATH TYPE OF AC	, ALAS	INTENDED DESTINATION BIG LAKE,ALAS			-	_	= OPERATION =F RUN		
	PILOT IN FACTOR(S) TERRAIN TERRAIN	COMMAND - SELECT	-	TION A	AND/	OR	PLAI	NN ING		
3-2288	6/10/72 TIME - 093	BIG DELTA,ALAS O	PIPER PA-18 N7145K DAMAGE-SUBSTANTIAL		0	0 0	1 0	NONCOMMERCIAL Pleasure/personal	. TRANSP	STUDENT, AGE 31, 300 TOTAL HOURS, 140 IN TYPE, NOT INSTRUMENT RATED.
	FAIRBAN TYPE OF AC	KS, ALAS	INTENDED DESTINATION LOCAL					- OPERATION -F INITIAL CLIMB		
	PILOT IN FACTOR(S) TERRAIN	COMMAND - SELECT COMMAND - MISJUD - OTHER	ED UNSUITABLE TERRAIN GED DISTANCE,SPEED,AND E T₩D RISING TRRN∘FLOA ^T							
3 - 2352	6/10/72 N TIME - 211	R.CLEAR,ALAS O	PIPER PA-18 N8091D DAMAGE-SUBSTANTIAL		0 0	0 0	1 1	NONCOMMERCIAL PLEASURE/PERSONAL	. TRANSP	PRIVATE, AGE 46, 3500 TOTAL HOURS, 3000 IN TYPE, NOT INSTRUMENT
	TYPE OF AC	CIDENT WITH DITCHES	INTENDED DESTINATION CLEAR,ALAS		Ρ	LA	NDI	= OPERATION NG ROLL NG ROLL		RATED.
	FACTOR(S) TERRAIN		ED UNSUITABLE TERRAIN							

FILE	DATE		AIRCRAFT DATA						PILOT DATA
		KENAI, ALAS	CHAMPION 7ECA N245LS DAMAGE-SUBSTANTIAL	CR-	0	0	1		STUDENT, AGE 41, 17 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
		LAS	INTENDED DESTINATION		P	HAS	ΕO	F OPERATION	
	COLLIDE	D WITH AUTOMOBILE				ΤA	ΧI	FROM LANDING	
	PROBABLE PILOT I FACTOR(S)	N COMMAND - EXERCIS	ED POOR JUDGMENT						
			PERSONNEL DRIVER OF N TRUCK TO R ON TAXIWAY			SUD	DEN	LY STOPPED AND BACKED	UP. UNABLE TO AVOID.
3-2307	6/17/72 TIME - 12	F A IRBANKS,ALAS 12	CHAMPION 7GCB N9918y Damage-SUBSTANTIAL	CR- PX-	0 0	0 0	1 1	NONCOMMERCIAL PLEASURE/PERSONAL TRA	PRIVATE, AGE 43, 975 NSP TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
			INTENDED DESTINATION BEVER CREEK,ALAS						
	TYPE OF A GROUND-				P	LA	NDI	F OPERATION NG ROLL NG ROLL	
	FACTOR(S) TERRAIN		TO MAINTAIN DIRECTION	L CON	TRC	L			
	SKY CONDI	_			С	EIL	ING	AT ACCIDENT SITE	
	CLEAR VISIBILIT 5 OR OV	Y AT ACCIDENT SITE ER			P		ΙΡΙ	ITED TATION AT ACCIDENT SIT	E
	OBSTRUCTI NONE	ONS TO VISION AT AC	CIDENT SITE		т	YPE VF		WEATHER CONDITIONS	
	NONE		N LOOSE SAND.PILOT REF	ORTED	DR	CTN	LC	TL LOSS DUE TO 3-5K WI	ND GUSTY,VRBL.

BRIEFS OF ACCIDENTS								
FILE		LOCATION	AIRCRAFT DATA	INJUF F	RIES S M/N	1	FLIGHT PURPOSE	PILOT DATA
		CHUGIAK, ALAS		CR- 0 PX- 0	0 1	II	NSTRUCTIONAL RAINING	STUDENT, AGE 28, 130 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE P ANCHORAG TYPE OF ACC		INTENDED DESTINATION BIRSHWOOD,ALAS	F			OPERATION HT LOW PASS	
	FACTOR(S)	COMMAND - FAILED	TO SEE AND AVOID OBJEC					
	PERSONNEL TERRAIN -	- FLIGHT INSTRUC HIGH OBSTRUCTION	TOR INADEQUATE SUPERV	ISION OF	FLIG	нт		ROSS FLD.
-2049	6/20/72 TIME - 0720	KALSKAG,ALAS	PIPER PA-32 N3519W DAMAGE-SUBSTANTIAL		0 1 0 0	_ С) А	OMMERCIAL IR TAXI-CARGO	COMMERCIAL, AGE 33, 1379 TOTAL HOURS, 62 IN TYPE, INSTRUMENT RATED.
	DEPARTURE P	MISSION,ALAS Ident	INI INTENDED DESTINATION		LAND	ING	OPERATION LEVEL OFF/TOUCHDO ROLL	
	FACTOR(S) MISCELLAN	COMMAND - MISJUDG EOUS ACTS,CONDITI	ED DISTANCE AND SPEED ONS - OVERLOAD FAILURG G.UN MAKE GO-AROUND. W					
	·	I DELATED TOO LON	G, ON MARE GO-ARDOND. P	VENT OFF	END U		W T •	
-2050	6/21/72 TIME - 0805	BIG DELTA,ALAS	MAULE M4220C N40311 DAMAGE-SUBSTANTIAL	PX- 0	0 1 0 1	. C	OMMERCIAL IR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 25, 2050 TOTAL HOURS 18 IN TYPE, INSTRUMENT RATED.
	NAME OF AIR DEPARTURE P FAIRBANK TYPE OF ACC NOSE OVER	S,ALAS Ident	INTENDED DESTINATION BIG DELTA,ALAS	F			OPERATION ROLL	KAT LU •
	PILOT IN	COMMAND - DIVERTE Command - Imprope	D ATTENTION FROM OPERA R OPERATION OF BRAKES CED INTO AIR.HAVING MC	AND/OR F	LIGHT	. co	NTROLS	

			BRIEFS	OF ACC	CIDENTS					÷.
FILE	DATE	LOCATION	AIRCRAFT DATA		JRIES S M/N	FLIGHT PURPOSE	PILOT DATA			
3-2052	6/21/72 TIME - 132	KENAI,ALAS 5	CESSNA 170 N2690V DAMAGE-SUBSTANTIAL		0 0 1 0 0 0	INSTRUCTIONAL SOLO	STUDENT, AGE 29, 23 HOURS, ALL IN TYPE, INSTRUMENT RATED.			
	DEPARTURE KENAI,AL TYPE OF AC GROUND-W	AS	INTENDED DESTINATION LOCAL		LANDI	F OPERATION NG ROLL NG ROLL				
	PILOT IN FACTOR(S) PILOT IN	COMMAND - IMPROP COMMAND - IMPROP COMMAND - IMPROP	ER OPERATION OF BRAKES ER OPERATION OF POWERPL ER COMPENSATION FOR WIN	ANT & F	POWERPLA					
	REMARKS- B	OUNCED,ADDED PWR,	RCVRD.DID NOT REDUCE PW	R.						
3-2088	TIME - 223		PIPER PA-28 N8164W DAMAGE-SUBSTANTIAL			NONCOMMERCIAL PLEASURE/PERSONAL TRA	PRIVATE, AGE 44, 100 ANSP TOTAL HOURS, 771 IN NOT INSTRUMENT RATED	TYPE,		
	DEPARTURE	AY AIRSTRIP CIDENT	INTENDED DESTINATION ANCHORAGE,ALAS			F OPERATION NG LEVEL OFF/TOUCHDOW	1			
	PROBABLE C PILOT IN	AUSE(S) COMMAND - IMPROP	ER LEVEL OFF							
		4			,					
3-2174	6/28/72 TIME - 174	ANCHORAGE, ALAS 0	PIPER JC3-65 N70656 DAMAGE-SUBSTANTIAL		0 0 2 0 0 0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INST AGE 54, 2299 TOTAL F 16 IN TYPE, INSTRUMI RATED.	IOURS,		
	DEPARTURE ANCHORAG TYPE OF AC ENGINE F	E, ALAS	INTENDED DESTINATION LOCAL TION		IN FL	F OPERATION IGHT NORMAL CRUISE NG ROLL	,		•	
	PROBABLE C POWERPLA MISCELLA AIRPORTS COMPLETE P EMERGENCY	AUSE(S) NT - FUEL SYSTEM NEGUS ACTS,CONDIT /AIRWAYS/FACILITI /AIRWAYS/FACILITI OWER LOSS - COMPL CIRCUMSTANCES - F		5 HIGH 1EOUT-1 RT/SEAPI	EN HAZAR VEGETAT ENGINE LANE BAS	D ION E/HELIPT.	ND UNDER TALL GRASS			

FILE		AIRCRAFT DATA	F S M/N	PURPOSE	PILOT DATA
	6/28/72 BEAVER CREEK,A TIME - 1500	LAS PIPER PA-16	CR- 0 0 1 PX- 0 0 0 PHASE 0	INSTRUCTIONAL	STUDENT, AGE 20, 52 TOTAI HOURS, 48 IN TYPE, NOT INSTRUMENT RATED.
	PROBABLE CAUSE(S)	CTIONS PRECAUTIONARY LANDING OF SUSPECTED OR KNOWN AIRCR	PERIENCE/ABILI	TY LEVEL	
3-2061	6/30/72 ANIAK,ALAS TIME - 1900 NAME OF AIRPORT - CRIPPL DEPARTURE POINT MARVEL CREEK ARPT TYPE OF ACCIDENT	CESSNA 180 N2900C DAMAGE-SUBSTANTIAL E CREEK INTENDED DESTINATION CRIPPLE CREEK ARPT	PX- 0 0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 40, 2000 SP TOTAL HOURS, 125 IN TYPE, NOT INSTRUMENT RATED.
	NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - SELE AIRPORTS/AIRWAYS/FACILI REMARKS- PILOT CHECKED RU	TIES - AIRPORT CONDITIONS	SOFT RUNWAY	NG ROLL OT ENCOUNTERED DUE TO TH	1AW •
3-2327	7/2/72 ILIAMNA,ALAS TIME - 1045	CESSNA 185B N25502 DAMAGE-SUBSTANTIAL	PX-002		PRIVATE, AGE 34, 128 SP TOTAL HOURS, 45 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - ILIAMNA DEPARTURE POINT KUKAKLEK LAKE,ALAS TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH OBJECT	INTENDED DESTINATION	ILIAM PHASE O LANDI	ROUTE STOP NA,ALAS F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL	
	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJ REMARKS- FLOAT EOPTD.RAN	JDGED DISTANCE AND SPEED JP ONTO BEACH,HIT BLDG.			

PAGE 885

مريحة من المريحة ا

		OF ACCIDEN			
LOCATION	AIRCRAFT DATA	INJURIE	S 4 / N	PURPOSE	PILOT DATA
ANCHORAGE,ALAS 500 AIRPORT - ANCHORAGE	CESSNA 180 N57H DAMAGE-SUBSTANTIAL	CR- 0 0	1 NO	NCOMMERCIAL	PRIVATE, AGE 38, 279 TOTAL HOURS, 256 IN TYPE, NOT INSTRUMENT RATED.
AGE + ALAS ACCIDENT	INTENDED DESTINATION KENAI,ALAS			PERATION INITIAL CLIMB	
	JATE PREFLIGHT PREPARAT TO OBTAIN/MAINTAIN FLY		PLANNI	NG	
N - HIGH OBSTRUCTIO	IONS - IMPROPERLY LOADE NS JN CLEAR TREES,SO PLT A		-WEIGHT	-AND/OR C.G.	
FAIRBANKS,ALAS 545	PIPER PA-18 N4368Z DAMAGE-SUBSTANTIAL	CR- 0 0 PX- 0 0		NCOMMERCIAL ACTICE	COMMERCIAL, AGE 35, 1009 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED.
NKS,ALAS	IELD INTENDED DESTINATION LOCAL				
ACCIDENT -WATER LOOP-SWERVE ED WITH DITCHES		L	SE OF C ANDING ANDING		
) .	ER OPERATION OF BRAKES IONS - OVERLOAD FAILURE D.		ЭНТ СОМ	TROLS	
GLENALLEN, ALAS 800	PIPER PA-18 N7506K			NCOMMERCIAL EASURE/PERSONAL TRANSP	PRIVATE, AGE 40, 144 Total Hours, 40 in type,
E POINT RAGE,ALAS ACCIDENT ED WITH OBJECT VER/DOWN	DAMAGE-SUBSTANTIAL INTENDED DESTINATION EUREKA,ALAS	L.	SE OF C ANDING ANDING		NOT INSTRUMENT RATED.
IN COMMAND - FAILED	TO SEE AND AVOID OBJEC		RUCTION	S .	
IN IN IN) N -	COMMAND - FAILED COMMAND - FAILED COMMAND - FAILED - ROUGH/UNEVEN	COMMAND - FAILED TO MAINTAIN DIRECTIONA COMMAND - FAILED TO SEE AND AVOID OBJEC COMMAND - FAILED TO INITIATE GO-AROUND - ROUGH/UNEVEN	COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBST COMMAND - FAILED TO INITIATE GO-AROUND - ROUGH/UNEVEN	COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTION COMMAND - FAILED TO INITIATE GO-AROUND - ROUGH/UNEVEN	COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS COMMAND - FAILED TO INITIATE GO-AROUND

•

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ CESSNA 170 CR- 0 0 1 INSTRUCTIONAL 3-2486 7/17/72 CHUGIAK, ALAS STUDENT, AGE 57, 36 TOTAL N31858 HOURS, UNK/NR IN TYPE, TIME - 1630 PX- 0 0 0 SOLO DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - BIRCHWOOD DEPARTURE POINT INTENDED DESTINATION CHUGIAK, ALAS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR & WHEELS, TIRES, AXLES MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE 3-2520 7/18/72 ANCHORAGE, ALAS CESSNA 185 CR- 0 0 1 MISCELLANEOUS PRIVATE, AGE 40, 578 N9974X TOTAL HOURS, 16 IN TYPE, TIME - 0731 PX- 0 0 0 FERRY DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - ANCHORAGE INTL DEPARTURE POINT INTENDED DESTINATION ANCHORAGE ALAS ANCHORAGE, ALAS TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS REMARKS- PILOT ACCUSTOMED TO GRAVEL RUNWAY WHEN OPERATING THIS MAKE & MODEL ACFT

PAGE 887

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	PURPOSE	PILOT DATA
3-2573	7/20/72 TIME - 140 DEPARTURE	MOOSE PASS,ALAS D POINT	TAYLORCRAFT BC12-D N5270M DAMAGE-SUBSTANTIAL INTENDED DESTINATION		NONCOMMERCIAL	PRIVATE, AGE 39, 95 TOTAL ISP HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.
	SIX MIL TYPE OF AC HARD LAN GEAR COL	DING	CRESCENT LAKE ALAS	LAND	OF OPERATION ING LEVEL OFF/TOUCHDOWN ING LEVEL OFF/TOUCHDOWN	
	PROBABLE C PILOT IN	AUSE(S) COMMAND - IMPROPE	R LEVEL OFF Fed c∂eration beyond ex			
	PILOT IN WEATHER	- SUDDEN WINDSHIFT	ONS - AIRCRAFT CAME TO		R	
	SKY CONDIT				G AT ACCIDENȚ SITE MITED	
	5 OR OVE	AT ACCIDENT SITE R NS TO VISION AT A(CIDENT SITE	NONE	ITATION AT ACCIDENT SITE IRECTION-DEGREES	
	NONE WIND VELOC			180 TYPE O VFR		
	TYPE OF FL VFR					
	REMARKS- P	ILUI NUI HOLDER UN	- SEA PLANE RATING.CUNS	IDERABLE WIND	SHEAR AT ACCIDENT SITE.	
3-2664	7/22/72 N TIME - 052	R•KODIAK•ALAS 7	GRUMMAN G-44 N91040 DAMAGE-SUBSTANTIAL		COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE UNK/NR, 4800 TOTAL HOURS, 800 IN TYPE, NOT
	DEPARTURE KODIAK,A	PO INT LAS	INTENDED DESTINATION PORTAGE LAKE,ALAS			INSTRUMENT RATED.
	TYPE OF AC COLLIDED	CIDENT WITH OBJECT			OF OPERATION FROM LANDING	
	FACTOR(S)		TO SEE AND AVOID OBJEC	TS OR OBSTRUC	TIONS	

			BRIEFS						
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	JUR F	IES S M	/ N	FLIGHT PURPOSE	PILOT DATA
		PALMER, ALAS		CR-	0	0	1	NONCOMMERCIAL	PRIVATE, AGE 49, 130 SP TOTAL HOURS, 12 IN TYPE, NOT INSTRUMENT RATED.
		RPORT - PALMER MU POINT LAS	NICIPAL INTENDED DESTINATION ILIAMNA,ALAS						
	TYPE OF AC Collided	CIDENT WITH CROP			Ρ			F OPERATION FF RUN ,	
	PILOT IN	COMMAND - FAILED COMMAND - FAILED	TO OBTAIN/MAINTAIN FLY TO ABORT TAKEOFF IONS - FAILED TO USE AL				RU	NWAY	
	PILOT IN AIRPORTS	COMMAND - LACK O /AIRWAYS/FACILITI	UATE PREFLIGHT PREPARAT F FAMILIARITY WITH AIRC ES - AIRPORT CONDITIONS KOF WITH ACFT AT MAX GW	RAFT OTH	ER			NNING N OF RWY WITH 6 TO 18IN	CH TALL GRASS ON IT.
3-2553	7/29/7 <u>2</u> TIME - 173	WALES,ALAS O	PIPER PA-14 N5108H DAMAGE-DESTROYED					NONCOMMERCIAL PLEASURE/PERSONAL TRAN	PRIVATE, AGE 38, 1200 SP TOTAL HOURS, 200 IN TYPE NOT INSTRUMENT RATED.
	DEPARTURE NDME,AL TYPE OF AC STALL	AS	INTENDED DESTINATION ESPERBERG;ALAS		Ρ			F OPERATION IGHT LOW PASS	
		COMMAND - FAILED	TO OBTAIN/MAINTAIN FLY ED ATTENTION FROM OPERA				CR 4	FT	
			IONS - AIRCRAFT CAME TO ING ON THE BEACH,LOWERE					100 FT ABOVE WATER,STEE	P TURN TO LEFT.
3-2567	7/30/72 N TIME - 133	R.WILLOW,ALAS O	CESSNA 140 N2204N					NONCOMMERCIAL Pleasure/personal tran	PRIVATE, AGE 22, 178 SP TOTAL HOURS, 94 IN TYPE,
	DEPARTURE WILLOW,A TYPE OF AC STALL M	LAS CIDENT	DAMAGE-SUBSTANTIAL INTENDED DESTINATION ANCHORAGE,ALAS.		Ρ			F OPERATION FF INITIAL CLIMB	NOT INSTRUMENT RATED.
	PROBABLE C PILOT IN FACTOR(S) PILOT IN	AUSE(S) COMMAND - PREMAT	ED UNSUITABLE TERRAIN				KEU	FF INITIAL CLIMB	
			L STRIP 1200 FT LONG SU	IRROUN	DED	BY	30	FT TREES.	

Sugar 10

FILE		LOCATION	AIRCRAFT DATA		F	SM	/N	FLIGHT PURPOSE	PILOT DATA
	8/2/72 TIME - 08 DEPARTURE FAIRBA TYPE OF A GROUND-	FAIRBANKS,ALAS 55 POINT NKS ALAS	PIPER PA-28	CR- PX-	- 0 - 0	0 0 2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		NONCOMMERCIAL PLEASURE/PERSONAL TRAN	
	PILOT I FACTOR(S) PILOT I MISCELL TERRAIN	N COMMAND - FAILED N COMMAND - SELECTE N COMMAND - IMPROPE ANEOUS ACTS,CONDIT - HIGH VEGETATION	TO MAINTAIN DIRECTION DUNSUITABLE TERRAIN ER COMPENSATION FOR WIN IONS - DISREGARD OF GOO BORDERED BY HI WEEDS.	ND CI	JND I.	LION		ACTICE	
-2295	TIME - 11 NAME OF A DEPARTURE ILIAMNA TYPE OF A ENGINE	IRPORT - ILIAMNA POINT ,ALAS	PIPER PA-12 N4084M DAMAGE-SUBSTANTIAL INTENDED DESTINATION ANCHORAGE,ALAS	PX	- 0	0 PHAS T4	2 5E 0 5 KE0		PRIVATE, AGE 32, 480 SP TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED.
-	MISCELL MISCELL TERRAIN FACTOR(S) WEATHER COMPLETE	N COMMAND - IMPROPE ANEOUS ACTS,CONDITI ANEOUS ACTS,CONDITI - HIGH OBSTRUCTION - CONDITIONS CONDU POWER LOSS - COMPLE	IONS - ICE-CARBURETOR	ING DN S MEQU	EQUII	MEN M IC ENGI	IT-I	NT CONTROLS MPROPER OPERATION OF/OR	FAILED TO USE
	UNKNOWN OBSTRUCTI NONE WIND DIRE 100					UN PREC NC TEM 61 & INC 8	ILIM IPI DNE PERA VE	AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE TURE-F LOCITY-KNOTS FLIGHT PLAN	

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S N		FLIGHT PURPOSE	PILOT DATA
3-2293	8/6/72 7 TIME - 1200	OK JUNCTN, ALAS	PIPER PA-12 N3957M DAMAGE-SUBSTANTIAL			NCOMMERCIAL EASURE/PERSONAL TRANSP	PRIVATE, AGE 35, 133 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE PO TOK JUNCTN TYPE OF ACCI GROUND-WAT	ITALAS	INTENDED DESTINATION CHISTOCHINE, ALAS	T/	E OF O KEOFF	PERATION RUN RUN	
	FACTOR(S) AIRPORTS/A	COMMAND - FAILED	TO MAINTAIN DIRECTIONA ES - AIRPORT CONDITIONS S.	•			
3-2304	8/12/72 E TIME - 1315	ETTLES, ALAS	CESSNA A185E N4708Q DAMAGE-SUBSTANTIAL			NCOMMERCIAL EASURE/PERSONAL TRANSP	COMMERCIAL, AGE 41, 917 TOTAL HOURS, 11 IN TYPE, NOT INSTRUMENT RATED.
		AS	INTENDED DESTINATION LOON LAKE,ALAS TION	11	I FLIGH	PPERATION IT NORMAL CRUISE OTHER	NOT INSTROMENT RATED.
	TERRAIN - PARTIAL POWE EMERGENCY CI	OUS ACTS,CONDIT OTHER R LOSS - PARTIA RCUMSTANCES - FI	IONS - WATER IN FUEL L LOSS OF POWER - 1 ENG DRCED LANDING OFF AIRPO R TO FLT.CRASHED ONTO R	IRT ON LAND			
-2489	9/2/72 0 TIME - 2100	HIGNIK LAGN ALA	S PIPER PA-24 N7422P DAMAGE-SUBSTANTIAL	CR- 0 0 PX- 0 0		NCUMMERCIAL EASUKE/PERSONAL TRANSP	500 IN TYPE, NOT INSTRU-
	DEPARTURE PO CHIGNIK LA TYPE OF ACCI	GN ALAS	INTENDED DESTINATION ANCHORAGE, ALAS	PHAS T	ING SA SE OF C KEOFF	TE STOP LHON,ALAS DPERATION INITIAL CLIMB LEVEL OFF/TOUCHDOWN	MENT RATED.
	MISCELLANE TERRAIN - FACTOR(S) MISCELLANE MISCELLANE	- PROPELLER AND OUS ACTS,CONDIT OTHER OUS ACTS,CONDIT OUS ACTS,CONDIT	D ACCESSORIES BLADES IONS - MATERIAL FAILURE IONS - SEPARATION IN FL IONS - AIRCRAFT CAME TO DRCED LANDING OFF AIRPO	IGHT REST IN W			

			BRIEFS						
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	JUR =	IES S M	/N	FLIGHT PURPOSE	PILOT DATA
3-2639	RIVER B T-YPE OF AC PROPELEE COLLIDED PROBABLE C POWERPLA MISCELLA TERRAIN FACTOR(S)	AR CIDENT R/ROTOR FAILURE WITH TREES AUSE(S) NT - PROPELLER AN NEOUS ACTS,CONDIT - HIGH OBSTRUCTIC	STINSON 108 N9136K DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL PROPELLER ND ACCESSORIES OTHER TIONS - MATERIAL FAILURE	Ξ	0 0 P	1 0 HAS IN	0 0 E 0 FL	NONCOMMERCIAL	PRIVATE, AGE 35, 690 TOTAL HOURS, 181 IN TYPE, NOT INSTRUMENT RATED.
		CIRCUMSTANCES - F	TONS - SEPARATION IN FL FORCED LANDING OFF AIRPC PROP/ENGINE VIBRATION			ND			
3-2640	9/21/72 TIME - 120	STYX RIVER,ALAS O	PIPER PA-12 N3861M DAMAGE-SUBSTANTIAL	РХ-				NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR., AGE 29, 2080 TOTAL HOURS, 350 IN TYPE, INSTRUMENT RATED.
	DEPARTURE ANCHORA TYPE OF AC NOSE OVE	CIDENT	INTENDED DESTINATION STYX RIVER,ALAS					F OPERATION NG ROLL	
	FACTOR(S) AIRFRAME MISCELLA	COMMAND - IMPROF - LANDING GEAR NEOUS ACTS,CONDIT	PER OPERATION OF BRAKES WHEELS,TIRES,AXLES TIONS - MATERIAL FAILURE DUE HARD BRAKING		R F	LIG	нт	CONTROLS	
3-2641	TIME - 150 DEPARTURE TUXEDNI TYPE OF AC	O POINT BAY,ALAS	DAMAGE-SUBSTANTIAL INTENDED DESTINATION UNKNOWN/NOT REPORTED	PX-	0 P	0 HAS	0 E 0		PRIVATE, AGE 29, 112 TOTAL HOURS, 102 IN TYPE, NOT INSTRUMENT RATED.
	FACTOR(S) AIRFRAME	COMMAND - SELECT	TED UNSUITABLE TERRAIN - SURFACES OTHER EEN RT ELEV AND STABILII	ZER					

			BRIEFS							
FILE	DATE	LOCATION	AIRCRAFT DATA		ENJUI F	RIE S	S M/N	1	FLIGHT PURPOSE	PILOT DATA
	9/28/72		TAYLORCRAFT BC-12D	CR- PX-	- 0	C) 1	. N	DNCOMMERCIAL	COMMERCIAL, FL.INSTR., AGE 51, 7500 TOTAL HOURS, 2500 IN TYPE, NOT INSTRU- MENT RATED.
	DEPARTURE ANTLER TYPE OF A STALL	ACCIDENT	INTENDED DESTINATION AUKE BAY,ALAS		1			OF (
	FACTOR(S)	IN COMMAND - FAILED	TO OBTAIN/MAINTAIN FLY UATE PREFLIGHT PREPARAT				t PL	ANN	ING	
	REMARKS-	ACFT WINDOWS FOGGE	D UP UNABLE TO MAINTAIN	N VI:	SUAL	RE	FER	ENCI	E •	
3-2656	TIME - 12	ANCHORAGE,ALAS 257 AIRPORT - LAKE HOO	N5152E DAMAGE-DESTROYED	РX-	- 0	C) 1	. BI	DNCOMMERCIAL USINESS	PRIVATE, AGE 56, 590 TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF 4 GROUND-		INTENDED DESTINATION KENAL,ALAS			7	AKE	OFF	DPERATION RUN RUN	
	PILOT D	IN COMMAND - FAILED IN COMMAND - FAILED IN COMMAND - IMPROP	TO MAINTAIN DIRECTION TO ABORT TAKEOFF ER COMPENSATION FOR WIN ROYED. PLT WORKING ON A	ND C	OND I	TIC)R II	NJURIES. GUSTY XWIND.	
3 - 2546	9/30/72 TIME - 14	KING SALMON,ALAS ¥30			- 0 - 0	C) 1	. NI) P	DNCOMMERCIAL LEASURE/PERSONAL TRANSP	PRIVATE, AGE 28, 700 Total Hours, 175 In type,
	DEPARTURE	ALAS ACCIDENT	DAMAGE-SUBSTANTIAL MON INTENDED DESTINATION KING SALMON,ALAS						DPERATION FINAL APPROACH	NOT INSTRUMENT RATED.
	PILOT 1		ER OPERATION OF FLIGHT TO OBTAIN/MAINTAIN FL			-				

200.0000 p. (C. 100.00

BRIEFS OF ACCIDENTS _____ ____ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE ______ 3-2020 2/12/72 TUCSON, ARIZ BELLANCA 17-30 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 41, 218 TIME - 0820 N4861V PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 105 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - TUCSON INTL DEPARTURE POINT INTENDED DESTINATION TUCSON, ARIZ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING TRAFFIC PATTERN-CIRCLING STALL LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- DID NOT VISUALLY CK FUEL TANKS. 3-2028 2/13/72 PHOENIX, ARIZ CESSNA 310 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 58, 9502 TIME - 1635 N111R PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 4008 IN DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - SKY HARBOR INTENDED DESTINATION DEPARTURE POINT PHOENIX, ARIZ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - BOGUS PART MISCELLANEOUS ACTS, CONDITIONS - SHEARED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LANDED ON FOAMED RUNWAY REMARKS- ORIG STEEL RIVETS ON N GR RETRACT ROD P/N0842120-1 HAD BEEN REPLACED BY AN-455 ALUM BRAZIER RIVETS

			BRIEFS	S OF ACCID	ENTS		
FILE	DATE		AIRCRAFT DATA	FS	M/N	PURPOSE	PILOT DATA
	4/26/72 TIME - 0945	PHOENIX, ARIZ	CESSNA 150 N51050 DAMAGE-SUBSTANTIAL	CR- 0 PX- 0		INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 38, 3391 TOTAL HOURS, 1450 IN TYPE, INSTRUMENT RATED.
			INTENDED DESTINATION PHOENIX, ARIZ				
	TYPE OF ACC ENGINE FA				L AND I	F OPERATION NG FINAL APPROACH NG LEVEL OFF/TOUCHDOWN	
	FACTOR(S)	COMMAND - MISMAN	AGEMENT OF FUEL IONS - FUEL`EXHAUSTION				
	TERRAIN - COMPLETE PO EMERGENCY C	HIGH OBSTRUCTIO WER LOSS - COMPL	NS ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO				
3-1904	5/18/72 TIME - 0130	K INGMAN, AR I Z	CESSNA 320 N5706X DAMAGE-SUBSTANTIAL	CR- 0 PX- 0	0 1 0 1	NONCOMMERCIAL Pleasure/personal trans	NO CERTIFICATE, AGE 49, P 4476 TOTAL HOURS, 48 IN TYPE, NOT INSTRUMENT
	NAME OF AIR DEPARTURE P GALLUP,N TYPE OF ACC HARD LAND	MEX IDENT	UNICIPAL INTENDED DESTINATION KINGMAN,ARIZ			F OPERATION NG LEVEL OFF/TOUCHDOWN	RATED.
	PROBABLE CA PILOT IN FACTOR(S)		ER RECOVERY FROM BOUNCE	ED LANDING	;		
	MISCELLAN	EOUS ACTS,CONDIT EOUS ACTS,CONDIT EOUS ACTS,CONDIT	IONS - FAILED TO USE LA	ANDING LIG	HT(S)		
3-1864	5/23/72 TIME - 0815		CESSNA 172L N7917G DAMAGE-SUBSTANTIAL			NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 35, 130 P TOTAL HOURS, 31 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE P PHOENIX,	ARIZ	INTENDED DESTINATION BISBEE;ARIZ				
	COLLIDED	IDENT WITH FENCE,FENC	EPOSTS			F OPERATION NG ROLL	
		COMMAND - IMPROP	ER OPERATION OF BRAKES 900FT GRAVEL RWY•	AND/OR FL	IGHT	CONTROLS	

1. 10 A 10

FILE	DATE	LOCATION	AIRCRAFT DATA		F	S M	1/N	FLIGHT PURPOSE		PILOT DATA
3-2324	7/3/72 TIME - 11 DEPARTURE STANFIE TYPE OF A TURBULE	STANFIELD,ARIZ OO POINT I LD,ARIZ CCIDENT NCE ON WITH GROUND/WATER	CORBIN BABY ACE N98492 DAMAGE-SUBSTANTIAL NTENDED DESTINATION LOCAL	CR-	0 0	0 0 7 HAS TA	1 0 5E 0 5KE0	NONCOMMERCIAL	_ TRANSP	COMMERCIAL, AGE 47, 4256 TOTAL HOURS, 6 IN TYPE, INSTRUMENT RATED.
	WEATHER - LOCAL WHIRLWING SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT , NONE TYPE OF WEATHER CONDITIONS VFR REMARKS- PLT RPRTD BEING FI	TION Y AT ACCIDENT SITE ER ONS TO VISION AT ACC EATHER CONDITIONS		-DEVIL	Р Т Т	UNLIM PRECIPI NONE TEMPERA 100 TYPE OF NONE		TATION AT ACCIDEN	r site	·
3-2347	TIME - 08 NAME OF A	30 IRPORT - FALCON	CESSNA 182 N3392U DAMAGE-SUBSTANTIAL NTENDED DESTINATION						_ TRANSP	PRIVATE, AGE 32, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	MESA,AR TYPE OF A GROUND- GEAR CO	CCIDENT WATER LOOP-SWERVE	LOCAL		Ρ	LA	ND I	F OPERATION NG ROLL NG ROLL		
	GEAR CO PROBABLE PILOT I FACTOR(S)	LLAPSED CAUSE(S) N COMMAND - IMPROPER	. OPERATION OF BRAKES INS - OVERLÓAD FAILURE		R F	LA	NDI	NG ROLL		

PAGE 901

•

FILE	DATE	I OCATION	AIRCRAFT DATA	7 M				SI IGUT		PILOT DATA
					F	S M/N		PURPOSE	1 A	
	5/28/72 NR TIME - 0845 DEPARTURE P GALLUP,N TYPE OF ACC	CAMP VERDE,ARIZ DINT MEX IDENT ILURE OR MALFUNCT	N8403D DAMAGE-SUBSTANTIAL INTENDED DESTINATION PHOENIX;ARIZ	CR- PX-	0 0 P	0 1 0 2 HASE IN F	OF	NONCOMMERCIAL	NAL TRANSP	COMMERCIAL, AGE 45, 631 TOTAL HOURS, 581 IN TYPE, NOT INSTRUMENT RATED.
	MISCELLAN PERSONNEL TERRAIN FACTOR(S) MISCELLAN PARTIAL POW EMERGENCY C	 T - ENGINE STRUCTI CONDITI MAINTENANCE,SEI ROUGH/UNEVEN EOUS ACTS,CONDITI ER LOSS - PARTIAL IRCUMSTANCES - FOI 	URE VALVE ASSEMBLIES DNS - MATERIAL FAILUR RVICING,INSPECTION I DNS - OVERLOAD FAILUR LOSS OF POWER - 1 EN RCED LANDING OFF AIRP LUE FAILED, AD 63-23-	E NADEQU E GINE DRT ON	LΔ	ND			ECTION	
·1933	TIME - 1245 NAME OF AIR	PORT - SCOTTSDALE	N3832J DAMAGE-SUBSTANTIAL	PX-				INSTRUCTIONAL TRAINING		STUDENT, AGE 43, 68 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	PHOENIX, TYPE OF ACC	ARIZ IDENT TER LOOP-SWERVE	SCOTTSDALE, ARIZ			TAKE	OF	OPERATION F RUN F ABORTED		
	FACTOR(S) WEATHER - MISCELLAN WEATHER BRI	COMMAND - IMPROPE UNFAVORABLE WIND EOUS ACTS;CONDITI	DNS - TOUCH AND GO LA RECORDED BRIEFING BY I	NDING			С	ONTROLS		
	5 OR OVER OBSTRUCTION NONE WIND DIRECT 270	AT ACCIDENT SITE S TO VISION AT AC	CIDENT SITE		P R W	UNLI RECIP NONE ELATI RIGH IND V 8	MI IT VE T EL	AT ACCIDENT SI TED ATION AT ACCID BEARING DF WI QUARTERING HEA OCITY-KNOTS FLIGHT PLAN	ENT SITE	067 DEGREES

" MARKEN "

· · · · · · · · ·

			BRIEFS	G OF A	ссі	DE	NTS	1	
FILE		LOCATION	AIRCRAFT DATA		F	S I	17N	FĽIGHT PURPOSE	PILOT DATA
	6/15/72 TIME - 19 DEPARTURE WILLIA TYPE OF A	TOPACK,ARIZ 50 POINT MS,ARIZ CCIDENT FAILURE OR MALFUNG	MAULE M-4 N40338 DAMAGE-SUBSTANTIAL INTENDED DESTINATION YUMA,ARIZ	CR- PX-	0 0 P	0 0 0	1 3 SE C N FL	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP DF OPERATION .IGHT NORMAL CRUISE NG ROLL	PRIVATE, AGE 44, 3079
	PILOT I MISCELL TERRAIN FACTOR(S) MISCELL COMPLETE	PER IN-FLIGHT DECISIONS NAGEMENT OF FUEL TIONS - FUEL STARVATION TIONS - OVERLOAD FAILURE LETE ENGINE FAILURE/FLAM FORCED LANDING OFF AIRPC	E 1EOUT-	1 E	ENG	-			
3-2273	TIME - 16 DEPARTURE YUMA,A TYPE OF A ENGINE	30 POINT RIZ			0 F	0 PHA: II	O SE C N FL	INSTRUCTIONAL TRAINING DF OPERATION IGHT NORMAL CRUISE ING ROLL	STUDENT, AGE 23, 33 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	MISCELL PILOT I TERRAIN EMERGENCY	US OTHER TIONS - OVERHEATED TED UNSUITABLE TERRAIN PRECAUTIONARY LANDING OF SUSPECTED MECHANICAL DIS ERHEATING HIT POLE ADJ F	SCREPA						

FILE	-		AIRCRAFT DATA	IN				FLIGHT PURPOSE	PILOT DATA
3-2059	6/19/72 PHOENIX, TIME - 2000	ARIZ	AMER AVCO AA-1 N5961L DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRA	PRIVATE, AGE 40, 211 NSP TOTAL HOURS, 44 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - D DEPARTURE POINT ALBUQUERQUE,N ME TYPE OF ACCIDENT ENGINE FAILURE OF COLLIDED WITH TR								
	PILOT IN COMMAND MISCELLANEOUS ACT MISCELLANEOUS ACT MISCELLANEOUS ACT MISCELLANEOUS ACT TERRAIN - HIGH OE COMPLETE POWER LOSS EMERGENCY CIRCUMSTA	- MISMANAGEM TS,CONDITIONS TS,CONDITIONS EVASIVE MANEL SSTRUCTIONS 5 - COMPLETE ANCES - FORCE	PREFLIGHT PREPARAT MENT OF FUEL 5 - INATTENTIVE TO F 5 - MISCALCULATED FL 5 - FUEL EXHAUSTION IVER TO AVOID COLLIS ENGINE FAILURE/FLAM ED LANDING OFF AIRPO FOR LDG ON RD WHEN	UEL S UEL CO SION NEOUT- DRT ON	UPPI INSUI	LY MPT: NGIN ND	10N		
-2151	6/22/72 MESA,ARI TIME - 1800	I Z	CESSNA 150 N60124 DAMAGE-SUBSTANTIAL					INSTRUCTIONAL TRAINING	STUDENT, AGE 35, 24 TOTA Hours, all in type, not Instrument rated.
	NAME OF AIRPORT - F DEPARTURE POINT MESA; ARIZ TYPE OF ACCIDENT COLLIDED WITH PA	IN	TENDED DESTINATION		Ρ			F OPERATION OTHER	
			NGINE WITHOUT PROPER DTTLE APRX 1/4 WAY 1					UIPMENT HAINS,HIT AERONCA 7DC,	N4487E,SUBST DMG.
8-2175	6/28/72 MARANA A TIME - 0830		HILLER ACFT FH1100 N425FH DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Practice	COMMERCIAL, AGE 68, 14040 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT
	DEPARTURE POINT MARANA ARIZ TYPE OF ACCIDENT ROLL OVER	INT	TENDED DESTINATION LOCAL		P			F OPERATION FF VERTICAL	RATED.
	PROBABLE CAUSE(S) PILOT IN COMMAND					UB I			

				S OF ACCI				
FILE	DATE	LOCATION		INJUF F	S M.	FLIGHT N PURPOSE		PILOT DATA
	7/1/72 TIME - 16 DEPARTURE LONG BI TYPE OF AU ENGINE	ST.JDHNS,ARIZ 00 POINT EACH,CALIF	PIPER PA-28 N4305T DAMAGE-SUBSTANTIAL INTENDED DESTINATION ALBUQUERQUE,N MEX	CR- 0 PX- 0	0 0 PHASE IN	1 NONCOMMERCIA 3 PLEASURE/PE OF OPERATION FLIGHT NORMAL DING ROLL	AL RSONAL TRANSP	PRIVATE, AGE 36, 230 TOTAL HOURS, 75 IN TYPE, NOT INSTRUMENT RATED.
	PILOT I MISCELL MISCELL TERRAIN FACTOR(S) PILOT I COMPLETE EMERGENCY	N COMMAND - INADE N COMMAND - MISMA ANEOUS ACTS,CONDI - OTHER N COMMAND - IMPRO POWER LOSS - COMP CIRCUMSTANCES -	QUATE PREFLIGHT PREPARA NAGEMENT OF FUEL TIONS - MISCALCULATED FU TIONS - FUEL EXHAUSTION PPER IN-FLIGHT DECISIONS LETE ENGINE FAILURE/FLA FORCED LANDING OFF AIRPO FLEW SUITABLE ARPTS.	JEL CONSU OR PLANM MEOUT-1 E	JMPT: NING ENGII	ON		
3-2356	7/2/72 TIME - 11 DEPARTURE ORAIBI TYPE OF AU STALL	POINT , ARIZ	Z CESSNA 172A N7551T DAMAGE-DESTROYED INTENDED DESTINATION RETURN	РХ- 1 Ц	2 AST INC PHASE	0 NONCOMMERCI 1 PLEASURE/PEI ENROUTE STOP IAN WLLS,ARIZ OF OPERATION GOFF INITIAL	RSONAL TRANSP	COMMERCIAL, AGE 22, 981 TOTAL HOURS, 166 IN TYPE NOT INSTRUMENT RATED.
	PILOT I FACTOR(S) WEATHER TERRAIN MISCELL WEATHER B	N COMMAND - INADE	ONS TIONS - DOWNWIND FING RECEIVED			LANNING		
	5 OR OV OBSTRUCTI NONE WIND DIRE 210	Y AT ACCIDENT SIT	ACCIDENT SITE	F F V	UNI PREC NOF TEMPI 95 VIND 8	NG AT ACCIDENT IMITED PITATION AT AC RATURE-F VELOCITY-KNOTS OF FLIGHT PLAN		

FILE	DATE LOCATION	AIRCRAFT DATA		RIES S M/N		PILOT DATA
	5/24/72 GLENDALE, ARIZ TIME - 1740 NAME OF AIRPORT - GLENDALE DEPARTURE POINT MESA, ARIZ TYPE OF ACCIDENT OVERSHOOT GROUND-WATER LOOP-SWERVE	CESSNA 210 N711PV DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- C PX- C	0 1 0 1 PHASE O LANDI	NONCOMMERCIAL	PRIVATE, AGE 38, 111 P TOTAL HOURS, 14 IN TYPE, NOT INSTRUMENT RATED.
•	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDG PILOT IN COMMAND - FAILED MISCELLANEOUS ACTS,CONDITI FACTOR(S) MISCELLANEOUS ACTS,CONDITI MISCELLANEOUS - EVASIVE MA EMERGENCY CIRCUMSTANCES - PR PH REMARKS- LND HALFWAY DOWN RW	TO INITIATE GO-AROUND ONS - INTENTIONAL GROU ONS - POORLY PLANNED , NEUVER TO AVOID COLLI ECAUTIONARY LANDING O YSICAL CONDITION OF P	APPROACH SION N AIRPOR ASSENGER	T		
-1805	5/25/72 LUKACHUKAI,ARIZ TIME - 1450	PIPER PA-28R N4596T DAMAGE-SUBSTANTIAL	PX- C		COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 28, 1370 TOTAL HOURS, IN TYPE, INSTRUMENT RATED.
	LUKACHUKAI,ARIZ TYPE OF ACCIDENT STALL MUSH PROBABLE CAUSE(S)	INTENDED DESTINATION GALLUP,N MEX		ΤΑΚΕΟ	F OPERATION FF INITIAL CLIMB	
	PILOT IN COMMAND - FAILED FACTOR(S) PILOT IN COMMAND - FAILED WEATHER - HIGH DENSITY ALT WEATHER - UNFAVORABLE WIND PILOT IN COMMAND - LACK OF WEATHER BRIEFING - NO BRIEFI WEATHER FORECAST - FORECAST	TO ABORT TAKEOFF ITUDE CONDITIONS FAMILIARITY WITH AIR NG RECEIVED		ED		
	SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT AC NONE	CIDENT SITE		UNLIM	TATION AT ACCIDENT SITE	
	WIND DIRECTION-DEGREES 210 TYPE OF WEATHER CONDITIONS			WIND VE	LOCITY-KNOTS Flight plan	

			DRIEFS	OI AC	100	1413			
FILE	DATE		AIRCRAFT DATA	F	S	M/N	PURPOSE		PILOT DATA
	7/14/72	CHANDLER, ARIZ	CESSNA 150	CR- PX-	0	2	INSTRUCTIO	NAL	COMMERCIAL, FL.INSTR., AGE 36, 2394 TOTAL HOURS 1500 IN TYPE, INSTRUMENT RATED.
	DEPARTURE F CHANDLER TYPE OF ACC ENGINE FA	ARIZ	NTENDED DESTINATION		Т	AKE	DF OPERATION DFF INITIAL ING ROLL	CLIMB	
	POWERPLAN MISCELLAN TERRAIN - PARTIAL POW EMERGENCY (- MAINTENANCE,SER IT - ENGINE CONTROL IEOUS ACTS,CONDITIC ROUGH/UNEVEN IER LOSS - PARTIAL IRCUMSTANCES - FOR	SVICING, INSPECTION IN S-COCKPIT THROTTLE-F INS - DISCONNECTED LOSS OF POWER - 1 ENG CED LANDING OFF AIRPO OFLD.ACFT FLIPPED OVE	OWER L GINE DRT ON	EVER	AS	SEMBLIES		GD BY OPERS SHOP.
3-2482	TIME - 163 NAME OF AIF DEPARTURE F SNOWFLAF TYPE OF ACC GROUND-W) POINT - SAN CARLOS POINT I KE,ARIZ LIDENT TTER LOOP-SWERVE	N4943F DAMAGE-SUBSTANTIAL INTENDED DESTINATION	CR- PX-	рн <i>і</i> Г) 1 SE AND	ASSOC FIRE DF OPERATION ING ROLL		COMMERCIAL, AGE 47, 3891 TOTAL HOURS, 184 IN TYPE INSTRUMENT RATED.
	PROBABLE CA PILOT IN FACTOR(S) MISCELLAN AIRPORTS	COMMAND - FAILED T NEOUS ACTS,CONDITIC YAIRWAYS/FACILITIES	TO MAINTAIN DIRECTION DNS - OVERLOAD FAILUR 5 - AIRPORT CONDITION -COLLIDED WITH BOULD	E S OTHE	20L 2		ARROW STRIP.		

FILE		LOCATION	AIRCRAFT DATA		F	IES S'M/	N	FLIGHT PURPOSE	PILOT DATA
	TIME - 2005 NAME OF AIR DEPARTURE P PHOENIX,A TYPE OF ACC OVERSHOOT GEAR COLL PROBABLE CA PILOT IN TERRAIN - FACTOR(S)	PHOENIX, ARIZ PORT - DEER VALLEY OINT I RIZ IDENT APSED USE(S) COMMAND - MISJUDGE ROUGH/UNEVEN	DISTANCE AND SPEED	CR- PX-	0 0	0 0 HASE LAN	1 3 OF DIN	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP OPERATION IG LEVEL OFF/TOUCHDOWN IG ROLL	PRIVATE, AGE 22, 76 TOT, HOURS, 17 IN TYPE, NOT INSTRUMENT RATED.
		EOUS ACTS, CONDITIO	FAMILIARITY WITH AIRC DNS - OVERLOAD FAILURE		DF	TSA	AFT	ER DARK.	
		WTIME PLT WITH ONI	Y 2HRS NITE EXPERIENC	E LNDI		<u> </u>			
3-2679	REMARKS- LO 7/23/72 TIME - 1050 NAME OF AIR	BLLHEAD CTY,ARIZ PORT - BULLHEAD CJ	BEECH F35 N3848B DAMAGE-SUBSTANTIAL TY	CR-	0	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 38, 448 TOTAL HOURS, 95 IN TYPE INSTRUMENT RATED.
3-267 9	REMARKS- LO 7/23/72 TIME - 1050 NAME OF AIR DEPARTURE P	BLLHEAD CTY,ARIZ PORT - BULLHEAD CJ	BEECH F35 N3848B DAMAGE-SUBSTANTIAL	CR-	0	0	1		TOTAL HOURS, 95 I

"- "Trailing of the

72 NR.HAZEN,ARK - 0630 TURE POINT EN,ARK OF ACCIDENT LIDED WITH WIRES/POLES BLE CAUSE(S) OT IN COMMAND - FAILED R(S) RAIN - HIGH OBSTRUCTION AL DATA AL HOURS IN CROP CONTRU	TO ŞEE AND AVOID OBJE	CR- 1 0 0 PX- 0 0 0 PHASE (IN FI	AERIAL APPLICATION DF OPERATION LIGHT CLEANUP SWATH	COMMERCIAL, AGE 34, 2400 TOTAL HOURS, 2200 IN TYPE, NOT INSTRUMENT RATED.
EN,ARK OF ACCIDENT LIDED WITH WIRES/POLE: BLE CAUSE(S) OT IN COMMAND - FAILED R(S) RAIN - HIGH OBSTRUCTION AL DATA	LOCAL 5 TO ŞEE AND AVOID OBJE	IN FI	IGHT CLEANUP SWATH	
LIDED WITH WIRES/POLE BLE CAUSE(S) OT IN COMMAND - FAILED R(S) RAIN - HIGH OBSTRUCTIO AL DATA	TO ŞEE AND AVOID OBJE	IN FI	IGHT CLEANUP SWATH	
OT IN COMMAND - FAILED R(S) Rain - High obstruction Al data		CTS OR OBSTRUC	TIONS	
D OF CROP - BEANS OT'S SEAT BELT - FASTE SH BAR - NOT INSTALLED RAIN-TYPE - LEVEL,FLAT TH RUN-HOW FLOWN - UNKI	NED-PROPERLY	TYPE DI CRASH I TANK/HO	= OPERATION - UNKNOWN/N = CHEMICAL USED - LIQUJ HELMET - AVAIALABLE-NOI DPPER-LOCATION - FORWAR ION-AREA BEING TREATED-	ID CHEMICAL-NONTOXIC T USED RD OF PILOT
2 GUION,ARK - 0930	N22570	PX- 0 0 0		COMMERCIAL, AGE 58, 20000 TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT RATED.
TËSVILLE ARK OF ACCIDENT	LOCAL			KATEU.
CELLANEOUS ACTS, CONDIT R(S)	IONS - UNWARRANTED LOW	FLYING		
CELLANEOUS ACTS, CONDIT	IONS - AIRCRAFT CAME T	O REST IN WATE	ξ.	
	RAIN-TYPE - LEVEL,FLAT TH RUN-HOW FLOWN - UNKI KS- HIT PWR LINES AND (2 GUION,ARK - 0930 TURE POINT TESVILLE ARK OF ACCIDENT LIDED WITH WIRES/POLES BLE CAUSE(S) OT IN COMMAND - EXERCIS CELLANEOUS ACTS,CONDIT RAIN - HIGH OBSTRUCTION CELLANEOUS ACTS,CONDIT	RAIN-TYPE - LEVEL,FLAT TH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED KS- HIT PWR LINES AND GUY WIRE. 2 GUION,ARK CESSNA 150 - 0930 N22570 DAMAGE-SUBSTANTIAL TURE POINT INTENDED DESTINATION TESVILLE ARK LOCAL OF ACCIDENT LIDED WITH WIRES/POLES BLE CAUSE(S) OT IN COMMAND - EXERCISED POOR JUDGMENT CELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW R(S) RAIN - HIGH OBSTRUCTIONS	RAIN-TYPE - LEVEL,FLAT ELEVAT TH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED KS- HIT PWR LINES AND GUY WIRE. 2 GUION,ARK CESSNA 150 CR- 0 2 0 - 0930 N22570 PX- 0 0 0 DAMAGE-SUBSTANTIAL TURE POINT INTENDED DESTINATION TESVILLE ARK LOCAL OF ACCIDENT PHASE O IDED WITH WIRES/POLES IN FI BLE CAUSE(S) 0T IN COMMAND - EXERCISED POOR JUDGMENT CELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING R(S) RAIN - HIGH OBSTRUCTIONS CELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATEH	RAIN-TYPE - LEVEL,FLAT TH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED KS- HIT PWR LINES AND GUY WIRE. 2 GUION,ARK CESSNA 150 CR- 0 2 0 INSTRUCTIONAL - 0930 N22570 PX- 0 0 0 DUAL DAMAGE-SUBSTANTIAL TURE POINT INTENDED DESTINATION TESVILLE ARK LOCAL OF ACCIDENT PHASE OF OPERATION LIDED WITH WIRES/POLES IN FLIGHT LOW PASS BLE CAUSE(S) 0T IN COMMAND - EXERCISED POOR JUDGMENT CELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FLYING R(S) RAIN - HIGH OBSTRUCTIONS CELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER

				OF ACC				
FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	JRIES S M	5 4/N	FLIGHT PURPOSE	PILOT DATA
	8/12/72	PHOENIX, ARIZ		CR- (PX- (COMMERCIAL, FL.INSTR., AGE 29, 2359 TOTAL HOURS, 77 IN TYPE, INSTRUMENT RATED.
	NAME OF AIR DEPARTURE P PHOENIX;A TYPE OF ACC WHEELS-UP	R I Z I DEN T			PHAS	SE C	IROUTE STOP LOCAL DF OPERATION NG LEVEL OFF/TOUCHDOWN	
	AIRFRAME MISCELLAN MISCELLAN FACTOR(S)	- LANDING GEAR N - LANDING GEAR E EOUS - FOREIGN MA EOUS ACTS,CONDITI	ORMAL RETRACTION/EXTEN MERGENCY/EXTENSION ASS TERIAL AFFECTING NORMA DNS - HYDRAULIC FAILUR	EMBLY L OPERA LE	TIO			
			ONS - LANDED ON FOAMED STEMS FAILED TO LOWER			IC F	LUID CONTAMINATED.	
3-2506	TIME - 1830	PORT – LK HAVASU	N 52 64G DAMAGE-DESTROYED				NONCOMMERCIAL PLEASURE/PERSONAL TRANSI	STUDENT, AGE 29, 145 P TOTAL HOURS, 106 IN TYPE, NOT INSTRUMENT RATED.
	LAKE HAVA TYPE OF ACC	SU, ARIZ	LOCAL				OF OPERATION FROM LANDING	
	MISCELLAN	ELECTRICAL SYSTE	M BATTERIES ONS - MATERIAL FAILURE ONS - FIRE IN CABIN∘CC		BAGG	4G E	COMPARTMENT	
3-2499	9/26/72 TIME - 2015	CHINLE, ARIZ	BEECH V35 N1522W DAMAGE-SUBSTANTIAL	PX- (0 1 0 0	0 0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 59, 900 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT
	DEPARTURE P CHINLE,A TYPE OF ACC	RIZ	INTENDED DESTINATION GALLUP, NMEX				DF OPERATION DFF INITIAL CLIMB	RATED.
	PILOT IN FACTOR(S) TERRAIN -	COMMAND - IMPROPE COMMAND - SPATIAL		CONTROL	_S			

Summers

PAGE 905

~

.

			BRIEFS	S OF A	ссі	DEN	тs		
FILE	DATE	LOCATION	AIRCRAFT DATA	ΙŅ				FLIGHT PURPOSE	PILOT DATA
3-2699	10/8/72 TIME - 102	5	DAMAGE-SUBSTANTIAL				-	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 19, 260 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE	RPORT - FALCON FIEL POINT I FIELD	D NTENDED DESTINATION LOCAL						
	TYPE OF AC COLLISIO	CIDENT N WITH GROUND/WATER	CONTROLLED					DF OPERATION ING FINAL APPROACH	
	PERSONNE	NEOUS - EVASIVE MAN L - MISCELLANEOUS-P	EUVER TO AVOID COLLIS ERSONNEL PILOT OF OT G HIGH SHORT FINAL NE	HER A				. PLT SAID DIDNT SEE N7789	C.
3-2654	12/27/72 TIME - 162		CESSNA 310G N8975Z DAMAGE-SUBSTANTIAL					NDNCOMMERCIAL BUSINESS	COMMERCIAL, AGE 51, 3000 TOTAL HOURS, 375 IN TYPE, INSTRUMENT RATED.
	DEPARTURE	RPORT – SKY HARBOR POINT II ARIZ	NTENDED DEŜTINATION PHOENIX, ÂRIZ						
	TYPE OF AC WHEELS-U				Ρ			DF OPERATION ING LEVEL OFF/TOUCHDOWN	
	MISCELLA	- LANDING GEAR NO	NS - MATERIAL FAILURE	:					

.

DATE LOCATION		F	S M	4/N	PURPOSE		PILOT DATA	
5/22/72 HARRISBURG,ARK TIME - 1500		CR- 0	0	1	COMMERCIAL		COMMERCIAL, FL.INSTR., AGE 38, 7000 TOTAL HOURS, 145 IN TYPE, NOT INSTRU- MENT RATED.	
NAME OF AIRPORT - HARRISBU DEPARTURE POINT HARRISBURG;ARK TYPE OF ACCIDENT STALL MUSH	RG INTENDED DESTINATION LOCAL		PHASE OF OPERATION TAKEOFF INITIAL CLIMB					
PROBABLE CAUSE(S) PILOT IN COMMAND - PREMA PILOT IN COMMAND - FAILE FACTOR(S) WEATHER - SUDDEN WINDSHI MISCELLANEOUS ACTS,CONDI	D TO OBTAIN/MAINTAIN FLY FT	ING SPE	ED					
SKY CONDITION CLEAR					AT ACCIDEN ITED	T SITE		
VISIBILITY AT ACCIDENT SIT 5 OR OVER	E			CIPI DNE	TATION AT A	CCIDENT SITE .		
OBSTRUCTIONS TO VISION AT NONE TEMPERATURE-F	ACCIDENT SITE		R	IGHT	E BEARING O QUARTERING RECTION-DEG	TAIL WIND 113-	-157 DEGREES	
96 WIND VELOCITY-KNOTS 5 TYPE OF FLIGHT PLAN NONE	•		45	5 E OF	WEATHER CO			
SPECIAL DATA TOTAL HOURS IN CROP CONT KIND OF CROP - RICE PILOT'S SEAT BELT - UNKN GOGGLES - NOT USED COCKPIT CRASHPAD - INSTA TANK/HOPPER-LOCATION - F SWATH RUN-HOW FLOWN - CR REMARKS- HIT RICE HYDRO LE	OWN/NOT REPORTED LLED ORWARD OF PILOT OSSWIND		TYPE GLOV CRAS CRAS	E OF VES SH H SH B		LED		

PAGE 907

.

BRIEFS OF ACCIDENTS _____ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ 3-1863 5/23/72 PINE BLUFF ARK GRUMMAN G-164A CR- 0 1 0 COMMERCIAL COMMERCIAL, AGE 52, TIME - 0715 N 5294 PX- 0 0 0 AERIAL APPLICATION 14500 TOTAL HOURS, 2000 IN DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED DEPARTURE POINT INTENDED DESTINATION PINE BLUFF, ARK LOCAL · TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH IN FLIGHT PROCEDURE TURNAROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 9999 KIND OF OPERATION ~ SPRAYING CROPS KIND OF CROP - COTTON TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE-USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 200 SWATH RUN-HOW FLOWN - CROSSWIND REMARKS- SETTLED INTO TREES. 3-1892 5/25/72 BENTON, ARK PIPER PA-22 CR- 0 0 1 MISCELLANEOUS COMMERCIAL, FL.INSTR., TIME - 1600 N6915B PX- 0 0 2 DEMONSTRATION AGE 65, 5000 TOTAL HOURS, 650 IN TYPE, NOT INSTRU-DAMAGE-SUBSTANTIAL MENT RATED. NAME OF AIRPORT - SALINE COUNTY DEPARTURE POINT INTENDED DESTINATION BENTON, ARK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH BUILDING(S) LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - WATER IN EUEL TERRAIN - OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- ACFT TIED DWN WITH PARTIAL FUEL LOAD FOR 3 WKS. LND IN PARKING LOT.

				S OF ACC					
FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	JR : S	IES SM/	'N	FLIGHT PURPOSE	PILOT DATA
		GUADALUPE, ARIZ	GRUMMAN G-164A N7842 DAMAGE-SUBSTANTIAL	CR- 0 PX- 0))	0 0	1 0	COMMERCIAL ASSOC CROP CTL ACTIVIT	COMMERCIAL, AGE 49, (17000 TOTAL HOURS, 720 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE GUADALU TYPE OF A ENGINE	NIRPORT - SANDERS STR POINT I IPE,ARIZ GCIDENT FAILURE OR MALFUNCTI VER/DOWN	NTENDED DESTINATION LOCAL			ΙN	FL	F OPERATION IGHT RETURN TO STRIP NG ROLL	
	PILOT D MISCELL TERRAIN COMPLETE	N COMMAND - INADEQUA N COMMAND - MISMANAG ANEOUS ACTS,CONDITIO I - WET,SOFT GROUND POWER LOSS - COMPLET	TE PREFLIGHT PREPARAT EMENT OF FUEL NS - FUEL EXHAUSTION E ENGINE FAILURE/FLAM CED LANDING OFF AIRPO	1EOUT-1	EI	NGIN		-	
	KIND OF PILOT'S GOGGLES COCKPIT TANK/HO	HOURS IN CROP CONTROL CROP - GRAIN FIELDS SEAT BELT - UNKNOWN - USED CRASHPAD - INSTALLE PPER-LOCATION - FORW	/NOT REPORTED D		GI GI CI	YPE LOVE RASH	OF S	OPERATION - SPRAYING CI CHEMICAL USED - LIQUID - NOT USED ELMET - AVAILABLE-USED AR - INSTALLED	
3-2292	8/6/72 TIME - 12	FLORENCE, ARIZ	BOEING A75N1 N53131 DAMAGE-SUBSTANTIAL					COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 57, 8400 TOTAL HOURS, 1200 IN TYPE, NOT INSTRUMENT RATED.
	FLORENO TYPE OF 4 ENGINE	E, ARIZ	NTENDED DESTINATION LOCAL ON		PI	IN	FL	F OPERATION IGHT PULLUP FROM SWATH NG ROLL	
	TERRAIN FACTOR(S) MISCELL MISCELL PARTIAL F	ANT - MISCELLANEOUS A ROUGH/UNEVEN ANEOUS ACTS,CONDITIO ANEOUS ACTS,CONDITIO OWER LOSS - PARTIAL	POWERPLANT FAILURE F NS - OVERLOAD FAILURE NS - JETTISONED LOAD LOSS OF POWER - 1 ENC CED LANDING OFF AIRPO	E GINE			NE	D REASONS	
	SPECIAL C TOTAL F KIND OF PILOT'S GOGGLES COCKPIT TANK/HC		- 8400 D-PROPERLY ALLED ARD OF PILOT		K GI CF CF	IND YPE LOVE RASH RASH ERR A	OF S I H I B	OPERATION - SPRAYIÑG CI CHEMICAL USED - LIQUID - NOT USED ELMET - AVAILABLE-USED AR - NOT INSTALLED -TYPE - LEVEL,FLAT IRE TURNAROUND - FIRST 1	CHEMICAL-TOXIC

		· · · · · · · · · · · · · · · · · · ·	BRIEF	S OF A	CCIDE	NTS		
FILE	DATE	LOCATION	AIRCRAFT DATA		F S	M / N		PILOT DATA
	6/1/72 TIME - 111 DEPARTURE GUION AR TYPE OF AC	GUION ARK 15 POINT RK	CESSNA 182 N7174 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR-	0 (0 (PH <i>A</i>	1 1 SE	NONCOMMERCIAL	
	MISCELLA FACTOR(S) PILOT IN	N COMMAND - FAILED ANEOUS ACTS,CONDITI	TO SEE AND AVOID OBJE(ONS - UNWARRANTED LOW ED ATTENTION FROM OPER/ NOTHER ACFT ACCDT	FLYIN	IG			
3-2368	6/10/72 TIME - 093	JEROME,ARK 30	GRUMMAN G-164A N6658 DAMAGE-SUBSTANTIAL	PX-			COMMERCIAL AERIAL APPLICATION	PRIVATE, AGE 30, 3964 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
			INTENDED DESTINATION LOCAL		рни	SE	DF OPERATION	
		AILURE OR MALFUNC	TION			NF	LIGHT PROCEDURE TURNAROU ING LEVEL OFF/TOUCHDOWN	ND
	PROBABLE (POWERPLA TERRAIN	ANT - MISCELLANEOUS	S POWERPLANT FAILURE	OR UN	IDETER	MIN	ED REASONS	
			LOSS OF POWER - I EN DRCED LANDING OFF AIRPO					
	KIND OF PILOT'S GOGGLES COCKPIT TANK/HOF ELEVATIC PROCEDUF	ATA DURS IN CROP CONTRO CROP - RICE SEAT BELT - FASTEN - NOT USED CRASHPAD - INSTALO PPER-LOCATION - FON DN-AREA BEING TREA RE TURNAROUND - TH CRASH LNDD IN RICE	NED-PROPERLY LED WARD OF PILOT IED-FEET - 140 RCD 1/3 OF TURN		TYF GL(CR) CR) TEF SW)	E O VES SH SH RAI	F OPERATION - FERTILIZING F CHEMICAL USED - DRY CHE - NOT USED HELMET - AVAILABLE-USED BAR - INSTALLED N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND CALM	MICAL-NONTOXIC

.

BRIEFS OF ACCIDENTS _____ LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FILE DATE F S M/N PURPOSE _____ 3-2062 6/21/72 JEROME, ARK CR- 1 0 0 COMMERCIAL COMMERCIAL. AGE 33. CESSNA A188 N35150 PX- 0 0 0 ASSOC CROP CTL ACTIVITY UNK/NR TOTAL HOURS, 35 IN TIME - 1055 TYPE, NOT INSTRUMENT DAMAGE-DESTROYED RATED. NAME OF AIRPORT - ELLINGTON STRIP DEPARTURE POINT INTENDED DESTINATION JEROME • ARK 10041 TYPE OF ACCIDENT PHASE OF OPERATION STALL SPIN IN FLIGHT EN ROUTE TO TREAT CROP PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - FERTILIZING (DUST) KIND OF CROP - RICE TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC PILOT'S SEAT BELT - FASTEN-LOOSELY GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- PLT COMPLAINED OF FULLY LOADED FLT HANDLING.WAS LOADED TO HALF CAPACITY AT TIME OF ACCDT. 3-2057 6/24/72 DE WITT, ARK BOEING A75 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 46, TIME - 0700 N62465 PX- 0 0 0 ASSOC CROP CTL ACTIVITY 17500 TOTAL HOURS, 1000 IN DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - WAYMON GILLCOAT INTENDED DESTINATION DEPARTURE POINT DE WITT.ARK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - UNKNOWN/NOT REPORTED TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAIALABLE-NOT USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT

BRIEFS OF ACCIDENTS ._____ PILOT DATA FILE DATE LOCATION AIRCRAFT DATA . INJURIES FLIGHT E S M/N PURPOSE GRUMMAN G-164 CR- 0 0 1 COMMERCIAL 3-2379 7/1/72 MAYFLOWER, ARK COMMERCIAL, AGE 35, 393 TIME - 1045 N355Y PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, ALL IN DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION MAYFLOWER, ARK LOCAL TYPE OF ACCIDENT PHASE DE OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT PROCEDURE TURNAROUND NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - ENGINE STRUCTURE CYLINDER ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 134 KIND OF OPERATION - FERTILIZING (LIQUID) KIND OF CROP - RICE TYPE OF CHEMICAL USED - DRY CHEMICAL -NONTOXIC GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE-USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 350 SWATH RUN-HOW FLOWN - CROSSWIND PROCEDURE TURNAROUND - SECOND 1/3 OF TURN REMARKS- WRIST PIN IN NR 8 CYL FAILED 3-2487 7/17/72 ALMYRA, ARK SNOW S2A CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 61, TIME - 1230 N9415R PX- 0 0 0 ASSOC CROP CTL ACTIVITY 10000 TOTAL HOURS, 1500 IN DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - ALMYRA DEPARTURE POINT INTENDED DESTINATION ALMYRA, ARK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION IN FLIGHT CLIMB TO CRUISE COLLIDED WITH CROP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - HIGH VEGETATION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 8000 KIND OF OPERATION - FERTILIZING (DUST) KIND OF CROP - RICE TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GOGGLES - USED CRASH HELMET - AVAILABLE-USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 210 REMARKS- INSPECTION OF ENG REVEALED NO EVIDENCE OF INTERNAL ENGINE FAILURE.

			S OF ACCIDENTS						
					PILOT DATA				
3-2605	7/19/72 HAZEN,ARK TIME - 1415	GRUMMAN G-164A N6579 DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL	COMMERCIAL, AGE 30, 7000 ITY TOTAL HOURS, 4000 IN TYPE, NOT INSTRUMENT RATED.				
	DEPARTURE POINT HAZEN.ARK	INTENDED DESTINATION							
	TYPE OF ACCIDENT ENGINE FAILURE OR MALF COLLIDED WITH CROP	UNCTION	PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN						
	POWERPLANT - ENGINE ST MISCELLANEOUS ACTS,CON TERRAIN - ROUGH/UNEVEN		E .						
		MPLETE ENGINE FAILURE/FLA - FORCED LANDING OFF AIRF							
	SPECIAL DATA TOTAL HOURS IN CROP CO KIND OF CROP - RICE GLOVES - NOT USED CRASH HELMET - AVAIALA CRASH BAR - NOT INSTAL TERRAIN-TYPE - LEVEL,F	BLE-NOT USED LED	TYPE OF GDGGLES COCKPIT TANK/HO	- OPERATION - FERTILIZI - CHEMICAL USED - DRY C S - NOT USED - CRASHPAD - INSTALLED - INSTALLED - PPER-LOCATION - FORWAR ION-AREA BEING TREATED-	CHEMICAL-NONTOXIC				
3-2576	7/20/72 ARKANSAS CITY TIME - 1930 DEPARTURE POINT		PX- 0 0 2		STUDENT, AGE 30, 127 ANSP TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED.				
	GREENVILLE MISS TYPE OF ACCIDENT ENGINE FAILURE OR MALF DITCHING	LOCAL	IN FL	DF OPERATION _IGHT NORMAL CRUISE ING LEVEL OFF/TOUCHDOW	IN				
	POWERPLANT - FUEL SYST MISCELLANEOUS ACTS,CON MISCELLANEOUS ACTS,CON FACTOR(S) MISCELLANEOUS ACTS,CON EMERGENCY CIRCUMSTANCES	E, SERVICING, INSPECTION I EM SELECTOR VALVES DITIONS - FUEL SELECTOR F DITIONS - FUEL STARVATION DITIONS - AIRCRAFT CAME I - FORCED LANDING OFF AIRF LIGHT DETENT L TANK, NO DE	OSITIONED BETWE I O REST IN WATER PORT ON WATER	EEN TANKS	DN FUEL VALVE CMPLTED				

PAGE 913

			BRIEFS	OF AC	CIDEN	TS⁺		
FILE	DATE	LOCATION	AIRCRAFT DATA	F	SM	/N	PURPOSE	
3-2678	7/23/72 EUDO TIME - 0900 NAME OF AIRPOR DEPARTURE POIN	T - PRIVATE S T	PIPER PA-25 N4704Y DAMAGE-SUBSTANTIAL TRIP INTENDED DESTINATION	CR-	0 0	1	COMMERCIAL AERIAL APPLICATION	•
	TYPE OF ACCIDE ENGINE FAILU NOSE OVER/DO	RE OR MALFUNC WN	LOCAL		IN	FL	F OPERATION IGHT RETURN TO STRIF NG ROLL	2
	PILOT IN COM MISCELLANEOU TERRAIN - ROU	MAND - INADEQ MAND - MISMAN S ACTS,CONDIT UGH/UNEVEN	UATE PREFLIGHT PREPARA AGEMENT OF FUEL IONS - FUEL EXHAUSTION				NN ING	
			ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO			NE		
	KIND OF CROP PILDT'S SEAT CRASH HELMET CRASH BAR - TERRAIN-TYPE	- COTTON BELT - UNKNO - AVAILABLE-			TYPE GOGG COCK TANK	OF LES PIT /HO	OPERATION - SPRAYING CHEMICAL USED - LIQU - USED CRASHPAD - INSTALLEI PPER-LOCATION - FORW, ON-AREA BEING TREATED	JID CHEMICAL-TOXIC D ARD OF PILOT

			BRIEF	S OF A	CC I	[DENT	s		· · · · ·			
FILE	DATE	LOCATION	AIRCRAFT DATA		F	S.M/	N	PURPOSE	PILOT DATA			
	7/31/72 TIME - 171 DEPARTURE UNKNOWN/ TYPE OF AC	POLLARD, ARK 5 POINT NOT REPORTED CIDENT AILURE OR MALFUNC	STEARMAN E75N1 N38979 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- PX-	0 0	1 O PHASE IN			COMMERCIAL, AGE 25, 750 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.			
	PILOT IN MISCELLA TERRAIN FACTOR(S) MISCELLA COMPLETE P	COMMAND - INADEQ I COMMAND - MISMAN NEOUS ACTS,CONDIT - ROUGH/UNEVEN NEOUS ACTS,CONDIT OWER LOSS - COMPL	UATE PREFLIGHT PREPARA AGEMENT OF FUEL IONS - FUEL EXHAUSTION IONS - OVERLOAD FAILUR ETE ENGINE FAILURE/FLAI ORCED LANDING OFF AIRPO	E MEOUT-	·1 E	NGIN		NN ING				
	TOTAL HO KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP ELEVATIO PROCEDUR	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF CROP - BEANS PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 250 PROCEDURE TURNAROUND - SECOND 1/3 OF TURN REMARKS- FUEL GAUGE READ 1/4 FULL. TANK WAS EMPTY. LND					KIND OF OPERATION - SPRAYING CROPS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - NOT INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - WIND CALM					
-2063	1/9/72 TIME - 095	PETALUMA,CALIF O	CESSNA 150H N7231S DAMAGE-NONE		· 0	0	0	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 35, 3500 TOTAL HOURS, 80 IN TYPE, INSTRUMENT			
	DEPARTURE NAPA CO TYPE OF AC	UNTY ARPT	INTENDED DESTINATION PETALUMA,CALIF		F			- OPERATION NG LEVEL OFF/TOUCHDOWN	RATED.			
	DUAL STU FACTOR(S)	CCMMAND - FAILED DENT - FAILED TO	TO SEE AND AVOID OTHEN SEE AND AVOID OTHER AIN UATE SUPERVISION OF FL	RCRAFT		T						
	CONTROLL CONTROLL CONVERGE	OF AVIATION INVO ING AGENCY - NO C	IRPORT - UNCONTROLLED / - 0		т т С +	RAFF ONTR IORIZ	IC OL ON	ADVISORY ISSUED - NONE	ES - 0			

"CARADINAL"

A COMPANY AND A REPORT OF A DESCRIPTION

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES	FLIGHT	PILOT DATA
3-2063	1/9/72 PETALUMA,CAL TIME - 0950	IF CESSNA 150F N8169S DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0 OT- 0 0 2	NONCOMMERCIAL BUSINESS	COMMERCIAL, FL.INSTR., AGE 56, 2034 TOTAL HOURS, 715 IN TYPE, INSTRUMENT RATED.
	TYPE OF ACCIDENT	JMA SKY RNCH INTENDED DESTINATION PETALUMA,CALIF FT BOTH IN FLIGHT		F OPERATION NG LEVEL OFF/TOUCHD	OWN
	PROBABLE CAUSE(S) PERSONNEL - MISCELLAN	EOUS-PERSONNEL PILOT OF O	THER AIRCRAFT		
	CONTROLLING AGENCY - I	INVOLVED - SMALL US GEN.AV NO CONTROL ED AIRPORT - UNCONTROLLED REES - O GLE-DEGREES - 1	TRAFFIC	ADVISORY ISSUED - N ZONE/AREA - NO	
3-1974	NAME OF AIRPORT - SANTA	DAMAGE-DESTROYED CRUZ SKY PK INTENDED DESTINATION		NONCOMMERCIAL PRACTICE F OPERATION	STUDENT, AGE 31, 19 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	COLLISION WITH GROUND	WATER CONTROLLED		NG FINAL APPROACH	
	PILOT IN COMMAND - SP PILOT IN COMMAND - FA	VERTED ATTENTION FROM OPER ONTANEOUS-IMPROPER ACTION ILED TO USE OR INCORRECTLY	USED MISC.EQUI		
		PROPER OPERATION OF FLIGHT NDITIONS - INCORRECT TRIM			

BRIEFS OF ACCIDENTS

				S OF ACCIDENTS							
FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA					
3-2032	2/14/72 TIME - 1343	NAPA, CALIF 3	PIPER PA-28R N4306T DAMAGE-SUBSTANTIAL	CR- 0 0 2 PX- 0 0 2	INSTRUCTIONAL DUAL	ATR,FLIGHT INSTR., AGE 32, 3419 TOTAL HOURS, 8 IN TYPE, INSTRUMENT RATED.					
	NAME OF AIR DEPARTURE F NAPA,CALI TYPE OF ACC										
	COLLISION	VILURE OR MALFUNC	ER CONTROLLED		FF INITIAL CLIMB NG LEVEL OFF/TOUCHDOWN	l					
	PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM SPARK PLUG MISCELLANEOUS ACTS, CONDITIONS - WRONG PART MISCELLANEOUS ACTS, CONDITIONS - ENGINE LOADED UP TERRAIN - OTHER PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1.ENGINE										
	EMERGENCY (CIRCUMSTANCES - F	ORCED LANDING OFF AIRF INSP.WRONG PLUGS.CRAS	ORT ON LAND							
3-2033	TIME - 0930) .	F BOEING N2S-1 N6201 DAMAGE-SUBSTANTIAI INTENDED DESTINATION	CR- 0 0 1 PX- 0 0 0	COMMERCIAL ASSOC CROP CTL ACTIVII	COMMERCIAL, AGE 23, 900 TY TOTAL HOURS, 650 IN TYP NOT INSTRUMENT RATED.					
	BAKERSFIE TYPE OF ACC	ELD,CALIF CIDENT AILURE OR MALFUNC	LOCAL	PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING ROLL							
	MISCELLAN	NT - ENGINE STRUC	TURE CYLINDER ASSEMBI IONS - MATERIAL FAILUF								
	MISCELLAN COMPLETE PO	DWER LOSS - COMPL	IONS - WINDSHIELD,DIRT ETE ENGINE FAILURE/FLA ORCED LANDING OFF AIRF	MEOUT-1 ENGINE	STRICTED VISION						
	KIND OF (GLOVES -	JRS IN CROP CONTR CROP - OTHER USED		KIND OF OPERATION - SEEDING CROPS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED							
	CRASH BAF SWATH RUI		NOWN/NOT REPORTED	T ANK / HO	CRASHPAD - NOT INSTALL PPER-LOCATION - FORWARD						
	REMARKS- NI	R8 CYL SEPD.OIL C	OVERED WINDSHIELD, UN S	SEE, LNDD ADJ TO	AG STRIP.ALFALFA.						

			AIRCRAFT DATA	F S M/N	FLIGHT PURPOSE	PILOT DATA					
	2/15/72 TIME - 15	SANTA ROSA,CALIF 536	CESSNA 150 N6412G DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	INSTRUCTIONAL	STUDENT, AGE 41, 26 TOTAL HOURS, ALL IN TYPE, NOT					
	NAME OF AIRPORT - SONOMA COUNTY DEPARTURE POINT INTENDED DESTINATION SANTA ROSA,CALIF LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN										
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED										
	VISIBILIT 5 OR OV OBSTRUCTI NONE WIND DIRE 300	I/NOT REPORTED Y AT ACCIDENT SITE FER LONS TO VISION AT ACC	IDENT SITE	2500 PRECIPI NONE RELATIV HEAD WIND VE 15	AT ACCIDENT SITE TATION AT ACCIDENT SIT E BEARING OF WIND WIND 338-022 DEGREES LOCITY-KNOTS	E					
	VFR	WEATHER CONDITIONS	THER COCKED.	TYPE OF NONE	FLIGHT PLAN						

					CIDENTS		
FILE			AIRCRAFT DATA	1	= S M/N	PURPOSE	PILOT DATA
3-2261	2/23/72 N TIME - 101	R.REDD ING, CALIF					COMMERCIAL, FL.INSTR., 5P AGE 48, 1040 TOTAL HOURS 13 IN TYPE, INSTRUMENT RATED.
	TYPE OF AC	POINT CALIF CIDENT WITH TREES	INTENDED DESTINATION THE DALLES,OREG			OF OPERATION LIGHT OTHER	
	PILOT IN FACTOR(S) PILOT IN MISCELLA WEATHER WEATHER TERRAIN	COMMAND - ATTEMPT COMMAND - CONTINU COMMAND - INADEQU NEOUS ACTS,CONDIT - LOW CEILING - ICING CONDITIONS - HIGH OBSTRUCTION	TED OPERATION W/KNOWN (JED VFR FLIGHT INTO AD JATE PREFLIGHT PREPARA IONS - IMPROPERLY LOAD IONS - AIRFRAME ICE S-INCLUDES SLEET,FREEZ NS SY FLIGHT SERVICE PERS(VERSE N TION AN ED AIR(ING RA)	VEATHER ND/OR PL CRAFT-WE IN,ETC.	CONDITIONS ANNING IGHT-AND/OR C.G.	- -
	SKY CONDIT BROKEN/L VISIBILITY 5 OR OVE	ION OWER SCATTERED AT ACCIDENT SITE R NS TO VISION AT AC ITY-KNOTS	SUBSTANTIALLY CORRECT		3200 PRECIP NONE WIND D 170	G AT ACCIDENT SITE ITATION AT ACCIDENT SITE IRECTION-DEGREES F WEATHER CONDITIONS	
		LEW INTO FCSTD IC	ING COND.ACFT NOT ANTI-	-ICER/I	DEICER E	QUIPPED,ABOUT 200 LBS OV	ER MAX GROSS T/O WT.
3-2039	TIME - 162	I RPORT - GILLESPIE POINT	PIPER PA-28 N4395T DAMAGE-SUBSTANTIAL FIELD INTENDED DESTINATION SANTEE,CALIF	PX-	0 0 1 0 0 0	IN STRUCTIONAL SOLO	STUDENT, AGE 42, 71 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF AC OVERSHOO	CIDENT			LAND	OF OPERATION ING LEVEL OFF/TOUCHDOWN ING ROLL	
	PILOT IN	COMMAND - MISJUDO	GED DISTANCE AND SPEED TO INITIATE GO-AROUND DFT PAVED RWY.				

PAGE . 919

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-19075/4/72FRANKLIN,CALIFSTITS PB 2ACR-011NONCOMMERCIALCOMMERCIAL, FL.INSTR.,TIME - 1730N1367NPX-00PLEASURE/PERSONAL TRANSPAGE 34, 4300 TOTAL HOURS, 0 DAMAGE-SUBSTANTIAL IN TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - FRANKLIN INTENDED DESTINATION DEPARTURE POINT FRANKLIN, CALIF LOCAL TYPE DE ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEDEE RUN GEAR COLLAPSED TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PLIOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 DR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE LEFT QUARTERING TAIL WIND 203-247 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 225 25 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VER NONE REMARKS- ACET VEERED DEE RWY INTO TALL WEEDS. GEAR FAILED ACFT NOSED OVER 3-1813 5/9/72 NR.LA CANADA, CALIF CR- 0 0 1 MISCELLANEOUS BELL 47G-3B COMMERCIAL, AGE 43, 2700 PX- 0 0 0 OTHER PUBLIC TIME - 1420 N7959.1 TOTAL HOURS, 630 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - MT HELISTOP DEPARTURE POINT INTENDED DESTINATION LA CANADA, CALIF LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH AIRPORT HAZARD LANDING POWER-ON LANDING ROLL OVER LANDING POWER-ON LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER FIRE AFTER IMPACT REMARKS- MT SIDE HELIPAD, LITTLE MARGIN FOR ERROR.MR BLADE HIT MT.PLTS 6 OR 7TH LDG HERE.ACFT ROLLED DWN MT.

FILE	DATE	LOCATION	AIRCRAFT DATA			IES S M	/N	FLIGHT PURPOSE	PILOT DATA
3-1809	5/10/72 TIME - 16	HNTNGTN BCH,CALIF	PIPER PA-22 N3434A DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANS	COMMERCIAL FL.INSTR., P AGE 50, 1350 TOTAL HOURS, IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE HNTNGTN TYPE OF A ENGINE	BCH,CALIF	INTENDED DESTINATION CHINO, CALIF		Ρ	ΙN	FL	F OPERATION IGHT CLIMB TO CRUISE NG LEVEL OFF/TOUCHDOWN	
	TERRAIN COMPLETE	ANT - MISCELLANEOUS - ROUGH/UNEVEN POWER LOSS - COMPLE	POWERPLANT FAILURE I TE ENGINE FAILURE/FLAM RCED LANDING OFF AIRP(1EOUT-	1 6	NGI		D REASONS	
3-1882	5/10/72 TIME - 13	LEBEC,CALIF 55	BELL 47G-3B N1360X DAMAGE-SUBSTANTIAL					MISCELLANEOUS FERRY	AIRLINE TRANSPORT, AGE 31, 5338 TOTAL HOURS, 6 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT INTENDED DESTINATION PORTERVILLE,CALIF RIALTO,CALIF TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION HARD LANDING				Ρ	IN	FL	F OPERATION IGHT NORMAL CRUISE NG POWER-OFF AUTOROTATI	
	MISCELL MISCELL MISCELL TERRAIN PARTIAL P EMERGENCY FIRE AFTE	ANT - FUEL SYSTEM ANEOUS ACTS,CONDITI ANEOUS ACTS,CONDITI - ROUGH/UNEVEN OWER LOSS - PARTIAL CIRCUMSTANCES - FC R IMPACT	ONS - LEAK/LEAKAGE ONS - MISSING ONS - FUEL STARVATION LOSS OF POWER - 1 ENG RCED LANDING OFF AIRPO	DRT ON			LLO	WED FUEL TO RUN OVRBRD.I	NSUF FUEL TO ENG.
-1825	5/17/72 TIME - 12		BEECH S35 N5618K Damage-Substantial	CR- PX-				NONCOMMERCIAL CORP/EXEC	COMMERCIAL, AGE 42, 17000 TOTAL HOURS, 4300 IN TYPE, INSTRUMENT RATED.
	NAME OF A DEPARTURE LONG B TYPE OF A GEAR RE		Ρ			F OPERATION NG ROLL	TTPE, INSTRUMENT RATED.		
	GEAR RETRACTED LANDING ROLL PROBABLE CAUSE(S) COPILOT - SPONTANEOUS-IMPROPER ACTION COPILOT - INADVERTENTLY RETRACTED GEAR MISCELLANEOUS ACTS, CONDITIONS - CREW COORDINATION-POOR FACTOR(S) COPILOT - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- COPILOT RETRACTED GEAR INSTEAD OF FLAPS								

			BRIEFS	5 OF	ACC	ID	ENT	S		
FILE	DATE	LOCATION	AIRCRAFT DATA		INJU F	S	Μ/	Ν		PILOT DATA
	5/17/72 TIME - 17	CARPINTERIA,CALIF 30		CR·	- 1	L	0	Ò	NONCOMMERCIAL	STUDENT, AGE 40, 117 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE	ERIA,CALIF CCIDENT	NTENDED DESTINATION LOCAL						= OPERATION IGHT_ OTHER	
	FACTOR(S) PILOT I MISCELL	N COMMAND - IMPROPER N COMMAND - ATTEMPTER ANEOUS ACTS, CONDITION	O OPERATION BEYOND EX NS - AIRCRAFT CAME TO	KPER D RE	ÍENC ST I	CE/	WAT	ER	TY LEVEL R SPIN TO IMPACT IN OCEAN	•
3-1822	5/18/72 TIME - 08	TRACY,CALIF 50	NAVION A N91559 DAMAGE-SUBSTANTIAL	ΡX·					INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 30, 1776 TOTAL HOURS, 175 IN TYPE, INSTRUMENT RATED.
	DEPARTURE TRACY,C TYPE OF A HARD LA	ALIF CCIDENT	NTENDED DESTINATION ?				LAN	DI	F OPERATION NG LEVEL DFF/TOUCHDOWN NG ROLL	
	DUAL ST FACTOR(S) MISCELL	N COMMAND - INADEQUA UDENT - IMPROPER LEV	EL OFF NS - POORLY PLANNED #		DACH	4				
3-2068	5/19/72 TIME - 16	S.LUIS OBSP,CALIF 05	DEHAVILLAND DH114 N1420Z DAMAGE-SUBSTANTIAL	ΡX·					COMMERCIAL AIR TAXI-PASSG S-D	AIRLINE TRANSPORT, AGE 35, 9624 TOTAL HOURS, 766 IN TYPE, INSTRUMENT RATED.
	DEPARTURE LOS AN TYPE OF A GROUND-	IGELES, CALIF	NTENDED DESTINATION			РН	SA IASE LAN	NT 0 IDI	ROUTE STOP A MARIA,CALIF F OPERATION NG ROLL NG ROLL	
	FACTOR(S) PILOT I MISCELL	N COMMAND - SPONTANE N COMMAND - SELECTED ANEOUS ACTS, CONDITIO	UNSUITABLE TERRAIN NS - OVERLOAD FAILURE		OFF	RW	Υ,0	R	HIT DITCH.NO MALFUNCTION	FOUND.

FILE	DATE L			IN	F	S M	/N	PURPOSE	PILOT DATA
		OSE,CALIF		CR- PX-	0	0	1	INSTRUCTIONAL TRAINING	PRIVATE, AGE 37, 58 TOTA HOURS, 2 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT DEPARTURE POINT SAN JOSE,CALIF TYPE OF ACCIDENT HARD LANDING	I	EW NTENDED DESTINATION LOCAL		Ρ			F OPERATION NG LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S PILOT IN COMMA PILOT IN COMMA REMARKS- PROP,NO	ND - IMPROPER ND - LACK OF	FAMILIARITY WITH AIRC	RAFT					
-1830	5/21/72 WATSC TIME - 1455	NVILLE,CALIF	WACO UPF-7 N32137 DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANS	COMMERCIAL, AGE 34, 618 P TOTAL HOURS, 18 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT DEPARTURE POINT WATSONVILLE,CA TYPE OF ACCIDENT STALL	LIF						F OPERATION FF INITIAL CLIMB	
	PROBABLE CAUSE(S PILOT IN COMMA PILOT IN COMMA	ND - PREMATUR	E LIFT-OFF O OBTAIN/MAINTAIN FLY	'ING S	PEE	D			
-1856	5/21/72 PACOI TIME - 1700	MA, CALIF	CHAMPION 7KCAB N5065X DAMAGE-SUBSTANT2AL	CR- PX-	0 0	0 0	1 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 42, 321 P TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - WHITEMAN ARPT DEPARTURE POINT INTENDED DESTINATION PACOIMA,CALIF LOCAL TYPE OF ACCIDENT PHASE OF OPERATION								
	GROUND-WATER L GEAR COLLAPSED	OOP-SWERVE				LA	NDI	NG ROLL NG ROLL	
	PROBABLE CAUSE(S PILOT IN COMMA FACTOR(S)		O MAINTAIN DIRECTION	L CON	TRC	DL			

PAGE 923

.

			BRIEFS	5 UF 4	CCI	DEN	15			
FILE		LOCATION			F	SM	/N			PILOT DATA
		LONG BEACH, CALIF		CR- PX-	0	0	2	INSTRUCTIONAL		COMMERCIAL, FL.INSTR., AGE 40, 4630 TOTAL HOURS, 3860 IN TYPE, NOT INSTRU- MENT RATED.
	DEPARTURE	CH,CALIF CIDENT DING	INTENDED DESTINATION LOCAL		Ρ	LA	NDIN	OPERATION G POWER-OFF AUT G POWER-OFF AUT		
	PROBABLE CAUSE(S) DUAL STUDENT - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SIMULATED CONDITIONS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- PRACT AUTO FRM 3FT SKID HEIGHT AGL.STUDENT APPLIED FORWARD CYCLIC.M/R BLADES HIT TAIL BU									TAIL BOOM.
3-1857	TIME - 174 NAME OF AID DEPARTURE	5 RPORT - GILLESPIE POINT DE∙CALIF	INTENDED DESTINATION		0	0	0	NONCOMMERCIAL PRACTICE OPERATION		PRIVATE, AGE 31, 75 TOTAL HOURS, 70 IN TYPE, NOT INSTRUMENT RATED.
	COLLIDED WITH WIRES/POLES TAXI FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - SUNGLARE									

BRIEFS OF ACCIDENTS

			BRIEFS	5 OF A	CCI	DEN	15		
FILE	DATE		AIRCRAFT DATA			C 14	ZN1	FLIGHT PURPOSE	PILOT DATA
	5/23/72 TIME - 104 DEPARTURE PACOIMA TYPE OF AG	PACOIMA,CALIF 45 POINT ,CALIF	CESSNA A150	CR-	0 0	0 0 HAS	1 1 E O	NONCOMMERCIAL	PRIVATE, AGE 20, 115 TOTAL HOURS, 48 IN TYPE, NOT INSTRUMENT RATED.
	MISCELL FACTOR(S) TERRAIN WEATHER MISCELL WEATHER BI	N COMMAND - IMPROP ANEOUS ACTS,CONDIT - OTHER - HIGH DENSITY AL	IONS - IMPROPERLY LOADE	CANYC	IN			SHT-AND/OR C.G.	
	SKY CONDI CLEAR VISIBILIT 5 OR OVI OBSTRUCTIO HAZE TYPE OF WE VFR	TION Y AT ACCIDENT SITE ER DNS TO VISION AT A EATHER CONDITIONS	AT ACCIDENT SITE			UN REC NO EMP 65 YPE NO	LIM IPI ERA OF NE	AT ACCIDENT SITE ITED IATION AT ACCIDENT SITE TURE-F FLIGHT PLAN ED INTO TREES.DENS ALT 50	OOFT.ABT 30LB OGWT
3-2066	TIME - 199 NAME OF A DEPARTURE BEALE AN	IRPORT - BEALE AFB POINT =B,CALIF	N8162P DAMAGE-SUBSTANTIAL		0.	0	1	PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 27, 2187 TOTAL HOURS, 21 IN TYPE, INSTRUMENT RATED.
	TYPE OF A(WHEELS-1 PROBABLE (JP			Ρ			= OPERATION NG LEVEL OFF/TOUCHDOWN	
	PILOT IN FACTOR(S) PILOT IN MISCELLA MISCELLA	N COMMAND - FAILED N COMMAND - IMPROP ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT	TO ASSURE THE GEAR WAS ER IN-FLIGHT DECISIONS IONS - IMPROPER EMERGEN IONS - ELECTRICAL FAILU IONS - CIRCUIT BREAKER DEPLETING BATT.	OR PL ICY PR	ANN OCE	ING		ED	

Section .

	DATE		AIRCRAFT DATA	-			D.1.0 D.0.0 F	PILOT DATA
	5/24/72 TIME - 17	BG BEAR CTY,CALIF		CR- (PX- (INSTRUCTIONAL	STUDENT, AGE 35, 39 TOT HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE	IRPORT - BIG BEAR CI POINT II AR CITY,CALIF	TY NTENDED DESTINATION				F OPERATION NG GO-AROUND	
	PERSONN FACTOR(S) WEATHER	N COMMAND - FAILED T				IGH	т	
	SKY CONDI	TION					AT ACCIDENT SITE	
	CLEAR VISIBILIT 5 OR OV OBSTRUCTI	IDENT SITE		PRE(NC	IPI NE	ITED TATION AT ACCIDENT SITE E BEARING OF WIND		
	NONE TEMPERATU				HE	AD	WIND 338-022 DEGREES RECTION-DEGREES	
	56 WIND VELO 9	CITY-KNOTS			27	0 0 F	WEATHER CONDITIONS	
	NONE	L.IGHT PLAN WIND GUSTING,V-RB∳.DEI	NS ALT ABT 7600FT.ST	ALLED 20	0-301	TO	VR RWY.	
3-1981	5/27/72 TIME - 11	MAMMOTH LKS CALIF 00	N8105P	PX- (0 0 0 0	1 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANS	P TOTAL HOURS, 350 IN TYP
							F OPERATION NG ROLL	INSTRUMENT RATED.
		E LANDING GEAR WH	EELS,TIRES,AXLES NS - MATERIAL FAILUR	E				

FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F		IES S M	/N	FLIGHT PURPOSE		PILOT DATA
3-2082	5/28/72 TIME - 1150 DEPARTURE I AVALON,C/ TYPE OF ACI EVASIVE I	POINT ALIF CIDENT	SPENCER S-12-D N111DA DAMAGE-SUBSTANTIAL INTENDED DESTINATION TGRRANCE,CALIF			0 HAS	ΕO	NONCOMMERCIAL PLEASURE/PERSONAL T = OPERATION =F RUN	RANSP	COMMERCIAL, AGE 75, 5000 TOTAL HOURS, 250 IN TYPE NOT INSTRUMENT RATED.
	GEAR COLI							F RUN		
·	MISCELLA FACTOR(S) TERRAIN	NEOUS - EVASIVE M NEOUS ACTS,CONDIT - ROUGH WATER	ANEUVER TO AVOID COLLIS IONS - INTENTIONAL GROU WATER,CHANGED COURSE,HI	ND-WAT				· · · ·	OAT.	
8-1902	5/28/72 TIME - 1502	S.LK TAHOE,CALIF	CESSNA 337 N86105 DAMAGE-SUBSTANTIAL	CR- PX-				NONCOMMERCIAL PLEASURE/PERSONAL T	RANSP	PRIVATE, AGE 37, 95 TOTA HOURS, 90 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AI DEPARTURE I S.LK TAHO TYPE OF ACO HARD LANO GEAR COLI	DE,CALIF CIDENT DING			Pł	LA	ND I	F OPERATION NG LEVEL OFF/TOUCHD NG ROLL	OWN	
	PILOT IN FACTOR(S)	COMMAND - IMPROP COMMAND - IMPROP	ER LEVEL OFF ER RECOVERY FROM BOUNCE IONS - OVERLOAD FAILURE		INC	G			·	
-1939	5/29/72 TIME - 1030	REDDING,CALIF	CESSNA 150 N50541 DAMAGE-SUBSTANTIAL					INSTRUCTIONAL TRAINING		STUDENT, AGE 36, 30 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AID DEPARTURE O OROVILLI TYPE OF ACC HARD LAND GEAR COLU	E,CALIF CIDENT DING	INTENDED DESTINATION RETURN			REI HASI LAI	DDI E O NDI	ROUTE STOP NG,CALIF - OPERATION NG LEVEL OFF/TOUCHD NG LEVEL OFF/TOUCHD		
	FACTOR(S) MISCELLA PILOT IN	COMMAND - IMPROP NEOUS ACTS,CONDIT COMMAND - FAILED	ER LEVEL OFF IONS - OVERLOAD FAILURE TO FOLLOW APPROVED PRO ON FLARE. IMPROPER REC	CEDURE	S,C		ECT	IVES,ETC.		

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE CR- 0 0 1 MISCELLANEOUS 3-2069 5/31/72 OAKLAND, CALIF HUGHES 300C COMMERCIAL, AGE 33, 1181 TIME - 1210 N9628F PX- 0 0 1 PARAJUMP TOTAL HOURS, 964 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - OAKLAND DEPARTURE POINT INTENDED DESTINATION OAKLAND,CALIF LOCAL TYPE DE ACCIDENT PHASE OF OPERATION PROPELLER/JET/ROTOR BLAST STATIC STARTING ENGINE(S) PROBABLE CAUSE(S) MISCELLANEOUS - PROP/JET/ROTOR BLAST MISCELLANEOUS ACTS, CONDITIONS - CONGESTED RAMP/TAXIWAY REMARKS- DOWNWASH FROM NEAR LARGE HELICOPTER CAUSED MAIN ROTOR BLADE FLEX DOWN AND STRIKE TAIL BOOM TAYLORCRAFT L-2 3-1951 6/2/72 DUMSMUIR CALIF CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 36, 340 TIME - 0535 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 150 IN TYPE. N67654 DAMAGE --- SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - DUNSMUIR MUNICPL DEPARTURE POINT INTENDED DESTINATION DUMSMUIR CALIF MERCED CALIF TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH TREES TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFIGHT PREPARATION AND/OR PLANNING FACTOR(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPERLY SERVICED AIRCRAFT (OWNER-PILOT) MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G. AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER WEATHER - DOWNDRAFT, UPDRAFTS TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - BRIEFING RECEIVED-METHOD UNKNOWN WEATHER FORECAST - UNKNOWN/NOT REPORTED 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 RELATIVE BEARING OF WIND NONE UNKNOWN/NOT REPORTED TYPE DE WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- USED HEAVY WT OIL, IMPROPER WARM UP.ACFT ABOUT 42 LBS OVER MAX GROSS WT.RWY DOWN SLOPE INTO TREES.

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1923 6/4/72 HAYFORK, CALIF CESSNA 140A CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 19, 220 TIME - 1030 N96554 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 219 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - L&M RANCH DEPARTURE POINT INTENDED DESTINATION HAYEORK CALLE 100.41 TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) TERRAIN - ROUGH/UNEVEN 3-1919 6/4/72 LINCOLN, CALIF PIPER PA18A CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 29, 521 TIME - 1030 N2854D PX- 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 20 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - LINCOLN DEPARTURE POINT INTENDED DESTINATION AURBURN, CALIF LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION LANDING GO-AROUND COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ENGINE LOADED UP PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT LET ENG LOAD UP DURG SIMULATED FORCED LDG.ENG FAILED TO RESPOND FOR GOARND.HIT STEEL POST. 3-2077 6/5/72 FRANKLIN CALIF BOEING A75N-1 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 40, 90 TOTAL TIME - 0600 N707X PX- 0 0 0 PLEASURE/PERSONAL TRANSP HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - FRANKLIN FIELD DEPARTURE POINT INTENDED DESTINATION FRANKLIN CALIF LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL REMARKS- LND IN CRAB ON WHEEL LDG.

			BRIEF	S OF ACCIDENTS		
FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT	PILOT DATA
	6/5/72 TIME - 14	UPLAND,CALIF 30		.CR- 0, 0 1	INSTRUCTIONAL SOLO	STUDENT, AGE 34, 36 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE SANTA TYPE OF A	YNEZ, CALIF	INTENDED DESTINATION CHINO,CALIF		F OPERATION IGHT NORMAL CRUISE	
	NOSE OV				NG ROLL	
	PILOT I MISCELL TERRAIN FACTOR(S) PILOT I WEATHER	N COMMAND - INADEQU N COMMAND - MISMANA ANEOUS ACTS,CONDITI - WET,SOFT GROUND N COMMAND - BECAME - THUNDERSTORM ACT	ONS - FUEL EXHAUSTION	· ·	INN ING	
	WEATHER B	RIEFING - BRIEFED B ORECAST - WEATHER S	TE ENGINE FAILURE/FLA Y FLIGHT SERVICE PERS LIGHTLY WORSE THAN FO RCED LANDING OFF AIRP	ONNEL, BY PHONE Recast		
		/NOT REPORTED		3000	AT ACCIDENT SITE	
	5 OR OV	Y AT ACCIDENT SITE ER ONS TO VISION AT AC	CIDENT SITE	RECIPI RAIN TEMPERA 70	TATION AT ACCIDENT SITE	
	WIND DIRE	CTION-DEGREES		WIND VE 15	LOCITY-KNOTS	
	VFR	EATHER CONDITIONS		VFR	FLIGHT PLAN	
	REMARKS-	DIDNT REFUEL BFOR T	/O. UNEXPECTED TSTM I	N DEST AREA. LN	D IN PLOWED FLD.	
-2281	TIME - 12		CESSNA 170B N8002a DAMAGE-SUBSTANTIAL		NONCOMMERCIAL Pleasure/personal transf	PRIVATE, AGE 46, 135 7 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE TORRANC	E,CALIF	MUNI INTENDED DESTINATION LOCAL			
	TYPE OF A STALL				F OPERATION NG GO-AROUND	
	PROBABLE PILOT I PILOT I FACTOR(S) PILOT I MISCELL REMARKS-					

			BRIEF	S OF ACC	IDENT	S						
FILE	DATE	LOCATION	AIRCRAFT DATA		RIES S M/			PILOT DATA				
3-2282	6/9/72 STOCKTON,CALIF BELL 47G2 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 25, 22 TIME - 0850 N5162B PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS; 754 IN TO DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION INSTRUMENT RATED. STOCKTON,CALIF LOCAL PHASE OF OPERATION INSTRUMENT RATED. TYPE OF ACCIDENT IN FLIGHT SWATH RUN IN FLIGHT SWATH RUN HARD LANDING LANDING POWER-ON LANDING											
	PILOT 1	IN COMMAND - FAILED IN COMMAND - OPERATE Y CIRCUMSTANCES - FO SU	TO SEE AND AVOID OBJE(D CARELESSLY RCED LANDING OFF AIRP(SPECTED OR KNOWN AIRC(RECTIONAL CONTROL PRO(OBSTRUCTIONS								
	KIND OF GLOVES CRASH F CRASH E TERRAIN	DATA HOURS IN CROP CONTRO - CROP - CORN - NOT USED HELMET - AVAILABLE-U BAR - NOT INSTALLED N-TYPE - LEVEL,FLAT JRE TURNAROUND - ENT	SED		TYPE GDGGL COCKP TANK/	OF ES IT HOP	OPERATION - SPRAYIN CHEMICAL USED - LIO - NOT USED - NOT CRASHPAD - NOT INST PER-LOCATION - SIDE N-HOW FLOWN - CROSS	UID CHEMICAL-TOXIC ALLED S				

PROCEDURE TURNAROUND - ENTRY TO PROCEDURE TURN REMARKS- PLT STATED HE FORGOT WIRES WERE THERE. I WIRE DMGD T/R BLADES,WRAPPED AROUND T/R DRIVE ASSY.

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-2076 6/11/72 NEWELL,CALIF CESSNA 150 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 17, 58 TOTAL TIME - 1030 N7003S PX- 0 0 1 PLEASURE/PERSONAL TRANSP HOURS, 56 IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - TULELAKE DEPARTURE POINT INTENDED DESTINATION NEWELL,CALIF LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE, FENCEPOSTS TAKEDEE RUN GEAR COLLAPSED TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - FAILED TO ABORT TAKEOFF FACTOR(S)WEATHER - HIGH DENSITY ALTITUDE MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED 5000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE HEAD WIND 338-022 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 70 290 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 5 VFR TYPE OF FLIGHT PLAN NONE REMARKS- ABORTED WITH 1200 FT REMAINING, THEN CONT T/O.SKID MARKS TO POINT 1100 BEYOND RWY.DENS.ALT 6000 FT.

				arganister.		
		. <u>-</u> 1	BRIEF	S OF ACCIDENT	S	
FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/	FLIGHT /N PURPOSE	PILOT DATA
	6/14/72 TIME - 1300	NUT TREE, CALIF	PIPER PA-28 N9308W DAMAGE-SUBSTANTIAL		1 NONCOMMERCIAL 3 PLEASURE/PERSONAL TRA	PRIVATE, AGE 46, 247 NSP TOTAL HOURS, 46 IN TYPE NOT INSTRUMENT RATED.
	NAME OF AID DEPARTURE CHICO,C TYPE OF ACC HARD LAN	AL IF CIDENT	INTENDED DESTINATION NUT TREE,CALIF		OF OPERATION DING LEVEL OFF/TOUCHDOW	N
	PILOT IN FACTOR(S)	AUSE(S) COMMAND - MISJUDO COMMAND - IMPROPE - UNFAVORABLE WIND	R LEVEL OFF			
	5 OR OVE	AT ACCIDENT SITE R NS TO VISION AT AC ITY-KNOTS	CIDENT SITE	UNL PRECI NON WIND 160	DIRECTION-DEGREES OF WEATHER CONDITIONS	E
-2149	REMARKS- W 6/15/72 TIME - 102:	IND GUSTING TO 15 BAKERSFIELD,CALIF 3	BOEING A75N1 N267N.		O COMMERCIAL O AERIAL APPLICATION	COMMERCIAL, AGE 21, 900 Total Hours, all IN
	TYPE OF AC	IELD, CALIF	DAMAGE-DESTROYED INTENDED DESTINATION LOCAL		E OF OPERA ION FLIGHT PROCEDURE TURNAR	TYPE, NOT INSTRUMENT RATED.
	PROBABLE C		TO SEE AND AVOID OBJE	CTS OR OBSTRU	JCTIONS	
	KIND OF (PILOT'S S GOGGLES - CRASH BAN TERRAIN-	JRS IN CROP CONTRO CROP - COTTON SEAT BELT - FASTEN	IED-PROPERLY	TYPE GLOVE COCKF TANK ELEV	OF OPERATION - SPRAYING OF CHEMICAL USED - LIQUI S - NOT USED VIT CRASHPAD - INSTALLED HOPPER-LOCATION - FORWAR ITION-AREA BEING TREATED- DURE TURNAROUND - THIRD	D CHEMICAL-TOXIC D OF PILOT FEET - 378

PAGE 933

the second se

.

8

AIRCRAFT DATA EUE DATE LOCATION INJURIES FLIGHT PILOT DATA E S M/N PURPOSE CR- 0 0 1 NONCOMMERCIAL 3-2148 6/16/72 PASO ROBLES CALLE BEECH A-35 PRIVATE, AGE 49, 212 TIME - 1746 N779B PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 8 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - PASO ROBLES CO DEPARTURE POINT INTENDED DESTINATION SAN BERNADIO.CALIE PASO ROBLES CALIF TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION. LANDING FINAL APPROACH COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) POWERPLANT - ENGINE CONTROLS-COCKPIT THROTTLE-POWER LEVER ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS, CONDITIONS - DISCONNECTED TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- THROTTLE CAME LOOSE 3-2430 6/16/72 HESPERIA CALIF PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 27, 61 TOTAL N13883 PX- 0 0 3 PLEASURE/PERSONAL TRANSP HOURS, 1 IN TYPE, NOT TIME - 1010 DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - HESPERIA AIR LODG DEPARTURE POINT INTENDED DESTINATION BRACKE FIELD CALIF HESPERIA, CALIE PHASE OF OPERATION TYPE OF ACCIDENT LANDING ROLL GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS REMARKS- PILOT WAS UNABLE TO COMPENSATE FOR GUSTY WIND CONDITIONS.

FILE	DATE	LOCATION	AIRCRAFT DATA			S M/	N	FLIGHT PURPOSE		PILOT DATA	
	6/17/72 f TIME - 1400	PIEDRA,CALIF	MOONEY M-20F N4093N DAMAGE-SUBSTANTIAL	CR-	0	0	1	NONCOMMERCIAL		PRIVATE, AGE 50, 176 TOTAL HOURS, 21 IN TYPE NOT INSTRUMENT RATED.	
	DEPARTURE PO SAN JOSE TYPE OF ACC GROUND-WA)INT CALIF	INTENDED DESTINATION PIEDRA,CALIF	PHASE OF OPERATION LANDING ROLL LANDING ROLL							
	FACTOR(S) WEATHER - WEATHER BRIN		NG RECEIVED	L CONI	TROI	L					
	SKY CONDITI	N	×		C			AT ACCIDENT SITE			
	CLEAR VISIBILITY	AT ACCIDENT SITE			P			TED ATION AT ACCIDENT	SITE		
	5 OR OVER	S TO VISION AT AC	CIDENT SITE			NOM	ΙE				
	NONE	CIDENT SITE			90	KA	URE-F				
	WIND DIRECT 280			W	IND 15	VEL	OCITY-KNOTS				
		THER CONDITIONS			т		OF	FLIGHT PLAN			
	VFR REMARKS- AL	SO HIT UNIDENTIFI	ED PRKD CESSNA, MINOR D	MG.		VFF	ł				
-2339	6/17/72	VINTERS, CALIF	PIPER PA-22	CR-	0	0	1	NONCOMMERCIAL		PRIVATE, AGE 40, 703	
	TIME - 0630		N5733D DAMAGE-SUBSTANTIAL	PX-	0	0	1	PLEASURE/PERSONAL	TRANSP	TOTAL HOURS, 70 IN TYPE NOT INSTRUMENT RATED.	
	DEPARTURE P		INTENDED DESTINATION								
	VACAVILL TYPE OF ACC		LOCAL		Р	HASE	: 01	OPERATION			
	GEAR COLL		• · · · ·					IG ROLL			
	MISCELLAN MISCELLAN	- LANDING GEAR N EOUS ACTS,CONDITI EOUS ACTS,CONDITI	OSEWHEEL ASSEMBLIES ONS - OVERLOAD FAILURE ONS - PREVIOUS DAMAGE OM PREVIOUS HARD LAND J								

BRIEFS OF ACCIDENTS _____ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ _____ _____ _____ _____ 3-2340 6/17/72 SANTA ANA.CALIE CESSNA 310 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, AGE 35, 4125 TIME - 1608 N36080 PX- 0 0 1 DUAL TOTAL HOURS, 85 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - ORANGE CO INTENDED DESTINATION DEPARTURE POINT SANTA ANA, CALIF SANTA ANA, CALIF TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT DUAL STUDENT - IMPROPER LEVEL OFF $F \triangle C T O R (S)$ MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-2337 6/17/72 SAN JOSE, CALIF STINSON L-5 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 44, 1256 TOTAL HOURS, 1096 IN TIME - 0645 N3767G PX- 0 0 0 AERIAL APPLICATION DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION MILPITAS, CALIF LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT SWATH RUN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - ENGINE STRUCTURE VALVE ASSEMBLIES TERRAIN - ROUGH/UNEVEN FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 745 KIND OF OPERATION - DUSTING CROPS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC KIND OF CROP ~ UNKNOWN/NOT REPORTED PILOT'S SEAT BELT - FASTENED-PROPERLY TANK/HOPPER-LOCATION - AFT OF PILOT TERRAIN-TYPE - LEVEL, FLAT REMARKS- NR1 CYL INTAKE VALVE STUCK OPEN.ACFT NOT RETD AIRWORTHY AFTR ENG MAINT DUE SIMILAR PREV OCCURRENCE

_____ AIRCRAFT DATA INJURIES FILE DATE LOCATION FLIGHT PILOT DATA E S M/N PURPOSE 3-2336 6/17/72 CALISTOGA, CALIF SCHWEIZER SGS233 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 44, 133 TIME - 1410 N5754S PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 43 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - CALISTOGA DEPARTURE POINT INTENDED DESTINATION CALISTOGA, CALIF LOCAL PHASE OF OPERATION TYPE OF ACCIDENT COLLIDED WITH TREES LANDING DTHER PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- UN CLIMB DRG TOW TKOF, RELEASED ABT 200FT AGL, ATMTD RET TO FLD. NO TIME IN MAKE/MODEL PREV 90DAYS. 3-2248 6/17/72 MADERA,CALIF BOFING A75N1 CR- 0 0 1 COMMERCIAL COMMERCIAL, FL.INSTR., TIME - 0700 N52068 PX- 0 0 0 ASSOC CROP CTL ACTIVITY AGE 34, 2471 TOTAL HOURS, DAMAGE-SUBSTANTIAL 250 IN TYPE, NOT INSTRU-MENT RATED. NAME OF AIRPORT - AG STRIP INTENDED DESTINATION DEPARTURE POINT MADERA,CALIF LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) AIRFRAME - LANDING GEAR TAILWHEEL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE SPECIAL DATA KIND OF OPERATION - FERTILIZING (DUST) TOTAL HOURS IN CROP CONTROL - 500 PILOT'S SEAT BELT - NOT FASTENED GLOVES - NOT USED GOGGLES - USED CRASH HELMET - AVAILABLE-USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- MADE WHEEL LDG DUE BRKN TAILWHEEL, DMGD PREV TKOF.

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/					PILOT DATA			
3-2250	6/17/72 TIME - 184	SNELLING,CAL) - 5						NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 44, 288 TOTAL HOURS, 280 IN TYPE NOT INSTRUMENT RATED.			
	DEPARTURE MERCER TYPE OF AC GROUND-W	CALIF	INTENDED DESTINATION SNELLING,CALIF			LAN	DIN	OPERATION G ROLL G ROLL				
	FACTOR(S) AIRPORTS	COMMAND - FAILED	TO MAINTAIN DIRECTIONA ES - AIRPORT CONDITIONS P,LATER CLOSED.			L						
3-2401	6/18/72 TIME - 120	COLUMBIA,CALIF 5	PIPER PA-28 N5769U DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 24, 94 TOTAI HOURS, 63 IN TYPE, NOT INSTRUMENT RATED.			
	DEPARTURE SAN JOS	E,CALIF	INTENDED DESTINATION COLUMBIA,CALIF		0			005045400				
	TYPE OF AC OVERSHOO GEAR COL	т				LAN	DIN	OPERATION G LEVEL OFF/TOUCHDOWN G ROLL				
	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND											
	FACTOR(S)	COMMAND = FAILED	TO INTITATE OU AROUND									

				OF ACC		-		
FILE	DATE	LOCATION	AIRCRAFT DATA	INJUI F	RIES S №	17 N	FLIGHT PURPOSE	PILOT DATA
-2070	6/19/72 TIME - 173	INYOKERN, CALIF	CESSNA 172 N84827 DAMAGE-SUBSTANTIAL	CR- 0	0	1	NONCOMMERCIAL	ATR,FLIGHT INSTR., AGE 39, 2947 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED.
	DEPARTURE	TON,CALIF CCIDENT	OUNTY INTENDED DESTINATION FULLERTON,CLAIF		IN PHAS	YOK E O	ROUTE STOP ERN,CALIF F DPERATION TO TAKEOFF	
	WEATHER BE	CAUSE(S) - UNFAVORABLE WING RIEFING - NO BRIEFI DRECAST - UNKNOWN/M	NG RECEIVED					
	SKY CONDIT CLEAR VISIBILITY 5 OR OVE	Y AT ACCIDĖNT SITE			UN PREC	ILIM	AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE	
	NONÉ WIND VELO(25	DNS TO VISION AT AC CITY-KNOTS LIGHT PLAN	CIDENT SITE		27	0 0F	RECTION-DEGREES WEATHER CONDITIONS	
	NONE REMARKS- A	ACFT HIT BY SUDDEN	GUST DURG XWIND TAXI.	GUSTING	3 5 K			
-2072	6/19/72 TIME - 140	FRESNO,CALIF 00	MOONEY M-20E N9259M DAMAGE-SUBSTANTIAL	CR- 0 PX- 0				COMMERCIAL, FL.INSTR., AGE 60, 10000 TOTAL HOURS, 2000 IN TYPE, NOT INSTRUMENT RATED.
		CALIF CCIDENT	' PARK INTENDED DESTINATION LOCAL	I			F OPERATION NG LEVEL OFF/TOUCHDOWN	
	FACTOR(S) PILOT I	CAUSE(S) N COMMAND - FAILED N COMMAND - FAILED E - LANDING GEAR L						
	MISCELL		ONS - CIRCUIT BREAKER		AT IN		UMPUNENTS	

			BRIEFS	5 OF 4	CC I	DEN	ΤS		
FILE	DATE	LOCATION	AIRCRAFT DATA	AIRCRAFT DATA IN				FLIGHT PURPOSE	PILOT DATA
3-2071	TIME - 19 NAME OF DEPARTURE	AIRPORT - WHITEMAN E POINT	LUSCOMBE 8E N1878K DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- PX-					PRIVATE, AGE 44, 178 P TOTAL HOURS, 98 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF A								
	PILOT . FACTOR(S	IN COMMAND - IMPROF IN COMMAND - IMPROF)	PER LEVEL OFF PER RECOVERY FROM BOUNCE TIONS - OVERLOAD FAILURE		1D I N	IG			
3-2073	6/21/72 TIME - 1	FRANKLIN,CALIF 400	PIPER PA-30 N7156Y DAMAGE-SUBSTANTIAL	С R — Р X —		-	_		ATR,FLIGHT INSTR., AGE 30, 3946 TOTAL HOURS, 45 IN TYPE, INSTRUMENT RATED.
	DEPARTUR	IN,CALIF ACCIDENT	INTENDED DESTINATION LOCAL		Ρ			DF OPERATION ING LEVEL OFF/TOUCHDOWN	KATED.
		CAUSE(S) IN COMMAND - FAILE	D TO ASSURE THE GEAR WAS	S DOWN	N AN	VD L	00%	ED	

FILE	DATE	LOCATION	AIRCRAFT DATA							PILOT DATA			
		RANCHO CAL,CALIF	PIPER PA-28	 CR-	0	0	1 N	ONCOMMERCIAL					
	NAME OF AIRPORT - RANCHO CALIFORNIA												
	DEPARTURE POINT INTENDED DESTINATION YUMA,ARIZ RANCHO CAL,CALIF												
	TYPE OF ACCIDENT PHASE OF OPERATION												
	GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL												
	WEATHER FACTOR(S) PILOT II MISCELLA WEATHER BI	N COMMAND - EXERCISE - UNFAVORABLE WIND N COMMAND - IMPROPER	CONDITIONS COMPENSATION FOR WIN NS - OVERLOAD FAILURE G RECEIVED		DIT	IONS							
	SKY CONDI BROKEN	TION			С	EILI 450		T ACCIDENT SITE					
		Y AT ACCIDENT SITE ER			PRECIPITATION AT ACCIDENT SITE								
		ONS TO VISION AT ACC /NOT REPORTED	IDENT SITE	RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES									
	WIND DIRE 260	CTION-DEGREES			W	IND 15	VELO	CITY-KNOTS					
	TYPE OF WI VFR	EATHER CONDITIONS			т	YPE NON		LIGHT PLAN					
	REMARKS-	LDG RWY 17.WIND GUST	ING 20K.										

PAGE 941

.

FILE	DATE	LOCATION	AIRCRAFT DATA			ES M/N		PILOT DATA		
3-2074	TIME - 11	GARBERVILLE,CALIF	N8284M DAMAGE-SUBSTANTIAL	PX-			NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	COMMERCIAL, AGE 35, 400 7 TOTAL HOURS, 2 IN TYPE, INSTRUMENT RATED.		
	DEPARTURE POINT INTENDED DESTINATION NAPA, CALIF GARBERVILLE, CALIF									
	TYPE OF A		GARBERVILLE, CALIF	PHASE OF OPERATION						
	OVERSHO					LAND	ING LEVEL OFF/TOUCHDOWN ING ROLL			
	PROBABLE	CAUSE(S)								
		IN COMMAND - MISJUDGE IN COMMAND - FAILED T			וחמז					
	FACTOR(S)		U MAINTAIN DIRECTION	AL CON	KUL					
	PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - IMPROPER LEVEL OFF									
	WEATHER - UNFAVORABLE WIND CONDITIONS									
		BRIEFING - BRIEFED BY FORECAST - UNKNOWN/NO		ONNEL,	ΒY	PHON	IE			
	SKY CONDI	TION					IG AT ACCIDENT SITE			
		Y AT ACCIDENT SITE					MITED TATION AT ACCIDENT SITE			
	5 OR OV					NONE				
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE						ATURE-F			
	NONE 65									
	10	OCITY-KNOTS				VFR	OF WEATHER CONDITIONS			
		LIGHT PLAN				VII				
	NONE									
	REMARKS-	1400FT RWY RMNG WHEN	ALL WHEELS ON RWY.							

BRIEFS OF ACCIDENTS

\$

			BRIEF	S OF A					
FILE	DATE	LOCATION	AIRCRAFT DATA	ΙN	JURI	ES	FLI	GHT	PILOT DATA
8-2177	6/23/72	MERCED,CALIF 0	RCED;CALIF CESSNA A188 N9883V DAMAGE-DESTROYED			0 1 0 0	COMMER AERIAL	CIAL APPLICATION	COMMERCIAL, FL.INSTR., AGE 24, 1350 TOTAL HOURS, 225 IN TYPE, INSTRUMENT RATED.
	TYPE OF AC ENGINE F	PLALIF	INTENDED DESTINATION LOCAL			IN F	OF OPERA LIGHT SU ING FIN	TION Wath Run Al Approach	
	MISCELLA MISCELLA PERSONNE TERRAIN FACTOR(S) MISCELLA PARTIAL PO	NT - FUEL SYSTEM NEOUS ACTS,CONDIT L - MAINTENANCE,S - HIGH OBSTRUCTIC NEOUS ACTS,CONDIT WER LOSS - PARTIA	LINES AND FITTINGS IONS - IMPROPERLY SECU IONS - FIRE IN ENGINE ERVICING,INSPECTION II NS IONS - LOAD NOT JETTIS L LOSS OF POWER - 1 EN ORCED LANDING OFF AIRP	NADEQU ONED GINE			TENANCE /	AND INSPECTION	· · ·
	KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP ELEVATIO FIRE AFTER	URS IN CROP CONTR CROP - TOMATOES SEAT BELT - UNKNC - NOT USED CRASHPAD - NOT IN PER-LOCATION - FC N-AREA BEING TREA IMPACT	WN/NOT REPORTED STALLED RWARD OF PILOT		TYI GLI CR CR TEI SW	PE OI OVES ASH I ASH I RRAII ATH I	F CHEMIC/ - USED HELMET - BAR - INS N-TYPE - RUN-HOW F	LEVEL,FLAT FLOWN - WIND CALM	
					1				
-2249	TIME - 172 NAME OF AI	HOMEWOOD,CALIF 5 RPORT - HOMEWOOD	LAKE LA-4 N5023L DAMAGE-SUBSTANTIAL SEAPLANE INTENDED DESTINATION	PX-	0	0 2	NONCOM Pleasuf	MERCIAL Re/Personal transp	PRIVATE, AGE 41, 337 TOTAL HOURS, 37 IN TYPE, NOT INSTRUMENT RATED.
	HOMEWOOD TYPE OF AC	°CALIF	TRUCKEE AIRPORT				DF OPERAT DFF INI	TION FIAL CLIMB	
	FACTOR(S) PILOT IN PILOT IN AIRPORTS	COMMAND - FAILED COMMAND - SELECT COMMAND - FAILED /AIRWAYS/FACILITI	TO OBTAIN/MAINTAIN FL ED UNSUITABLE TERRAIN TO SEE AND AVOID OBJE(ES - AIRPORT CONDITION E PRIOR TO LIFT OFF IN	CTS OR S ROU	OBS GH W	ATER			

PAGE 943

.

			BRIEFS							
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	IJURI F S	[ES 5 M/N		FLIGHT PURPOSE		PILOT DATA
	6/25/72 TIME - 120 DEPARTURE SHERMAN TYPE OF A0	RIO VISTA,CALIF DO POINT N ISLAND CALIF		CR- PX-	0 0	HASE	OF 1	DMMERCIAL SSOC CROP DPERATION INITIAL		COMMERCIAL, AGE 50, 8860 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED.
	FACTOR(S)		GED ALTITUDE AND CLEARA	NCE						
	KIND OF PILOT'S GOGGLES COCKPIT	ATA DURS IN CROP CONTR(CROP - CORN SEAT BELT - UNKNOU - NOT USED CRASHPAD - INSTALI PPER-LOCATION - FO	NN/NOT REPORTED		T N GL CF CF	YPE O LOVES RASH RASH	HEL BAR	HEMICAL U JSED		
3-2380	TIME - 100	IRPORT - LONG RANG POINT E,CALIF CCIDENT	BOEING A75N N4825V DAMAGE-SUBSTANTIAL CH INTENDED DESTINATION LOCAL		0 P F	0 0 HASE	OF	DMMERCIAL SSOC CROP DPERATION ROLL	• CTL ACTIVITY	COMMERCIAL, AGE 29, 1600 TOTAL HOURS, 800 IN TYPE, NOT INSTRUMENT RATED.
	FACTOR(S) TERRAIN	N COMMAND - SELECT	ED UNSUITABLE TERRAIN LY PLANTED WHEAT FLD T(D HELP	9 PU1	τ ουτ	A	FIRE.		
3-2406	TIME - 15 DEPARTURE EL MIR TYPE OF A	POINT AGE,CALIF	F PRUE STD N9730Z DAMAGE-SUBSTANTIAL INTENDED DESTINATION 29 PALMS,CALIF	Р X —	0	0 °C) P OF	OPERATION	PERSONAL TRANSP	AIRLINE TRANSPORT, AGE 41, 4165 TOTAL HOURS, 9 IN TYPE, INSTRUMENT RATED.
	TERRAIN EMERGENCY	N COMMAND - IMPROP - ROUGH/UNEVEN	ER IN-FLIGHT DECISIONS ORCED LANDING OFF AIRPO L LIFT•							

FILE	DATE	LOCATION	AIRCRAFT DATA			IES S M∕		FLIGHT PURPOSE	PILOT DATA				
8-2178	6/27/72 TIME - 19	CHOWCHILLA, CALIF	CESSNA 177 N2385Y DAMAGE-SUBSTANTIAL	PX-				NONCOMMERCIAL PLEASURE/PERSONAL TRAN	PRIVATE, AGE 38, 162 SP TOTAL HOURS, 23 IN TYPE NOT INSTRUMENT RATED.				
	DEPARTURE HANFORI TYPE OF A	D,CALIF CCIDENT FAILURE OR MALFUNC	A INTENDED DESTINATION HANFORD,CALIF		-	PL HASE IN	ACI OI FL	ROUTE STOP ERVILLE,CALIF = OPERATION IGHT NORMAL CRUISE NG ROLL					
	PILOT I MISCELL	N COMMAND - INADEQU N COMMAND - MISMANA	JATE PREFLIGHT PREPARA AGEMENT OF FUEL IONS - FUEL EXHAUSTION	FION A	ND/	OR P	LAI	NN ING					
	MISCELL	POWER LOSS - COMPLI	IONS - OVERLOAD FAILUR ETE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPO	4EOUT-			E						
-2179	TIME - 13		CESSNA 182 N1903X DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRAN	PRIVATE, AGE 48, 163 SP TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED.				
	DEPARTURE	IRPORT - BIG BEAR (POINT YS,CALIF	INTENDED DESTINATION BIG BEAR,CALIF										
	TYPE OF AU HARD LAI		·		Ρ			= OPERATION NG LEVEL OFF∕TOUCHDOWN					
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S)												
	PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT WEATHER - HIGH DENSITY ALTITUDE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED												
	SKY CONDI CLEAR VISIBILIT 5 OR OV	Y AT ACCIDENT SITE				UNL	IM: PI	AT ACCIDENT SITE ITED FATION AT ACCIDENT SITE					
		DNS TO VISION AT A	CCIDENT SITE			ELAT		E BEARING OF WIND VIND 338-022 DEGREES					
						TEMPERATURE-F WIND DIRECTION-DEGREES 90 90 WIND VELOCITY-KNOTS TYPE OF WEATHER, CONDITIONS 10 VFR							

		BRIEFS						
FILE	DATE LOCATION	AIRCRAFT DATA	IN.	JUR	IES		FLIGHT PURPOSE	PILOT DATA
	6/28/72 PORTERVILLE CA TIME - 0800	LIF HILLER UH12L4 N5371V DAMAGE-SUBSTANTIAL						COMMERCIAL, AGE 24, 1660 TOTAL HOURS, 50 IN TYPE, UNK/NR INSTRUMENT RATED.
	DEPARTURE POINT PEPPERMINT HELIPORT TYPE OF ACCIDENT COLLIDED WITH WIRES/PO ROLL OVER	INTENDED DESTINATION JORDON PEAK LES			LANC	ING	OPERATION. 9 POWER-ON LANDING 9 POWER-ON LANDING	
	PILOT IN COMMAND - FAIL	RAFTS US-PERSONNEL OTHER	CEDUR	ES,	DIREC			τ.
	SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SI 5 OR OVER OBSTRUCTIONS TO VISION AT NONE			PI	UNL I RECIP NONE		AT ACCIDENT SITE ED ATION AT ACCIDENT SITE WEATHER CONDITIONS	· · ·
•	TYPE OF FLIGHT PLAN NONE	NG HAZARDOUSLY ON HELIPAD			• T K			
3-2446	6/29/72 CARUTHERS CALI TIME - 0725 DEPARTURE POINT STRIP	F GRUMMAN G-164A N8387 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- PX-	0 0	0 1 0 0	. C	COMMERCIAL APPLICATION	COMMERCIAL, AGE 40, 5115 TOTAL HOURS, 485 IN TYPE, INSTRUMENT RATED.
	TYPE OF ACCIDENT COLLIDED WITH DIRT BAN	۰. ۲		PI			OPERATION GHT STARTING SWATH RUI	N
	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJ	UDGED ALTITUDE AND CLEARA	NCE					
	SPECIAL DATA TOTAL HOURS IN CROP CON KIND OF CROP - COTTON PILOT'S SEAT BELT - UNK GOGGLES - USED COCKPIT CRASHPAD - INST TANK/HOPPER-LOCATION - ELEVATION-AREA BEING TR REMARKS- CONT FLT,FURTHER	NOWN/NOT REPORTED ALLED FORWARD OF PILOT EATED-FEET - 300		T GI CI CI TI	YPE C LOVES RASH RASH ERRAJ	DF C HEL BAR	DPERATION - SPRAYING C HEMICAL USED - LIQUID USED MET - AVAILABLE-USED NET - INSTALLED TYPE - LEVEL,FLAT N-HOW FLOWN - WIND CALM	CHEMICAL-TOXIC

			BRIEFS	OF AC	CC 1 D	ENTS					
FILE	DATE	LOCATION	AIRCRAFT DATA		JURI FS	ES M/N	FLIGHT PURPOSE	PILOT DATA			
3-2442	6/29/72 TIME - UNK DEPARTURE UNKNOWN/ TYPE OF AC	POINT NOT REPORTED	CESSNA 182N N92380 DAMAGE-SUBSTANTIAL INTENDED DESTINATION UNKNOWN/NOT REPORTED		0		NONCOMMERCIAL OTHER 	CERTIFICATE UNKNOWN, AGE UNK/NR, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, UNK/NR INSTRUMENT RATED.			
	MISCELLA MISCELLA FACTOR(S) TERRAIN TERRAIN	NEOUS - EVASIVE M NEOUS ACTS,CONDIT - HIGH VEGETATION - OTHER		IND-WA			-SWERVE DF PERS ON BOARD,INJ,PR	ESUMED.WING DMGD.			
3-1989		5 RPORT – BÅRSTOW D	CESSNA 182 N92337 DAMAGE-SUBSTANTIAL AGGETT INTENDED DESTINATION				NONCOMMERCIAL PLEASURE/PERSONAL TRA	PRIVATE, AGE 54, 662 NSP TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED.			
	DEPARTURE POINT INTENDED DESTINATION CHIND,CALIF DAGGETT,CALIF TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN										
	PILOT IN FACTOR(S)	COMMAND - IMPROP CJMMAND - IMPROP NEOUS ACTS,CONDIT									

.

				S OF AC							
FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F		IES S M/	N	,F PI	LIGHT URPOSE		PILOT DATA
	7/1/72 TIME - 0100	FIVE POINTS, CALIF	AERD COMDR A-9B N7719V DAMAGE-SUBSTANTIAL	CR-	0	1	0	COMM			COMMERCIAL, AGE 22, 2475 TOTAL HOURS, 25. IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE F	POINT] NTS,CALIF CIDENT	INTENDED DESTINATION LOCAL		Pł				RATION		
		.e I wITH GROUND∕WATEF	UNCONTROLLED							TURNAROUN TURNAROUN	
	PROBABLE CA PILOT IN		R IN-FLIGHT DECISIONS	OR PLA	ANN :	ING					
	KIND OF C	IRS IN CROP CONTROL CROP – COTTON			T١	YPE	OF	СНЕМ	ICAL USED	PRAYING CRO - LIQUID C	PS HEMICAL-TOXIC
	GOGGLES - Cockpit (EAT BELT - FASTENE NOT USED RASHPAD - INSTALLE		CF CF	RASH RASH	HE BA	LMET	INSTALLED	BLE-NOT US	ED	
	ELEVATION PROCEDURE	PER-LOCATION - FORM N-AREA BEING TREATE TURNAROUND - THIF	ED-FEET - 300	4					- LEVEL≯F W FLOWN -	LAT WIND CALM	
		IS FEARE HITE AS S									
-2354	7/1/72 TIME - 1500	TEHACHAPI,CALIF	PIPER J3C N70627 DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1 1	NONCO PLEA	DMMERCIAL SURE/PERSC	NAL TRANSP	PRIVATE, AGE 44, 408 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE F TEHACHAP		INTENDED DESTINATION LOCAL								
	TYPE OF ACC COLLIDED	CIDENT WITH WIRES/POLES			Pł				RATION NORMAL CF	UISE	
	WEATHER -		R IN-FLIGHT DECISIONS	OR PLA	NN :	ING					
	TERRAIN -	- HIGH DENSITY ALTI - HIGH OBSTRUCTIONS EFING - NO BRIEFIN	5								
		ECAST - UNKNOWN/NO									
	SKY CONDITI CLEAR	-			CE			AT A TED	CCIDENT SI	ΤE	
	5 OR OVER					REC I NON		ATIO	N AT ACCIE	DENT SITE	
	OBSTRUCTION NONE TYPE OF FLI			YPE VFR		WEATI	HER CONDIT	TONS			

0

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS _____ INJURIES FILE DATE LOCATION AIRCRAFT DATA FLIGHT PILOT DATA F S M/N PURPOSE _____
 BEECH 35
 CR 0
 1
 NONCOMMERCIAL
 PRIVATE, AGE 41, 229

 N4533V
 PX 0
 3
 PLEASURE/PERSONAL TRANSP
 TOTAL HOURS, 27 IN TYPE,
 3-2358 7/2/72 LONG BEACH, CALIF TIME - 1400 NOT INSTRUMENT, RATED. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - LONG BEACH DEPARTURE POINT INTENDED DESTINATION SANTA ANA,CALIE LONG BEACH, CALIE TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS REMARKS- X-WIND LDG.BOTH WINGS DMGD. 3-2362 7/6/72 S.FRANCISCO,CALIF CESSNA 182 CR- 0 0 2 INSTRUCTIONAL ATR, FLIGHT INSTR., AGE TIME - 0800 PX- 0 0 2 DUAL 25, 4180 TOTAL HOURS, 750 N9168G IN TYPE, INSTRUMENT DAMAGE-SUBSTANTIAL RATED. NAME OF AIRPORT - S.FRANCISCO INTL DEPARTURE POINT INTENDED DESTINATION SACRAMENTO, CALIF S.FRANCISCO,CALIF PHASE OF OPERATION TYPE OF ACCIDENT PROPELLER/JET/ROTOR BLAST TAXI FROM LANDING PROBABLE CAUSE(S) PERSONNEL - TRAFFIC CONTROL PERSONNEL INADEQUATE SPACING OF AIRCRAFT REMARKS- DC-8, HOLDING, CLEARED TO CROSS RWYS, WITHOUT DELAY, AS C-182 TAXIED BEHIND. 3-2078 7/8/72 BELLOTA;CALIF ERCO 415-C CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 26, 335 TIME - 1115 N3568H PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 11 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - CULLMAN RANCH DEPARTURE POINT INTENDED DESTINATION LODI,CALIF LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE

PAGE 949

			BRIEFS	OF AC						
FILE		LOCATION	AIRCRAFT DATA	INJ	URI	ES	FLIGHT			T DATA
-2079	7/8/72 TIME - 0920	PIEDRA, CALIF	CHAMPION 7KCAB N1676G DAMAGE-SUBSTANTIAL	CR	0 (D 1	NONCOMMERCI	AL ,	COMMERCIAL,	FL.INSTR., TOTAL HOURS,
	DEPARTURE I VAN NUY: TYPE OF ACC GROUND-W	S,CALIF	INTENDED DESTINATION PIEDRA,CALIF		1	AND	OF OPERATION ING LEVEL OF ING GO-AROUN			
	PILOT IN FACTOR(S) MISCELLAN WEATHER - WEATHER BR	COMMAND - IMPROPE COMMAND - DELAYED NEOUS ACTS,CONDITI - UNFAVORABLE WIND	Y FLIGHT SERVICE PERSO	IND I RUNWA	Y/II			REA		,
	5 OR OVE DBSTRUCTION NONE WIND DIREC	AT ACCIDENT SITE	CIDENT SITE	CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT CROSS WIND 248-292 DEGR WIND VELOCITY-KNOTS				CIDENT SITE WIND 48-292 DEGREES	5	
	VFR	ATHER CONDITIONS RIFTED TO R ON LDG	FLARE.HIT FENCE NEXT	TO RWY	ΤY	NONE				
-2080	7/9/72 TIME - 130	LONE PINE,CALIF 0	MAULE M-4 N40319 DAMAGE-SUBSTANTIAL	CR- PX-	0	0 1 0 1	NONCOMMERCI BUSINESS	AL	PRIVATE, AG TOTAL HOURS TYPE, NOT I	, ALL IN
		CALIF CIDENT DT	DOWS INTENDED DESTINATION LONE PINE,CALIF			LAND	OF OPERATION ING FINAL AP ING LEVEL OF		RATED.	
			ED SISTANCE AND ALTIT	JDE						

BRIEFS OF ACCIDENTS

~

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/I	FLIGHT N PURPOSE	PILOT DATA
3-2342	7/12/72 BISHOP,CALIF TIME - 1850	CESSNA 421 N4048L DAMAGE-SUBSTANTIAL	CR- 0 0 PX- 0 0	NONCOMMERCIAL CORP/EXEC	ATR,FLIGHT INSTR., AGE 54, 5000 TOTAL HOURS, 104 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - BISHOP DEPARTURE POINT BISHOP,CALIF TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH DITCHES	INTENDED DESTINATION SANTA ANA,CALIF	TAK	OF OPERATION EOFF RUN EOFF ABORTED	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED FACTOR(S) AIRFRAME - LANDING GEAR MISCELLANEOUS ACTS,CONDII	WHEELS, TIRES, AXLES IONS - MATERIAL FAILURE	L CONTROL		÷;
	AIRPORTS/AIRWAYS/FACILITI	ES - AIRPORT CONDITIONS	OTHER		
-2344	AIRPORTS/AIRWAYS/FACILITI 7/12/72 SAN FERNAND,CALI TIME - 1145			I MISCELLANEOUS D FERRY	PRIVATE, AGE 51, 57 TOTAL Hours, 40 in type, not Instrument rated.
-2344	7/12/72 SAN FERNAND,CALI	F ERCD 415-C N3134H DAMAGE-SUBSTANTIAL	CR- 0 0 PX- 0 0 0 PHASE LANI		HOURS, 40 IN TYPE, NOT INSTRUMENT RATED. N

PAGE 951

STATE AND

FILE	DATE		AIRCRAFT DATA	INJUR		M	PURPOSE	PILOT DATA
		TORRANCE, CALIF	CESSNA 150F N3546L DAMAGE-SUBSTANTIAL	CR- 0 PX- 0				STUDENT, AGE 23, 63 TOTA HOURS, 62 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE F HAWTHORN TYPE OF ACC	NE CALIF CIDENT WITH DITCHES	INTENDED DESTINATION CHINO CALIF		LAN	DING	OPERATION Roll Roll	INSTRUMENT RATED.
	TERRAIN - FACTOR(S)	COMMAND - SELECTE	OUNSUITABLE TERRAIN					l
	PERSONNEL WEATHER - WEATHER BRI	L - FLIGHT INSTRUC - OBSTRUCTIONS TO IEFING - NO BRIEFII CIRCUMSTANCES - PR AD	TOR INADEQUATE SUPERV VISION	F AIRPOR		GHT		
	5 OR OVER	AT ACCIDENT SITE	TIDENT SITE	F	UNK PRECI NON	NOWN PITA E	T ACCIDENT SITE /NOT REPORTED TIQN AT ACCIDENT SITE CTION-DEGREES	
	SMOKE WIND VELOC 15 TYPE OF FL VFR	ITY-KNOTS			290	OF W	EATHER CONDITIONS	
		ILOT STATED HIS VI	SIBILITY RESTRICTED BY	SMOKE 8	S CLO	UDS		
8-2435	7/13/72 TIME - 0630		CESSNA 177 N29441 DAMAGE-SUBSTANTIAL	PX- 0	0 0	1 N 1 P	ONCOMMERCIAL LEASURE/PERSONAL TR <u>A</u> NSP	AIRLINE TRANSPORT, AGE 50, 12000 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE F SHINGLE S TYPE OF ACC HARD LAND	SPRGS,CAL CIDENT	INTENDED DESTINATION SHINGLE SPRGS,CAL	F	LAN	DING	OPERATION LEVEL OFF/TOUCHDOWN ROLL	KATED.
	PILOT IN	COMMAND - IMPROPE COMMAND - IMPROPE	R LEVEL OFF RECOVERY FROM BOUNCE EXPERIENCE IN ACFT TY		IG			

.

BRIEFS OF ACCIDENTS

		BR.	EFS OF ACCIDENTS								
FILE	DATE LOCAT	ION AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA						
	7/13/72 NR.LIVERMOR TIME - 1900 DEPARTURE POINT SAN JOSE,CALIF TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED	E,CALIF CESSNA 170B N4680C DAMAGE-SUBSTANT	CR 0 0 1 PX- 0 0 1 IAL IN PHASE 0 LANDI	NONCOMMERCIAL PLEASURE/PERSONAL TRANS F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL	PRIVATE, AGE 28, 1374 SP TOTAL HOURS, 567 IN TYPE NOT INSTRUMENT RATED.						
	PILOT IN COMMAND - FACTOR(S) TERRAIN - ROUGH/UN MISCELLANEOUS ACTS	IMPROPER LEVEL OFF SELECTED UNSUITABLE TERRA	LURE								
-2385	7/13/72 HURON,CAL TIME - 0500	IF BOEING E75 N5018v DAMAGE-DESTROYEI		COMMERCIAL ASSOC CROP CTL ACTIVIT	COMMERCIAL, FL.INSTR., Y AGE 35, 5685 TOTAL HOURS 2000 IN TYPE, NOT INSTRU- MENT RATED.						
	NAME OF AIRPORT - ST DEPARTURE POINT HURON,CALIF TYPE OF ACCIDENT COLLIDED WITH AUT	INTENDED DESTINATIO	PHASE O	F OPERATION FF RUN							
	PROBABLE CAUSE(S) PERSONNEL - AIRPORT SUPERVISORY PERSONNEL OTHER FACTOR(S) PERSONNEL - MISCELLANEOUS-PERSONNEL DRIVER OF VEHICLE										
	KIND OF CROP - COT PILOT'S SEAT BELT GOGGLES - NOT USED COCKPIT CRASHPAD - TANK/HOPPER-LOCATI	- UNKNOWN/NOT REPORTED	TYPE OF GLOVES CRASH H CRASH B	OPERATION - SPRAYING C CHEMICAL USED - LIQUID - NOT USED ELMET - AVAILABLE-USED AR - NOT INSTALLED	CHEMICAL-TOXIC						

PAGE 953

10.00.000

			BRIEF						
FILE		LOCATION	AIRCRAFT DATA	I	NJUF	RIES	/ NI	FLIGHT	PILOT DATA
3-2400	7/14/72 NR.ANZ	A,CALIF	PIPER PA-28 N8733N DAMAGE-DESTROYED NTENDED DESTINATION SANTA ANA,CALIF	CR-	0	0	1	NONCOMMERCIAL	COMMERCIAL, AGE 25, 468 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF ACCIDEN	IT TH GROUND/WATER						F OPERATION IGHT OTHER	
	PILOT IN COMM MISCELLANEOUS	AND - IMPROPER AND - MISJUDGE ACTS,CONDITIO	IN-FLIGHT DECISIONS D DISTANCE,SPEED,AND NS - FLEW INTO BLIND NS - UNWARRANTED LOW	ALTI CANY	TUDE ON				
3-2346	7/14/72 CONC TIME - 0832	CORD, CALIF	STINSON 108-2 N9870K DAMAGE-SUBSTANTIAL	Р X -				NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	STUDENT, AGE 34, 21 TOTAL P HOURS, 4 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT DEPARTURE POINT CONCORD,CALIF TYPE OF ACCIDEN UNDERSHOOT HARD LANDING	I .	NTENDED DESTINATION		ŀ	LA	NDI	F OPERATION NG FINAL APPROACH NG LEVEL OFF/TOUCHDOWN	
	PILOT IN COMM PILOT IN COMM FACTOR(S) PILOT IN COMM EMERGENCY CIRCU	AND - ATTEMPTE AND - MISJUDGE AND - IMPROPER AND - INADEQUA MSTANCES - PRE SUS	TE PREFLIGHT PREPARA CAUTIONARY LANDING O PECTED MECHANICAL DI	UDE TION N AIR SCREP	AND/ PORI ANCI	OR (PLA	, .	
	KENANG TEL DI				01101		01	ANT REF TO END. NOT ENDO	
3-2475	7/15/72 VINE TIME - 1030	BURG,CALIF	BEECH A23-19 N7611R DAMAGE-SUBSTANTIAL	Р X —				INSTRUCTIONAL Solo	STUDENT, AGE 32, 37 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
		F	PARK NTENDED DESTINATION LOCAL DN		F	ΙN	FL	F OPERATION IGHT NORMAL CRUISE NG ROLL	
	PROBABLE CAUSE(POWERPLANT - MISCELLANEOUS PILOT IN COMM PARTIAL POWER L	S) ENGINE STRUCTU ACTS,CONDITIO AND - MISJUDGE OSS - PARTIAL	RE VALVE ASSEMBLIES NS - MATERIAL FAILUR D DISTANCE AND SPEED LOSS OF POWER - 1 EN CED LANDING OFF AIRP	GINE	N L4				

.

			BRIEFS	SOFA	CCI	DENT	S	. •	
FILE			AIRCRAFT DATA	IN	F	IES S M/		FLIGHT PURPOSE	PILOT DATA
	7/16/72 TIME - 07 DEPARTURE BURREL TYPE OF A	FRESNO,CALIF 15 POINT ,CALIF	BOEING A75N N62777 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	С R — Р X —	0 [°] 0	0 HASE	0	COMMERCIAL AERIAL APPLICATION F OPERATION IGHT PROCEDURE TURNARO	COMMERCIAL, AGE 41, 5500 TOTAL HOURS, 103 IN TYPE, INSTRUMENT RATED.
·	FACTOR(S)		TO SEE AND AVOID OBJEC	CTS OR	OB	STRU	ст	IONS	
	KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI	DURS IN CROP CONTR CROP - COTTON SEAT BELT - UNKNO - USED CRASHPAD - INSTAL PPER-LOCATION - FO DN-AREA BEING TREA	WN/NOT REPORTED Led Rward of Pilot		T G C C T	YPE LOVE RASH RASH ERRA	OF S HI B	OPERATION - DUSTING CR CHEMICAL USED - DRY CH - USED ELMET - AVAILABLE-USED AR - NOT INSTALLED -TYPE - LEVEL,FLAT JN-HOW FLOWN - CROSSWIN	EMICAL-NONTOXIC
3-2492	TIME - 06	-	N8512J DAMAGE-SUBSTANTIAL	CR- PX-				NONCOMMERCIAL BUSINESS	PRIVATE, AGE 44, 620 TOTAL HOURS, 550 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF A	Y CALIF CCIDENT FAILURE OR MALFUNC	INTENDED DESTINATION FRESNO CALIF TION		Ρ	IN	F,L.	F OPERATION IGHT NORMAL CRUISE NG ROLL	
	PILOT IN MISCELL TERRAIN COMPLETE	N COMMAND - INADEQ N COMMAND - MISMAN ANEOUS ACTS,CONDIT - WET,SOFT GROUND POWER LOSS - COMPLI	UATE PREFLIGHT PREPARA AGEMENT OF FUEL IONS - FUEL EXHAUSTION ETE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPO	1EOUT-	1 E	NGIN	-	NN ING	

----ACC TO CHIT

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-2519 7/18/72 BENICIA, CALIF SIKORSKY S55B CR- 0 0 1 COMMERCIAL AIRLINE TRANSPORT, AGE TIME - 0908 NI062 PX- 0 0 0 AIR TAXI-CARGO DAMAGE-DESTROYED 32, 8868 TOTAL HOURS, 1646 IN TYPE. INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION PACK AREA SUISUN BAY LOCAL TYPE OF ACCIDENT PHASE OF OPERATION AIRFRAME FAILURE IN FLIGHT IN FLIGHT NORMAL CRUISE COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM OTHER MISCELLANEOUS ACTS, CONDITIONS - FATIGUE FRACTURE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - PREVIOUS DAMAGE MISCELLANEOUS ACTS CONDITIONS - AIRCRAFT CAME TO REST IN WATER MISCELLANEOUS ACTS CONDITIONS - JETTISONED LOAD REMARKS- FRONT TRANSHISSION SUPPORT BRACKET FAILED UNDER LOAD. OVER SIZE ENG INSTALLED. 3-2599 7/18/72 | EE VINING, CALIF BOLKOW C CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 53, 4610 TIME - 1500 NIIRB PX- 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 238 IN TYPE. DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - LEE VINING DEPARTURE POINT INTENDED DESTINATION MINDER NEV MINDER NEV TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH DIRT BANK LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - DOWNDRAFT, UPDRAFTS WEATHER BRIEFING - OTHER EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT ADVERSE/UNFAVORABLE WEATHER 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 NONE 85 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 280 25 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VER NONE REMARKS- HIGH HEAD WIND AND DOWNDRAFTS.

		анан сайтаан ал	BRIEFS	OF Å	ccı	DEI	ITS	•				
FILE	DATE	LOCATION	AIRCRAFT DATA		F	S I	4/N	FLIGHT PURPOSE	لل رو عي ذلك خير ا	PILOT DATA		
3-2570	TIME - 09 NAME OF A DEPARTURE	MAMMOTH LK,CALIF 220 NIRPORT — MAMMOTH LAK E POINT II	CESSNA 180 N3857C DAMAGE-SUBSTANTIAL	CR- PX-	0	0	1	NONCOMMERCIAL		COMMERCIAL, AGE 29, 2000 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED.		
	TYPE OF A GROUND-		Ρ			F OPERATION NG ROLL						
		PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL										
3-2523	7/21/72 TIME - 01	SANTA MNICA,CALIF 100	BELL 47G-5 N4798R DAMAGE-SUBSTANTIAL	CR- PX-	0	0 0	1 1	MISCELLANEOUS POLICE PATROL	·	COMMERCIAL, AGE 32, 1220 TOTAL HOURS, 1047 IN TYPE, NOT INSTRUMENT RATED.		
	DEPARTURE SANTA M TYPE OF A	INICA, CALIF	NTENDED DESTINATION					F OPERATION FF VERTICAL		KATED.		
	PILOT I FACTOR(S) PILOT I	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - OPERATED CARELESSLY REMARKS- ROTOR BLADES CONTACTED OVERHANGING LIGHT STANDARD.										
3-2589	ТІМЕ ~ 14		N8158H DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Pleasure/personal ti		PRIVATE, AGE 44, 790 TOTAL HOURS, 359 IN TYPE, NOT INSTRUMENT RATED.		
	DEPARTURE LONG BE	ACH, CALIF	NTENDED DESTINATION									
	TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION WHEELS-UP						PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN					
	PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PLT SWITCHED TO EMPTY LFT TANK FOR TKOF.											

"wagence

PAGE 957

dig to so a construction of

BRIEES OF ACCIDENTS ------INJURIES FLIGHT FILE DATE LOCATION AIRCRAFT DATA PILOT DATA F S M/N PURPOSE CR- 0 1 0 NONCOMMERCIAL 3-2418 7/22/72 FRESNO CALIE CESSNA 150G PRIVATE, AGE 40, 242 TIME - 0630 N3147J PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 27 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - SIERRA SKY PARK DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP FRESNO, CALIF BAKERSFIELD, CALIF COLUMBIA . CALIE TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT FACTOR(S)PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER TERRAIN - HIGH OBSTRUCTIONS REMARKS- PLT, NON-CFI, GIVING INSTRUCTION TO PAX, STDNT CERT. 3-2562 7/23/72 TORRANCE, CALIF PIPER PA-28 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 46, 119 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, ALL IN TIME - 1230 N4404T DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - TORRANCE MUNICIPA DEPARTURE POINT INTENDED DESTINATION EL MONTE,CALIF TORRANCE, CALIF TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - RECEIVED RECORDED BRIEFING BY LEME RADIO WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE _ CLEAR UNLIMITED PRECIPITATION AT ACCIDENT SITE VISIBILITY AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE WIND DIRECTION-DEGREES NONE 290 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 16 VFR TYPE OF FLIGHT PLAN NONE REMARKS- PORPOISED

			BRIEFS						
FILE	DATE		AIRCRAFT DATA					FLIGHT PURPOSE	PILOT DATA
	7/29/72 TIME - 1 NAME OF DEPARTUR ENTER TYPE OF GROUND	FALL RVR ML,CALIF 228 AIRPORT - FALL RIVER E POINT I PRISE,CALIF	CESSNA 120 N1794N DAMAGE-SUBSTANTIAL MILLS NTENDED DESTINATION	С R — Р X —	0 0	0 0 HAS	1 O E O ND I	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION NG ROLL NG ROLL	STUDENT, AGE 45, 41 TOTA
	PILOT FACTOR(S)	O MAINTAIN DIRECTION		TRC	L			
3-2551	7/30/72 TIME - 0							NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 43, 150 TOTAL HOURS, 80 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTUR CORONA	,CALIF ACCIDENT		DED DESTINATION					
	PILOT FACTOR(S)	O OBTAIN/MAINTAIN FLY						
3-2565	7/30/72 TIME - 1	TORRANCE,CALIF 430	ERCD 415-C N99389 DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 41, 458 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTUR SANTA TYPE OF	BARBARASCALIF						F OPERATION FROM LANDING	
	PROBABLE CAUSE(S) POWERPLANT - ENGINE CONTROLS-COCKPIT THROTTLE-POWER LEVER ASSEMBLIES MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY SECURED FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER REMARKS- TAXYING UP INCLINE TO PARKING AREA.VERNIER THROTTLE BECAME STUCK ABOUT 2000 RPM.SURFACE,GRAVEL/SOD								

"realistic to a

PAGE 959

FILE	DATE	LOCATION	AIRCRAFT DATA		JUR	IES		FLIGHT PURPOSE	PILOT DATA
3-2566	DEPARTURE RIALTO, TYPE OF A HARD LA GEAR CO PROBABLE PILOT I FACTOR(S) PILOT II MISCELL	00 IRPORT - RIALTO POINT CALIF CCIDENT NDING LLAPSED CAUSE(S) N COMMAND - IMPROPE N COMMAND - ATTEMPT	DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL R LEVEL OFF R RECOVERY FROM BOUNCE FED OPERATION BEYOND E2 ONS - OVERLOAD FAILURE	D LAN	P	HAS LA LA	E O NDI NDI	F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL	PRIVATE, AGE 22, 42 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
3-2536	TIME - 12 NAME OF A DEPARTURE NAPA,CA TYPE OF A WHEELS- PROBABLE PILOT I FACTOR(S)	IRPORT - NAPA POINT LIF CCIDENT UP CAUSE(S) N COMMAND - FAILED	PIPER PA-28R N4310T DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL TO EXTEND LANDING GEAR	РХ -	P	0 HAS	0 E • O	INSTRUCTIONAL TRAINING - OPERATION NG LEVEL OFF/TOUCHDOWN	STUDENT, AGE 23, 44 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
3-2683	ORLEAN TYPE OF A ENGINE DITCHIN PROBABLE POWERPL MISCELL FACTOR(S) MISCELL COMPLETE EMERGENCY	OO POINT S CAL CCIDENT FAILURE OR MALFUNCT G CAUSE(S) ANT - ENGINE STRUCT ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT POWER LOSS - COMPLI CIRCUMSTANCES - FO	FURE MASTER AND CONNEC IONS - LACK OF LUBRICAT	PX- TING ION-S REST EDUT- DRT ON	O P ROC PEC IN NA	O HAS IN LA S IFI WA NGI	O FL NDII C P TER NE	AIR TAXI-CARGO OPERATION IGHT DESCENDING IG LEVEL OFF/TOUCHDOWN ART,NOT SYSTEM	COMMERCIAL, FL.INSTR., AGE 31, 5308 TOTAL HOURS, 300 IN TYPE, INSTRUMENT RATED.

FILE	DATE		AIRCRAFT DATA		=	S M/N		FLIGHT PURPOSE	PILOT DATA
	8/2/72 TIME - 0 NAME OF A DEPARTURE	IMPERIAL,CALIF 753 AIRPORT - IMPERIAL E POINT	AERD COMDR 520 N719Z DAMAGE-SUBSTANTIAL COUNTY INTENDED DESTINATION	С R — Р X —	0	0 1			PRIVATE, AGE 50, 2250 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED.
	CALEX TYPE OF A WHEELS-	ACCIDENT	IMPERIAL, CALIF		Ρ			: OPERATION NG LEVEL OFF/TOUCHDOWN	
	PROBABLE PILOT FACTOR(S	IN COMMAND - FAILED	TO EXTEND LANDING GEA	ર					
			TED OPERATION W/KNOWN			IES I	N	EQUIPMENT	
			IONS - CHECKLIST-FAILE T WITH 24 INCH DIAMETE			PILO)T '	S WINDSHIELD. PILOT L SE	ΑΤ.
3-2298	8/5/72 TIME - 14	ANGWIN,CALIF 445	BLANIK L-13 N3457 DAMAGE-SUBSTANTIAL	РХ —				NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 51, 292 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE ANGWIN TYPE OF A	,CALIF	INTENDED DESTINATION LOCAL		P	HASE	OF	· OPERATION	NATED •
	COLLID	ED WITH OBJECT				LAND	١١	IG LEVEL OFF/TOUCHDOWN	
	PILOT FACTOR(S TERRAIN WEATHER WEATHER F WEATHER F) Ŋ → ROUGH/UNEVEN R - OTHER BRIEFING - NO BRIEF FORECAST - UNKNOWN/							
	SKY CONDI CLEAR VISIBILII	ITION TY AT ACCIDENT SITE				UNL I	MI	AT ACCIDENT SITE TED ATION AT ACCIDENT SITE	
	5 OR ON OBSTRUCT HAZE	VER Ions to vision at a	CCIDENT SITE		т	NONE EMPER 80		URE-F	
	WIND DIRE 270	ECTION-DEGREES				IND V 15	_	OCITY-KNOTS	
	VFR	VEATHER CONDITIONS	FAK LIFT CONDITIONS.IN	י אז חח		NONE		FLIGHT PLAN	

REMARKS- ACFT ENCOUNTERED WEAK LIFT CONDITIONS.LNDD IN ROCKY FIELD.

. . .

			BRIEF								
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	JUR F	IES S M	/N	FLIGHT PURPOSE			T DATA
	8/18/72 MAMMOTH LKS,C TIME - 1515	MAMMOTH LKS,CALIF	PIPER_PA-28	CR-	1	0	0 NONCOMMERCIAL 0 PLEASURE/PERSONAL		PRIVATE, AG	E 29, 140 , UNK/NR IN	
	DEPARTURE	CCIDENT			Ρ	HAS TA					
	PILOT I FACTOR(S) WEATHER WEATHER WEATHER WEATHER TERRAIN WEATHER B	IN COMMAND - INADEQUA In Command - In∦TIATE	D FLIGHT IN ADVERSE W MATED W/CLOUDS AND/OI VITY FUDE G RECEIVED	√EATHE R THUN	RC	OND	ITI	ONS			,
	5 OR OV OBSTRUCTI NONE	Y AT ACCIDENT SITE VER IONS TO VISION AT ACC VEATHER CONDITIONS	IDENT SITE	Pr Ti T'			OO IPI IN, ERA	AT ACCIDENT SITE TATION AT ACCIDENT THUNDERSTORM TURE-F FLIGHT PLAN	" SITE		
-2515	9/23/72 TIME - 11	SAN DIEGD,CALIF 145	PIPER PA-23 N156M DAMAGE-SUBSTANTIAL	РΧ-				INSTRUCTIONAL DUAL		43 IN TYPE,	TOTAL HOURS,
	DEPARTURE SAN DIE TYPE OF A	GO,CALIF	NTENDED DESTINATION LOCAL					F OPERATION TO TAKEOFF		RATED.	,
	PILOT I FACTOR(S) AIRFRAM MISCELL	IN COMMAND - INADEQUA IN COMMAND - FAILED T	D MAINTAIN DIRECTION AKING SYSTEM (NORMAL NS - LEAK/LEAKAGE	AL CON Systi	EM)		АМ	RIDE IN L SEAT,NO	BRAKES	DN R SIDE.	

FILE	DATE		AIRCRAFT DATA	F	= .	S M	/N		PILOT DATA
3-2629	TIME - 133	SAN JOSE,CALIF	BEECH A23-24	CR- PX-	0	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 44, 96 TOTA HOURS, 15 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE	CALIF CIDENT	INTENDED DESTINATION LOCAL		P			F OPERATION NG LEVEL OFF/TOUCHDOWN	
		CAUSE(S) COMMAND - IMPROPE COMMAND - MISJUDG							
3-2628	9/24/72 TIME - 174							NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 46, 82 TOTA HOURS, 22 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE PRIVATE TYPE OF AC COLLIDED	INTENDED DESTINATION SAN CARLOS, CALIF					F OPERATION NG LEVEL OFF/TOUCHDOWN		
	PILOT IN FACTOR(S) WEATHER MISCELLA TERRAIN	I COMMAND - IMPROPE I COMMAND - EXERCIS - HIGH DENSITY ALT NEOUS ACTS,CONDITI - HIGH OBSTRUCTION	ITUDE ONS - FLEW INTO BLIND	CANYON	J				
		AT ACCIDENT SITE				UN REC	L I M I P I	AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE	
	5 OR OVE OBSTRUCTIO NONE TYPE OF FL NONE	NS TO VISION AT AC	CIDENT SITE		т	NO YPE VF	OF	WEATHER CONDITIONS	
		RASH LNDD IN BOX C	ANYON.						

BRIEFS OF ACCIDENTS ______ FILE DATE LOCATION AIRCRAFT DATA INJURIES PILOT DATA FLIGHT F S M/N PURPOSE BDEING E75 CR- 0 0 1 COMMERCIAL N67912 PY- 0 0 0 1 COMMERCIAL 3-2508 9/25/72 RIPLEY+CALIE COMMERCIAL, AGE 49, 7000 TIME - 0930 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, ALL IN DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - RIPLEY AIRSTRIP DEPARTURE POINT INTENDED DESTINATION RIPLEY, CALIF RIPLEY, CALIF TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB TAKEOFF INITIAL CLIMB COLLISION WITH GROUND/WATER UNCONTROLLED PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS TERRAIN - ROUGH/UNEVEN FACTOR(S)MISCELLANEOUS ACTS, CONDITIONS - JETTISONED LOAD PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 53 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - COTTON TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC GLOVES - NOT USED GOGGLES - USED CRASH HELMET - AVAILABLE-USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- CRASH LNDD IN PLOWED FLD. 3-2691 9/28/72 BG BEAR CTY,CALIF PIPER PA-22 CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 17, 31 TOTAL PX- 0 0 0 PLEASURE/PERSONAL TRANSP HOURS, 14 IN TYPE, NOT TIME - 1450 N1163C DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - BIG BEAR CITY DEPARTURE POINT INTENDED DESTINATION BG BEAR CTY, CALIF LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - PRESSURE TOO LOW MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE REMARKS- IP SAID BRAKES KNOWN TO BE WEAK.

FILE	DATE	LOCATION	AIRCRAFT DATA	IN				FLIGH		PILOT DATA					
				F		S M/N		PURPO	SE						
3-2689	9/29/72 TIME - 17	ADELANTO,CALIF 45	CESSNA 140 N72525 DAMAGE-SUBSTANTIAL							COMMERCIAL, FL.INSTR., AGE 35, 4619 TOTAL HOURS, 96 IN TYPE, NOT INSTRUMENT RATED.					
		NAME OF AIRPORT - EL MIRAGE													
	DEPARTURE		INTENDED DESTINATION												
		O,CALIF	ADELANTO, CALIF												
	TYPE OF A UNDERSH				PI			PERATI	ON APPROACH						
		D WITH TREES							OFF/TOUCHDOWN						
	FACTOR(S) WEATHER MISCELL	N COMMAND - MISJUE	IONS - POORLY PLANNED 4												
	SKY CONDI	TION			CI	EILIN	G AT	ACCID							
	CLEAR				_	UNLI									
	VISIBILIT	Y AT ACCIDENT SITE		PRECIPITATION AT ACCIDENT SITE NONE											
		ONS TO VISION AT A	CCIDENT SITE	WIND DIRECTION-DEGREES											
	NONE			260											
		WIND VELOCITY-KNOTS					TYPE OF WEATHER CONDITIONS								
	13			VFR											
		LIGHT PLAN													
		LIGHT PLAN													

.

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION		IN	F	SΜ	/N		PILOT DATA
		TH VLY JUN,CALIF	CESSNA 140 N2576N DAMAGE-SUBSTANTIAL	CR- PX-	0	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANS	P TOTAL HOURS, ALL IN
	DEPARTURE PO DTH VLY JU	N,CALIF	JCTN NTENDED DESTINATION LOCAL						
	TYPE OF ACCI GROUND-WAT NOSE OVER/	ER LOOP-SWERVE			Ρ	LA	NDI	F OPERATION NG ROLL NG ROLL	
	PILOT IN C	OMMAND - ATTEMPTE	D OPERATION BEYOND EX OPERATION OF BRAKES CONDITIONS						
	-SKY CONDITIO	N			с			AT ACCIDENT SITE ITED	
		T ACCIDENT SITE			Ρ		ΙΡΙ	TATION AT ACCIDENT SITE	
		TO VISION AT ACC	IDENT SITE		т		OF	WEATHER CONDITIONS	
		ND GUSTING TO 20	KNOTS						
-2509	9/29/72 V TIME - 1445	ACAVILLE,CALIF	CESSNA 172 N3854Q DAMAGE-SUBSTANTIAL					NON COMMERCIAL BUSINESS	PRIVATE, AGE 41, 604 Total Hours, 8 In Type, Not Instrument rated.
	DEPARTURE PO VACAVILLE,	CALIF	NTENDED DESTINATION MODESTO,CALIF						
		ITH DITCHES			Ρ			F OPERATION FF ABORTED	
		OMMAND - DELAYED	ACTION IN ABORTING TA AIRPORT SURROUNDINGS			ES,	A BO	RTED,DIDNT KNOW WIRES W	RE BURIED.
-2541	10/1/72 R TIME - 1900	IVERDALE,CALIF	PIPER PA-22 N2540A DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Pleasure/personal trans	STUDENT, AGE 44, 50 TOTA P HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARJURE PC FRESNO;CA TYPE OF ACCI COLLIDED W	LIF	NTENDED DESTINATION RIVERDALE,CALIF		Ρ			F OPERATION NG TRAFFIC PATTERN-CIR(
	PROBABLE CAU PILOT IN C PILOT IN C TERRAIN -	SE(S) OMMAND - EXERCISE OMMAND - SELECTED HIGH OBSTRUCTIONS	D POOR JUDGMENT UNSUITABLE TERRAIN TO LND ON UNLIGHTED P	ROAD A	TN				

FILE		OCATION	AIRCRAFT DATA	IN	JUR F	IES S M	/N	FLIGHT PURPOSE	PILOT DATA
			CESSNA 150.1	CR- PX-	0	Ο	1	NONCOMMERCIAL	PRIVATE, AGE 51, 144 P TOTAL HOURS, 142 IN TYPE NOT INSTRUMENT RATED.
	VAN NUYS,CAL	IN IF I E OR MALFUNCTIO	NA NTENDED DESTINATION LOCAL		TAKE			- OPERATION F RUN F RUN	
	PILOT IN COMMA MISCELLANEOUS	AND - INADEQUA AND - IMPROPER ACTS,CONDITION ACTS,CONDITION	NS - INTENTIONAL GROU	ANT & NG EQ	PO UIP	WER MEN	PLAN T-II	IT CONTROLS MPROPER OPERATION OF/OR	FAILED TO USE
8-2692	10/8/72 VISAU TIME - 1545	IA,CALIF	BEECH V35-TC N222T DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANS	COMMERCIAL, AGE 46, 3000 P TOTAL HOURS, 100 IN TYPE NOT INSTRUMENT RATED.
	NAME OF AIRPORT DEPARTURE POINT LOST HILLS,CA TYPE OF ACCIDENT WHEELS-UP								
	FACTOR(S) MISCELLANEOUS AIRFRAME - LAN MISCELLANEOUS	AND - FAILED TO ACTS,CONDITION NDING GEAR LAN ACTS,CONDITION) ASSURE THE GEAR WAS NS - CHECKLIST-FAILED IDING GEAR WARNING AN IS - MATERIAL FAILURE GR WARNING HORN INOF	D TO U ID IND	S E I C A	TIN	G C	OMPONENTS	
-2698	10/8/72 MARYS TIME - 1140	SVILLE,CALIF	AMER AVCO AA-1A N94367 DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANS	STUDENT, AGE 45, 69 TOTA P HOURS, 10 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT DEPARTURE POINT ORVILLE,CALIF TYPE OF ACCIDENT HARD LANDING	11	TENDED DESTINATION TURLOCK,CALIF			Y HAS	UBA E OI	ROUTE STOP COUNTY AIRPORT - OPERATION IG LEVEL OFF/TOUCHDOWN	
	FACTOR(S) PILOT IN COMMA	AND - IMPROPER	LEVEL OFF AMILIARITY WITH AIRC D TO FLY THIS AIRCRA		с	ROS	s Ci	JUNTRY	

PAGE 967

2

BRIEFS OF ACCIDENTS LOCATION AIRCRAFT DATA PILOT DATA FILE DATE INJURIES FLIGHT F S M/N PURPOSE 3-2696 10/8/72 FREEMONT, CALIF SCHWEIZER SGS126 CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 27, 34 TOTAL PX- 0 0 0 PLEASURE/PERSONAL TRANSP HOURS, 6 IN TYPE, NOT N7577 TIME - 1535 DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION SKY SAILING AIRPORT LOCAL PHASE OF OPERATION TYPE OF ACCIDENT COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL TERRAIN - ROUGH/UNEVEN EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- DESCENDED AND LOST LIFT. FORCED TO LND. 3-2695 10/10/72 BAKERSFIELD, CALIF CESSNA 172 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 26, 113 N19879 TIME - 2100. PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 16 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - MEADOWS FIELD DEPARTURE POINT INTENDED DESTINATION BAKERSFIELD,CALIF LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF

FILE	DATE	LOCATION	AIRCRAFT DATA	F	S M/M		FLIGHT PURPOSE		PILOT DATA
3-2653	12/28/72 TIME - 1330	SACRAMENTO,CALIF	CESSNA 1708 N2466D DAMAGE-SUBSTANTIAL	CR- PX-	0 0 3	L NC	NCOMMERCIAL	. TRANSP	PRIVATE, AGE 42, 167 Total Hours, 19 IN TYPE, Not Instrument rated.
	DEPARTURE F SACRAMENT TYPE OF ACC	O,CALIF IDENT	INTENDED DESTINATION LOCAL				PERATION		
		TER LOOP-SWERVE WITH FENCE,FENCE	POSTS				ROLL ROLL		
	FACTOR(S) TERRAIN -			L CONT	ROL				
	SKY CONDITI	ON					ACCIDENT SITE		
	CLEAR VISIBILITY AT 5 OR OVER	AT ACCIDENT SITE					ION AT ACCIDENT	SITE	
		S TO VISION AT AC	CIDENT SITE		TEMPER 50		E-F		
		ION-DEGREES				/ELOC	CITY-KNOTS		
		THER CONDITIONS					IGHT PLAN		
	REMARKS- WI	ND GUSTING 25K.				-			
. 2643	12/30/72 TIME - 1330	SONOMA, CALIF	CHAMPION 7ECA N7512F		0 0 1		ISTRUCTIONAL		STUDENT, AGE 41, 38 TOTA Hours, all In Type, not
-		PORT - SCHELLEVIL	DAMAGE-SUBSTANTIAL	1 / 1	0 0 0				INSTRUMENT RATED.
×	DEPARTURE F SONOMA,CA		INTENDED DESTINATION LOCAL						
		IDENT TER LOOP-SWERVE WITH FENCE,FENCE	POSTS		LAN	DING	PERATION ROLL ROLL		
	PROBABLE CA PILOT T FACTOR(S)		TO MAINTAIN DIRECTIONA	L CONT	ROL				
	AIRPORTS		S - AIRPORT CONDITIONS OID A WET PLACE ON THE		RUNWAY				

PAGE 969

FILE	DATE	LOCATION	AIRCRAFT DATA		F	S M,	'N	PURPOSE		ILOT DATA
3-2645	TIME - 1400 NAME OF AIRPO DEPARTURE POI	RT - ALTA SIERRA NT I	N6351J DAMAGE-SUBSTANTIAL NTENDED DESTINATION	PX-	0	0	1 1	INSTRUCTIONAL SOLO	STUDENT,	AGE 40, 34 TOTAL IN TYPE, NOT
	MODESTO,CA TYPE OF ACCID OVERSHOOT COLLIDED WI	ENT	GRASS VALLY,CALIF		Ρ	LAM	DIN	OPERATION G LEVEL OFF/TOUCHDOWN G ROLL		· · ·
	FACTOR(S)	MMAND - MISJUDGE IGH OBSTRUCTIONS	D DISTANCE AND SPEED							
3-2621	12/30/72 AU TIME - 1530	BERRY,CALIF	AERONCA 7AC N2566E DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Pleasure/personal transp	TOTAL HO	AGE 49, 560 DURS, ALL IN DT INSTRUMENT
	NAME OF AIRPO DEPARTURE POI HAWTHORNE, TYPE OF ACCID GROUND-WATE COLLIDED WI	NT I NEV ENT R LOOP-SWERVE	NTENDED DESTINATION AUBERRY,CALIF		P	LA	DIN	OPERATION G ROLL G ROLL		
	PILOT IN CO PILOT IN CO FACTOR(S) AIRPORTS/AI	MMAND - MISJUDGE MMAND - FAïLED T MMAND - FAILED T RWAYS/FACILITIES	D SPEED O MAINTAIN DIRECTIONA O INITIATE GO-AROUND - AIRPORT CONDITIONS ALM WIND, LNDD TOO FA	OTH		IL				

FILE	DATE	LOCATION	AIRCRAFT DATA	F	S M/	'N	PURPOSE		PILOT DATA	
	12/31/72 NUT TREE,CALIF TIME - 1130	/31/72 NUT TREE,CALIF CESSNA 172H HE - 1130 N1641F DAMAGE-DESTROYED	CESSNA 172H N1641F	CR- 0	0	2	INSTRUCTIONAL		ATR,FLIGHT INSTR., AGE 42, 3563 TOTAL HOURS, 42 IN TYPE, INSTRUMENT RATED.	
	NAME OF AIRF DEPARTURE PO NUT TREE;O TYPE OF ACC NOSE OVER	ALIF Dent	INTENDED DESTINATION			-	OPERATION . OTHER			
	WEATHER BRIE	UNFAVORABLE WIN FING - BRIEFED	D CONDITIONS BY FLIGHT SERVICE PERSC SUBSTANTIALLY CORRECT)NNEL, B	ү рнс	INE				
	SKY CONDITIO CLEAR VISIBILITY A 5 OR OVER		UNL PREC NOM	IM PI IE	AT ACCIDENT SITE ITED FATION AT ACCIDEN	I SITE				
	OBSTRUCTIONS NONE WIND DIRECT 360		53		FURE-F LOCITY-KNOTS					
	TYPE OF WEAT	HER CONDITIONS	CFT PARKED CROSS-WIND +		NOM	ΙE	FLIGHT PLAN ON RWY FOR TKOF.			
-2025	2/13/72 l TIME - 1520	AMAR, COLO	STINSON 108-3 N160C DAMAGE-SUBSTANTIAL						PRIVATE, AGE 44, 230 TOTAL HOURS, 117 IN TYPE NOT INSTRUMENT RATED.	
	TYPE OF ACC)INT ALLS,TEX	INTENDED DESTINATION LANDER,WYO				- OPERÁTION Ng Roll			
			TO MAINTAIN DIRECTION	L CONTR	OL					

PAGE 971

and with the property of the second sec

FILE	DATE	LOCATION	AIRCRAFT DATA	 I N			FLIGHT	PILOT DATA
					F S	M/N	PURPOSE	
	5/18/72 TIME - 12 NAME OF A	NR.FORT COLLINS,COLC 30 IRPORT - VALLEY AIRF	HUGHES 269B N9306F DAMAGE-DESTROYED	CR-	0 0	1	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 24, 1645 TOTAL HOURS, 257 IN TYPE NOT INSTRUMENT RATED.
	FORT C'JI TYPE OF A	LLINS,COLO	FORT COLLINS, COLO				F OPERATION IGHT FLAREOUT FOR S	WATH RUN
	FACTOR(S)		O MAINTAIN ADEQUATE I TUDE	ROTOR	R.P.M	•		
	SKY CONDI CLEAR	TION					AT ACCIDENT SITE ITED	
	5 OR OVI	-	IDENT CITE		N	DNE	TATION AT ACCIDENT S	ITE
	NONE	DNS TO VISION AT ACC Light plan	IDENT SITE			FR	WEATHER CONDITIONS	
	KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATIO PROCEDU	DURS IN CROP CONTROL CROP - OTHER SEAT BELT - FASTENE	D-PROPERLY ALLED S D-FEET - 4900 D 1/3 OF TURN		TYP GLO CRA CRA TER	E OF VES SH H SH B RAIN	OPERATION SPRAYIN CHEMICAL USEO - LIQ - USEO ELMET - AVAILABLE-US AR - NOT INSTALLED -TYPE - LEVEL,FLAT UN-HOW FLOWN - CROSSI	UID CHEMICAL-TOXIC ED
3-1859	TIME - 153		CESSNA 205 N83 94 2 DAMAGE-SUBSTANTIAL				INSTRUCTIONAL TRAINING	STUDENT, AGE 40, 55 TOTA HOURS, 6 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE	MA CITY,OKLA CCIDENT NDING	NTENDED DESTINATION LITTLETON,COLO		L	ANDI	F OPERATION NG LEVEL OFF/TOUCHDI NG ROLL	DWN
	AIRFRAM MISCELL FACTOR(S) PILOT IN	N COMMAND - IMPROPER E - LANDING GEAR WH ANEOUS ACTS,CONDITIO	EELS,TIRES,AXLES NS - MATERIAL FAILURE D OPERATION BEYOND E)	(PERIE		3 I L I	TY LEVEL	

FILE		LOCATION	AIRCRAFT DATA	E	C M	M	FLIGHT PURPOSE	PILOT DATA		
	5/26/72 FRIS TIME - 1510 DEPARTURE POINT DENVER,COLO	CO,COLO	CESSNA 182	PX- 0 0 1 BUSINESS STANTIAL INATION						
	TYPE OF ACCIDEN STALL									
	PILOT IN COMM.	AND - MISUSED AND - FAILED	OR FAILED TO USE FLAP TO OBTAIN/MAINTAIN FLY 10 DEGS ON GOARND.DENS	ING SPE		0F1				
-2085	5/31/72 MONT TIME - 0750	ROSE,COLO	CESSNA 150F N6440F DAMAGE-SUBSTANTIAL					PRIVATE, AGE 47, 12901 SP TOTAL HOURS, 251 IN TYPE NOT INSTRUMENT RATED.		
	DEPARTURE POINT MONTROSE,COLO		INTENDED DESTINATION MEXICAN HAT UT					NOT INSTRUMENT RATED.		
	TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED LANDING OTHER									
	PILOT IN COMM. FACTOR(S) MISCELLANEOUS TERRAIN - HIGH WEATHER - HIGH WEATHER BRIEFING	AND - INADEQU AND - IMPROPE ACTS,CONDITI H OBSTRUCTION H DENSITY ALT G - BRIEFED B		OR PLAN	NING AFT-W	EIC				
	SKY CONDITION CLEAR VISIBILITY AT AG	CCIDENT SITE			UNL	IM 1 P I T	AT ACCIDENT SITE TED ATION AT ACCIDENT SITE			
	OBSTRUCTIONS TO NONE	5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE . NONE					URE-F			
	TYPE OF WEATHER VFR		-	TYPE NON		FLIGHT PLAN				

PAGE 973

395

			BRIEF	S OF A	ссі	DEN	тs		
			AIRCRAFT DATA		c	c M	/NI	FLIGHT PURPOSE	PILOT DATA
3-2019	6/1/72 TIME - 112 NAME OF AI DEPARTURE	ENGLEWOOD,COLO O RPORT - ARAPAHOE POINT D,COLO		C R P X	0 0	0 0	1 0	MISCELLANEOUS	COMMERCIAL, AGE 23, 1105 TOTAL HOURS, 49 IN TYPE, INSTRUMENT RATED.
		AILURE OR MALFUNCT	ION			TΔ	KEO	FF INITIAL CLIMB NG ROLL	
	POWERPLA MISCELLA PILOT IN PILOT IN FACTOR(S) MISCELLA PARTIAL PO EMERGENCY	L - MAINTENANCE,SEF NT - FUEL SYSTEM NEOUS ACTS,CONDITI NEOUS ACTS,CONDITI COMMAND - ATTEMPTI COMMAND - DELAYED NEOUS ACTS,CONDITI WER LOSS - PARTIAL CIRCUMSTANCES - FOF	VENTS, DRAINS, TANK CAP DNS - IMPROPERLY INST DNS - FUEL STARVATION ED OPERATION W/KNOWN ACTION IN ABORTING T DNS - OVERLOAD FAILUR LOSS OF POWER - 2 EN RCED LANDING ON AIRPO	DEFICI ALLED DEFICI AKEOFF E IGINES IRT/SE4	ENC	CIES	IN BAS	E/HELIPT.	SONNEL) GH&RAN OFF SIDE OF RWY
3-1949	6/2/72 TIME - 161	URAVAN,COLO 0	BELL 47G3B1 N480MW DAMAGE-SUBSTANTIAL	РХ-	0 0	0 0	1 0	COMMERCIAL ASSOC FIRE CTL ACTIVI	COMMERCIAL, AGE 28, 3446 ITY TOTAL HOURS, 1605 IN TYPE, NOT INSTRUMENT
	TYPE OF AC ENGINE F HARD LAN	AILURE OR MALFUNCT	I ON			I١	FL	F OPERATION IGHT NORMAL CRUISE NG: POWER-OFF AUTOROT/	RATED. ATIVE LANDING
	PILOT IN MISCELLA TERRAIN COMPLETE P	COMMAND - INADEQU COMMAND - MISMANA NEOUS ACTS,CONDITI - ROUGH/UNEVEN OWER LOSS - COMPLE	ATE PREFLIGHT PREPARA GEMENT OF FUEL ONS - FUEL EXHAUSTION TE ENGINE FAILURE/FLA NSPORTING FIRE FIGHTE	MEOUT-				INN ING	

21

· .

FILE	DATE LOCATION	AIRCRAFT DATA	F	S M/N	FLIGHT I PURPOSE	PILOT DATA					
3-1850	6/3/72 BOULDER,COLO TIME - 1015	DAMAGE-SUBSTANTIAL	CR- PX-	0.1	NONCOMMERCIAL	COMMERCIAL, FL.INSTR., P AGE 52, 1436 TOTAL HOURS, 65 IN TYPE, NOT INSTRUMENT RATED.					
	NAME OF AIRPORT - BOULDER VALLEY DEPARTURE POINT INTENDED DESTINATION BOULDER,COLO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN										
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED FACTOR(S) AIRFRAME - LANDING GEAR L. REMARKS- LDG GR WARNING HORN										
3-2181											
3-2181	6/23/72 AURORA,COLO TIME - 0855	CESSNA 150 N684JF DAMAGE-SUBSTANTIAL	CR- PX-		I INSTRUCTIONAL SOLO	STUDENT, AGE 23, 19 TOTAL Hours, all in type, not Instrument rated.					
3-2181		N684JF DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	РХ -) O C PHASE TAKE	I INSTRUCTIONAL SOLO OF OPERATION OFF INITIAL CLIMB DING ROLL	HOURS, ALL IN TYPE, NOT					

PAGE 975

E T L E												
FILE	DATE		AIRCRAFT DATA		F S M/N	PURPOSE		PILOT DATA				
		IDALIA, COLO	BOEING A75N1 N38998 DAMAGE-SUBSTANTIAL	CR- PX-	0 1 0 0 0 0	COMMERCIAL AERIAL APPLICAT		COMMERCIAL, AGE 27, 1562 TOTAL HOURS, 650 IN TYPE NOT INSTRUMENT RATED.				
	NAME OF AI	RPORT - DIXON FIELD						NOT INSTRUMENT RATED.				
	DEPARTURE		ITENDED DESTINATION									
	IDALIA,C TYPE OF AC		LOCAL		PHASE	OF OPERATION						
		WITH WIRES/POLES				LIGHT PULLUP FRO	M SWATH RU	IN				
	PROBABLE C PILOT IN FACTOR(S)		SEE AND AVOID OBJEC	TS OR	OBSTRUC	TIONS						
	TERRAIN	- HIGH OBSTRUCTIONS										
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 200 KIND OF OPERATION - SPRAVING CROPS											
	TOTAL HOURS IN CROP CONTROL – 200 KIND OF OPERATION – SPRAYING CROPS TYPE OF CHEMICAL USED – LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT – FASTENED-PROPERLY											
	GLOVES -	NOT USED	~	S - NOT USED	ICNED-FROF							
	CRASH HELMET - AVAILABLE-USED COCKPIT CRASHPAD - NOT INSTALLED											
		R - NOT INSTALLED TYPE - LEVEL,FLAT				OPPER-LOCATION - ION-AREA BEING TR						
	SWATH RU	N-HOW FLOWN - WIND C	ALM		PROCED	URE TURNAROUND -	ENTRY TO P	ROCEDURE TURN				
3-2087	7/8/72	ENGLEWOOD,COLO	LUSCOMBE 8A	C.R~	0 0 1	NONCOMMERCIAL		PRIVATE, AGE 31, 70 TOT				
5 2001	TIME - 083	0	N2010B DAMAGE-SUBSTANTIAL				AL TRANSP	HOURS, 12 IN TYPE, NOT INSTRUMENT RATED.				
	DEPARTURE		TENDED DESTINATION									
	ENGLEWOO TYPE OF AC		LOCAL		DHASE	OF OPERATION						
	GROUND-W	ATER LOOP-SWERVE			LAND	ING ROLL						
	NOSE'OVE	R/DOWN			LAND	ING ROLL						
	PROBABLE C											
	FACTOR(S)	CUMMAND - IMPRUPER	OPERATION OF BRAKES	AND/L	IK FLIGHI	CUNTRULS						
	WEATHER	- UNFAVORABLE WIND C					•					
		IEFING - NO BRIEFING RECAST - UNKNOWN/NOT										
	SKY CONDIT	ION			CEILIN	G AT ACCIDENT SIT	E					
	SCATTERE				UNLI	MITED						
	VISIBILITY				PRECIPITATION AT ACCIDENT SITE							
	5 OR OVE	R ACCIDENT SITE			NONF		RELATIVE BEARING OF WIND					
	OBSTRUCTIO		DENT SITE		RELATI	VE BEARING OF WIN		-067 DEGREES				
	OBSTRUCTIO NONE TEMPERATUR	R NS TO VISION AT ACCI	DENT SITE		RELATI RIGH WIND D			-067 DEGREES				
	OBSTRUCTIO NONE	R NS TO VISION AT ACCI E-F	DENT SITE		RELATI RIGH WIND D 200	VE BEARING OF WIN T QUARTERING HEAD	WIND 023-	-067 DEGREES				

______ _____ INJURIES EUE DATE LOCATION AIRCRAFT DATA PILOT DATA FLIGHT F S M/N PURPOSE _____ CESSNA 150F CR- 0 0 1 INSTRUCTIONAL N7839F PY- 0 0 0 TOTAL 3-2343 7/12/72 AURORA.COLO STUDENT, AGE 34, 21 TOTAL TIME - 1745 HOURS, 9 IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - SKY RANCH INTENDED DESTINATION DEPARTURE POINT AURORA,COLO LOCAL PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-2596 7/14/72 CANON CITY, COLO LUSCOMBE 8A CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 21, 282 TIME - 1900 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 100 IN TYPE, N2611K DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION GOODLAND . KANS SILVERCLIFE, COLO TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - CONTINUED FLIGHT INTO KNOWN AREAS OF SEVERE TURBULENCE WEATHER - UNFAVORABLE WIND CONDITIONS TERRAIN - HIGH OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING OFF AIRPORT ADVERSE/UNFAVORABLE WEATHER 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 WIND DIRECTION-DEGREES NONE 45 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 15 VFR TYPE OF FLIGHT PLAN NONE REMARKS- EXTREME TURB ENCNTRD IN MNTN PASS. FLT CONTD BY INXPRNCD MNTN PLT UNTIL PRECAUTNRY INDG OFFARPT NEC

BRIEFS OF ACCIDENTS

1

PAGE 977

			BRIEFS						
FILE		LOCATION	AIRCRAFT DATA	IN. F	JUR F	IES S M.	'N	FLIGHT	PILOT DATA
	7/15/72 TIME - 05 DEPARTURE AURORA TYPE OF A	MONUMENT,COLO 45 POINT ,COLO	PIPER PA-22 N6828D DAMAGE-SUBSTANTIAL INTENDED DESTINATION PUEBLO,COLO	CR- PX-	0 0 P	Ö O HASI	1 1		STUDENT, AGE 33, 75 TOTAL
	PILOT I PILOT I FACTOR(S) WEATHER WEATHER B WEATHER F	N COMMAND - IMPROP N COMMAND - CONTIN N COMMAND - SELECT - LOW CEILING RIEFING - BRIEFED ORECAST - WEATHER CIRCUMSTANCES - P	ER IN-FLIGHT DECISIONS UED VFR FLIGHT INTO ADV ED UNSUITABLE TERRAIN BY FLIGHT SERVICE PERSO CONSIDERABLY WORSE THAN RECAUTIONARY LANDING OF DVERSE/UNFAVORABLE WEAT	VERSE W DNNEL, FOREC F AIRF	₩EA BY CAS	THEI PHO		DNDITIONS	
	SKY CONDI BROKEN VISIBILIT 3 MILES OBSTRUCTI FOG TYPE OF F VFR	CCIDENT SITE		Ρ	150 REC NO)0 IPI NE OF	AT ACCIDENT SITE TATION AT ACCIDENT SITE WEATHER CONDITIONS		
3-2424	TIME - 14 NAME OF A DEPARTURE	45 IRPORT - COLUMBINE POINT	INTENDED DESTINATION	CR- PX-					STUDENT, AGE 17, 14 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
			LOCAL		Ρ	LA	DI	² OPERATION NG ROLL NG ROLL	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL REMARKS- HIT PIT HOLE.								

_____ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ 3-2602 7/19/72 PRITCHETT, COLO CESSNA 188 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 28, 1235 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 128 IN TYPE, TIME - 0845 N21613 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. INTENDED DESTINATION DEPARTURE POINT PRITCHETT,COLO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE, FENCEPOSTS TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER COMPENSATION FOR WIND CONDITIONS WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED 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 NONE 80 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 200 30 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 950 KIND OF OPERATION - OTHER KIND OF CROP - OTHER TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - ROLLING ELEVATION-AREA BEING TREATED-FEET - Z SWATH RUN-HOW FLOWN - CROSSWIND REMARKS- TKOF FROM COUNTRY ROAD.GUSTING TO 30K. WEST OF PRITCHETT, COLO.

BRIEFS OF ACCIDENTS

PAGE 979

FILE			AIRCRAFT DATA	F	S M/N	I PURPOSÉ	PILOT DATA				
	7/24/72 TIME - 20 NAME OF A DEPARTURE	STUDENT, AGE 24, 76 TOTAL HOURS, 5 IN TYPE, NOT INSTRUMENT RATED.									
	DEPARTURE POINT INTENDED DESTINATION CLOVIS,N MEX ALAMOSA,COLO TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN										
	PILOT I FACTOR(S) PERSONN PILOT I MISCELL WEATHER WEATHER B	N COMMAND - LACK OF IEL - FLIGHT INSTRUC IN COMMAND - ATTEMPT ANEOUS ACTS,CONDITI R - THUNDERSTORM ACT	BY FLIGHT SERVICE PERS	CRAFT /ISION O KPERIENC AIRPORT	ΕΖΑΒΙΙ	.ITY LEVEL					
	SKY CONDI UNKNOWN	TION VNOT REPORTED			CEILIN 7000	IG AT ACCIDENT SITE					
	VISIBILIT 5 OR OV	Y AT ACCIDENT SITE			PRECIE NONE	ITATION AT ACCIDEN	IT SITE				
		IONS TO VISION AT AC	CCIDENT SITE			DIRECTION-DEGREES					
	14	CITY-KNOTS LIGHT PLAN			TYPE (VFR	DF WEATHER CONDITIC	DN S				

DATE	LOCATION	AIRCRAFT DATA						PILOT DATA			
								COMMERCIAL, AGE 55, 5666 TOTAL HOURS, 4000 IN TYPE, NOT INSTRUMENT RATED.			
DEPARTURE	POINT I	NTENDED DESTINATION									
		LUCAL				- 0					
TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT STARTING SWATH RUN											
PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S)											
PILOT I MISCELL	IN COMMAND - INADEQUA ANEOUS ACTS,CONDITIC	DNS - SUNGLARE	ION A	ND /	OR	ΡLΔ	NNING	•			
						0.5		CDODC			
		- 900	TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC								
		VNOT REPORTED									
TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - CROSSWIND											
	8/2/72 TIME - 05 DEPARTURE ROCKY TYPE DF / COLLIDI PROBABLE PILOT D FACTOR(S) PILOT D MISCELI TERRAIN SPECIAL C TOTAL F KIND OF PILOT S GOGGLES TANK/HC SWATH F	8/2/72 ROCKY FORD, COLO TIME - 0900 NAME OF AIRPORT - MELON FIELD DEPARTURE POINT IN ROCKY FORD COLO TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED T FACTOR(S) PILOT IN COMMAND - INADEQUA MISCELLANEOUS ACTS, CONDITION TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL KIND OF CROP - CORN PILOT'S SEAT BELT - UNKNOWN GOGGLES - NOT USED TANK/HOPPER-LOCATION - FORH SWATH RUN-HOW FLOWN - CROSS	8/2/72 ROCKY FORD, COLO PIPER PA-25 TIME - 0900 N8825L DAMAGE-SUBSTANTIAL NAME OF AIRPORT - MELON FIELD DEPARTURE POINT INTENDED DESTINATION ROCKY FORD COLO LOCAL TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJEC FACTOR(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJEC FACTOR(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJEC FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARAT MISCELANEOUS ACTS, CONDITIONS - SUNGLARE TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 900 KIND OF CROP - CORN PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED TANK/HOPPER-LOCATION - FORWARD OF PILOT SWATH RUN-HOW FLOWN - CROSSWIND	8/2/72 ROCKY FORD;COLO PIPER PA-25 CR- TIME - 0900 N8825L PX- DAMAGE-SUBSTANTIAL NAME OF AIRPORT - MELON FIELD DEPARTURE POINT INTENDED DESTINATION ROCKY FORD COLO LOCAL TYPE OF ACCIDENT COLLIDED WITH WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION A MISCELLANEOUS ACTS;CONDITIONS - SUNGLARE TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 900 KIND OF CROP - CORN PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED TANK/HOPPER-LOCATION - FORWARD OF PILOT SWATH RUN-HOW FLOWN - CROSSWIND	F 8/2/72 ROCKY FORD, COLO PIPER PA-25 CR- 0 TIME - 0900 N8825L PX- 0 DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL NAME OF AIRPORT - MELON FIELD DEPARTURE POINT INTENDED DESTINATION ROCKY FORD COLO LOCAL F TYPE OF ACCIDENT F COLLIDED WITH WIRES/POLES PROBABLE CAUSE(S) F F PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OF F FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 900 K KIND OF CROP - CORN T T PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED C C GOGGLES - NOT USED C C C TANK/HOPPER-LOCATION - FORWARD OF PILOT T T T	F S M 8/2/72 ROCKY FORD, COLO PIPER PA-25 CR-00 TIME - 0900 N8825L PX-00 DAMAGE-SUBSTANTIAL PX O NAME OF AIRPORT - MELON FIELD DESTINATION ROCKY FORD COLO LOCAL TYPE OF ACCIDENT INTENDED DESTINATION ROCKY FORD COLO LOCAL TYPE OF ACCIDENT PHAS COLLIDED WITH WIRES/POLES IN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTR FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 900 KIND KIND OF CROP - CORN TYPE PILOT'S SEAT BELT - UNKNOW/NOT REPORTED GLOV GOGGLES - NOT USED CRAS TANK/HOPPER-LOCATION - FORWARD OF PILOT TERR SWATH RUN-HOW FLOON - CROSSWIND TERR TERR TERR	F S M/N 8/2/72 ROCKY FORD, COLO PIPER PA-25 CR-001 TIME - 0900 N8825L PX-000 O DAMAGE-SUBSTANTIAL NAME OF AIRPORT - MELON FIELD DEPARTURE POINT INTENDED DESTINATION ROCKY FORD COLO LOCAL PHASE O COLLIDED WITH WIRES/POLES PHASE O PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCT FACTOR(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLA MISCELLANEOUS ACTS, CONDITIONS - SUNGLARE TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 900 KIND OF FILOT'S SEAT BELT - UNKNOW/NOT REPORTED GLOVES CRASH H TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN TERRAIN	F S M/NPURPOSE8/2/72ROCKY FORD, COLOPIPER PA-25CR- 0 0 1 COMMERCIALTIME - 0900N8825LPX- 0 0 0 AERIAL APPLICATIONDAMAGE-SUBSTANTIALDAMAGE-SUBSTANTIALNAME OF AIRPORT - MELON FIELDDEPARTURE POINTDEPARTURE POINTINTENDED DESTINATIONROCKY FORD COLOLOCALTYPE OF ACCIDENTPHASE OF OPERATIONCOLLIDED WITH WIRES/POLESPHASE OF OPERATIONPROBABLE CAUSE(S)PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONSFACTOR(S)PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNINGMISCELANEOUS ACTS, CONDITIONS - SUNGLARETERRAIN - HIGH OBSTRUCTIONSSPECIAL DATATOTAL HOURS IN CROP CONTROL - 900KIND OF OPERATION - SPRAYINGMIND OF CROP - CORNTYPE OF CHEMICAL USED - LIQUIPILOT'S SEAT BELT - UNKNOWN/NOT REPORTEDGLOVES - NOT USEDGOGGLES - NOT USEDCRASH HELMET - AVAILABLE-USEDTANK/HOPPER-LOCATION - FORWARD OF PILOTTERRAIN-TYPE - LEVEL, FLAT			

BRIEFS OF ACCIDENTS

٠

FILE		LOCATION		FS	M/N	PURPOSE	PILOT DATA					
	8/6/72	PUEBLO,COLO)	STINSON 108-2 N9416K DAMAGE-SUBSTANTIAL	CR- 0 0 PX- 0 0	1 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	PRIVATE, AGE 44, 270 PTOTAL HOURS, 68 IN TYPE NOT INSTRUMENT RATED.					
	NAME OF AI DEPARTURE	RPORT - PUEBLO MEM POINT	ORIAL INTENDED DESTINATION		·							
	DALHART	,TEX	PUEBLO, COLO									
	TYPE OF AC					OPERATION						
	OVERSHOO GROUND-W	ATER LOOP-SWERVE				NG LEVEL OFF/TOUCHDOWN NG ROLL						
	PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND PILOT IN COMMAND - MISJUDGED SPEED PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS											
	FACTOR(S)	COMMAND - IMPROPE	R UPERALION OF BRAKES	AND/OK FLI	GHIU	UNTROLS						
	WEATHER	- UNFAVORABLE WIND										
		NEOUS ACTS,CONDIT] IEFING - NO BRIEF]										
		RECAST - UNKNOWN/M				·						
	SKY CONDIT	ION				AT ACCIDENT SITE						
	CLEAR VISIBILITY	AT ACCIDENT SITE		UNLIMITED PRECIPITATION AT ACCIDENT SITE								
	5 OR OVE				ONE							
	OBSTRUCTIO NONE	NS TO VISION AT AG	CIDENT SITE	RELATIVE BEARING OF WIND RIGHT OUARTERING TALL WIND 113-157 DECREES								
	TEMPERATUR	E-F			RIGHT QUARTERING TAIL WIND 113-157 DEGREES WIND DIRECTION-DEGREES							
	70			120								
	WIND VELOC	1 TY-KNOTS			E OF FR	WEATHER CONDITIONS						
	TYPE OF FL	IGHT PLAN		·								
	NONE REMARKS T	WP GAVE WINDS DPC	FNL APCH.LNDD RWY35.									
	REMARKS- I	WE GAVE WINDS DEG	FNE AFCHLENDU KWT95.									
3-2296	8/6/72 TIME - 081		PIPER J3C-65 N92602	CR- 0 1	0		PRIVATE, AGE 25, 606 P TOTAL HOURS, 165 IN TYP					
	11ME - 081	0	DAMAGE-DESTROYED	PX- 0 1	U	PLEASURE/PERSUNAL TRANSI	NOT INSTRUMENT RATED.					
			INTENDED DESTINATION									
	BERTHOUD TYPE OF AC		LOCAL	PHZ	SE DI	F OPERATION						
	STALL S					FF INITIAL CLIMB						
	PROBABLE C	AUSE(S)										
	PILOT IN	COMMAND - FAILED	TO OBTAIN/MAINTAIN FL'	VING SPEED								

BRIEFS OF ACCIDENTS

•

PAGE 982

.

_____ LOCATION AIRCRAFT DATA INJURIES DATE FILE FLIGHT PILOT DATA F S M/N PURPOSE · 3-1807 8/30/72 ELDORA, COLO CESSNA 182J CR- 0 1 0 NONCOMMERCIAL COMMERCIAL, AGE 34, 890 TIME - 0740 N3057F PX- 1 2 0 PLEASURE/PERSONAL TRANSP . TOTAL HOURS, 570 IN TYPE, DAMAGE-DESTROYED INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION NEL IGH • NEBR GRAND JUNCTION, COLO TYPE OF ACCIDENT PHASE OF OPERATION STALL IN FLIGHT OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - DOWNDRAFT, UPDRAFTS WEATHER - HIGH DENSITY ALTITUDE TERRAIN - HIGH OBSTRUCTIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 8000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 40 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR VFR REMARKS- TRIED TO OUTCLIMB RISING TERRAIN.PEAKS OBSCURED BY CLOUDS.DENSITY ALT ABOUT 13000 FT. 3-2084 4/13/72 NR.TARIFFVILLE, CONN CESSNA 185 CR- 1 0 0 NONCOMMERCIAL COMMERCIAL, FL.INSTR., TIME - 1820 N5854T PX- 0 0 0 PLEASURE/PERSONAL TRANSP AGE 29, 1500 TOTAL HOURS, DAMAGE-DESTROYED UNK/NR IN TYPE, INSTRU-MENT RATED. DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT DESCENDING PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IFR OPERATION WEATHER - LOW CEILING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION 0 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE ZERO UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS GROUND FOG BELOW MINIMUMS TYPE OF FLIGHT PLAN OTHER FIRE AFTER IMPACT REMARKS- DESCENDED INTO MT APRXLY 7 MI SHORT OF RWY.

BRIEFS DE ACCIDENTS

PAGE 983

A TAXABLE CONTRACTOR OF A DESCRIPTION OF A

			. BRIEFS	OF A	ссі	DEN	ITS		•
FILE	DATE	LOCATION	AIRCRAFT DATA		F	S M	1/N	PURPOSE	PILOT DATA
	6/27/72 TIME - 11	DANIELSON, CONN 45	BEECHCRAFT M35 N329Z DAMAGE-SUBSTANTIAL	CR-	0	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 41, 85 TOTAL
	NAME OF A DEPARTURE OXFORD TYPE OF A GEAR RE	,CONN CCIDENT	NTENDED DESTINATION DANIELSON,CONN					F OPERATION NG ROLL	
	PROBABLE MISCELL	CAUSE(S) ANEOUS - UNDETERMINE	D						
3-2583	8/1/72 TIME - 13	ANSONIA,CONN 20	CESSNA 150G N8514J DAMAGE-SUBSTANTIAL					INSTRUCTIONAL DUAL	ATR,FLIGHT INSTR., AGE 29, 3649 TOTAL HOURS, 1030 IN TYPE, INSTRUMENT RATED.
	DEPARTURE BRIDGE TYPE OF A	PORT,CONN	ŃTENDED DESTINATION LOCAL ON		Ρ	LA	ND I	- NG OPERATION NG GO-AROUND NG FINAL APPROACH	
	PILOT II FACTOR(S) MISCELL COMPLETE EMERGENCY	N COMMAND - IMPROPER N COMMAND - FAILED T ANEOUS ACTS,CONDITIC POWER LOSS - COMPLET CIRCUMSTANCES - FOR	OPERATION OF POWERPL O OBTAIN/MAINTAIN FLY INS - SIMULATED CONDIT E ENGINE FAILURE/FLAM CED LANDING OFF AIRPC ENG OUIT DUE PROLONGE	'ING S IONS NEOUT- DRT ON	PEE 1 E LA	D NG I		NT CONTROLS	
3-1806	8/2/72 TIME - 10	ROCKY HILL,CONN 30 [°]	BELL 206A N550JA DAMAGE-SUBSTANTIAL					COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, FL.INSTR., AGE 27, 3990 TOTAL HOURS, 1090 IN TYPE, NOT INSTRU- MENT RATED.
	ROCKY H TYPE OF A	ILL,CONN CCIDENT FAILURE OR MALFUNCTI	NTENDED DESTINATION BRIDGEPORT,CONN ON		Ρ	ΤA	KEC	F OPERATION FF VERTICAL NG POWER-OFF AUTOROTATIV	
	MISCELL PERSONN PILOT I PILOT I COMPLETE EMERGENCY	CAUSE(S) ANT - COMPRESSOR ASS ANEOUS ACTS,CONDITIC EL - MAINTENANCE,SER N COMMAND - IMPROPER N COMMAND - IMPROPER POWER LOSS - COMPLET CIRCUMSTANCES - FOR COMPRESSOR OVERDUE U	м.						

.

		·	BRIEFS	S OF	AC	CI	DEN			
FILE			AIRCRAFT DATA		F		SΜ	I/N	FLIGHT PURPOSE	PILOT DATA
	8/11/72 TIME - 1200	BRIDGEPORT,CONN D	CESSNA 182P N73410 DAMAGE-SUBSTANTIAL	C R P X	-	0	0	0 1 NONCOMMERCIAL 0 1 PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 55, 224 Total Hours, 40 in type, Not instrument rated.	
	NAME OF AI DEPARTURE FLINT,M TYPE OF ACC HARD LAN	ICH Cident	INTENDED DESTINATION BRIDGEPORT,CONN			Ρ			DF OPERATION NG LEVEL OFF/TOUCHDOWN	
	PILOT IN REMARKS- NO	COMMAND - IMPROP	PER RECOVERY FROM BOUNCE	ED L	AND.	IN	G			
-19.13		LAUREL, DEL	PIPER PA-28 N3637R DAMAGE-SUBSTANTIAL		(- (-	0 0	0 0	1 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 50, 125 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT R∧TED.
	DEPARTURE I LAUREL,DI TYPE OF ACC UNDERSHOO	CIDENÍ	INTENDED DESTINATION LOCAL							
	FACTOR(S) MISCELLA	COMMAND - MISJUE	DGED DISTANCE AND ALTITU TIONS - OVERLOAD FAILURE NILED.							
-2182	TIME - 1019	LAUREL, DEL	CESSNA 150 N50747 DAMAGE-SUBSTANTIAL		(-	0 0	0 0	2 0	INSTRUCTIONAL CHECK	STUDENT, AGE 40, 38 TOTA Hours, all in type, not Instrument rated.
	DEPARTURE I LAUREL,D TYPE OF ACC UNDERSHO	CIDENT	INTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING FINAL APPROACH LANDING LEVEL OFF/TOUCHDOWN						
	CHECK PIL FACTOR(S) AIRPORTS	COMMAND - MISJUD _ot - Inadequate /airways/faciliti	DGED DISTANCE AND ALTITU SUPERVISION OF FLIGHT ES - AIRPORT CONDITIONS TO MARK END OF RWY.POWE	s o						

. PAGE 985

FILE	DATE	LOCATION	BRIEF AIRCRAFT DATA	***	INJUP			FLIGHT PURPOSE		PILOT DATA
 3 - 2556	7/29/72 TIME - 11 DEPARTURE MILFORD TYPE OF A	POINT DEL	CESSNA 150 N5948G DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR PX	- 0	0 0	1	INSTRUCTIONAL SOLO F OPERATION		STUDENT, AGE 21, 47 TOTAL Hours, all in type, not Instrument rated.
	NOSE OVI							NG ROLL		
		N COMMAND - BECAME	LOST/DISORIENTED D UNSUITABLE TERRAIN							
	TERRAIN MISCELL EMERGENCY	CIRCUMSTANCES - PF	IS INEUVER TO AVOID COLLI ECAUTIONARY LANDING C OSS FURROWS TO AVOID	FF A			•			
8-2022	2/12/72	MARCO ISLAND,FLA	STINSON 108-2	CR	- 0	0	1	NONCOMMERCIAL		PRIVATE, AGE 52, 461
	TIME - 11	15 IRPORT - MARCO ISLA	N184C DAMAGE-SUBSTANTIAL	ΡX	- 0	0	1	PLEASURE/PERSONAL	. TRANSP	TOTAL HOURS, 25 IN TYPE, INSTRUMENT RATED.
	DEPARTURE NAPLES TYPE OF AC GROUND-1	POINT FLA CCIDENT WATER LOOP-SWERVE	INTENDED DESTINATION MARCO ISLAND,FLA		F	LAN	DI	F OPERATION NG ROLL		
	NOSE OVE					LAN	DI	NG ROLL		
			R OPERATION OF BRAKES	AND	JR F	LIGH	т	CONTROLS		
3-2035	2/18/72 TIME - 133	LAKE PLACID,FLA 30	PIPER PA−28 N5743F DAMAGE~SUBSTANTIAL	ΡX	- 0 - 0		1 0	NONCOMMERCIAL PLEASURE/PERSONAL	. TRANSP	PRIVATE, AGE 27, 456 TOTAL HOURS, 39 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE	ARK,FLA	INTENDED DESTINATION LAKE PLACID,FLA		F	рнасе	П	F OPERATION		
	GEAR CO		•		,			NG ROLL		
	FACTOR(S) AIRPORTS	EL - AIRPORT SUPERV S/AIRWAYS/FACILITIE	YISORY PERSONNEL IMPR	S P	DORLY	MAI				
	MISCELL		TO MAINTAIN DIRECTION ONS - OVERLOAD FAILUR WY.		JNTRO)L				

			AIRCRAFT DATA							PILOT DATA	
FILE	DATE			F		S M,	'N	PURPOSE		PILUI DATA	
-2262	2/21/72 TIME - 19 DEPARTURE		PIPER PA-30 N8631Y DAMAGE-DESTROYED NTENDED DESTINATION	CR-	1	0	0	NONCOMMERCIAL	TRANSP TOTAL HOURS, 19 IN TY	PRIVATE, AGE 31, 437 TOTAL HOURS, 19 IN TYPE NOT INSTRUMENT RATED.	
	OPA LOCKA,FLA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT										
	PILOT I FACTOR(S) MISCELL	CAUSE(S) IN COMMAND - SPATIAL (ANEOUS ACTS,CONDITIO CRASHED INTO OCEAN A	NS - AIRCRAFT CAME TO					SANK,PLTS BODY NOT	RECOVER	ED.INJ PRESUMED.	
-1946		TALLAHASSEE,FLA 520	BEECH E18S N5640D DAMAGE-SUBSTANTIAL		0 0	0 0	1 5	COMMERCIAL AIR TAXI-PASSG		AIRLINE TRANSPORT, AGE 47, UNK/NR TOTAL HOURS, 470 IN TYPE, INSTRUMENT	
	DEPARTURE TAMPA TYPE OF A GROUND-	AIRPORT - TALLAHASSEE E POINT II FLA ACCIDENT WATER LOOP-SWERVE DLLAPSED			Ρ	LAI	I DI	OPERATION IG ROLL IG ROLL		RATED.	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED										
		RED IV AT ACCIDENT SITE				UNI REC	. IM [P I	AT ACCIDENT SITE TED ATION AT ACCIDENT	SITE		
	NONE	IONS TO VISION AT ACC	IDENT SITE			RIC	ТІV БНТ	BEARING OF WIND CROSS WIND 068-112	2 DEGREE	S	
	TEMPERATU 77					80	-	RECTION-DEGREES			
	WIND VELOCITY-KNOTS 9 TYPE OF FLIGHT PLAN VFR						OF (WEATHER CONDITIONS	,		

,

PAGE 987

•

·····

			BRIEFS	OF ACC				
FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	RIES		FLIGHT PURPOSE	PILOT DATA
3-1965	5/2/72 TIME - 143		PIPER PA-24 N9169P DAMAGE-SUBSTANTIAL	CR- 0 PX- 0			IN STRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 26, 1989 TOTAL HOURS, 221 IN TYPE, INSTRUMENT RATED.
	NAME OF AI DEPARTURE CLEARWAT TYPE OF AC WHEELS-U							
	DUAL STU FACTOR(S)	I COMMAND - INADEQU IDENT - FAILED TO E	ATE SUPERVISION OF FL: XTEND LANDING GEAR DNS - CHECKLIST-FAILEI					
3-1972	5/5/72 TIME - 102	PANAMA CITY,FLA 25	CESSNA 150 N6916F DAMAGE-SUBSTANTIAL				NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, FL.INSTR., AGE 41, 840 TOTAL HOURS, 300 IN TYPE, NOT INSTRU- MENT RATED.
	DEPARTURE ARDMORE TYPE OF AC ENGINE F	*TENN	INTENDED DESTINATION PANAMA CITY,FLA ION		IN	FL	F OPERATION IGHT DESCENDING NG LEVEL OFF/TOUCHDOWN	
	PILOT IN MISCELLA FACTOR(S) MISCELLA COMPLETE P EMERGENCY	N COMMAND - INADEQU N COMMAND - MISMANA ANEOUS ACTS,CONDITI ANEOUS ACTS,CONDITI POWER LOSS - COMPLE	ONS - FUEL EXHAUSTION ONS - AIRCRAFT CAME T TE ENGINE FAILURE/FLA RCED LANDING OFF AIRP	D REST I MEOUT - 1	N WA ENGI	TER	NN ING	
3-1835	5/19/72 TIME - 100	JACKSONVILLE,FLA	BEECH 35-B33 N68860 Damage-Substantial				NONCOMMERCIAL BUSINESS	PRIVATE, AGE 43, 300 TOTAL HOURS, 283 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AI DEPARTURE DOUGLAS TYPE OF AC WHEELS-U	S,GA CCIDENT					F OPERATION NG LEVEL OFF/TOUCHDOWN	
	FACTOR(S) PILOT IN AIRFRAME PERSONNE	N COMMAND - FAILED N COMMAND - DIVERTE E - LANDING GEAR L EL - MAINTENANCE,SE	TO EXTEND LANDING GEA D ATTENTION FROM OPER ANDING GEAR WARNING A RVICING,INSPECTION I CTD PLT DURG LNDCK.PL	ATION OF ND INDIC NADEQUAT	ATIN E MA	Ġ C INT	OMPONENTS	ISSUED.WRNG INOP.

. -

				S OF AC		DENT	s					
FILE		LOCATION	AIRCRAFT DATA	IN. F	JUR =	IES S M/	'N	FLIGHT PURPOSE	PILOT DATA			
3-2042	5/23/72 F TIME - 0603	ORT MYERS, FLA	CESSNA 150 N53170 DAMAGE-SUBSTANTIAL	CR- PX-	Ó O	0 0	1	INSTRUCTIONAL SOLO	STUDENT, AGE 51, 16 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.			
	DEPARTURE PO FORT MYERS TYPE OF ACCI	SFLA DENT ER LOOP-SWERVE			Ρ	LAN	DIN	= OPERATION NG ROLL NG ROLL	INSTRUMENT KATED.			
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PERSONNEL - FLIGHT INSTRUCTOR INADEQUATE SUPERVISION OF FLIGHT WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED											
	5 OR OVER	T ACCIDENT SITE 5 TO VISION AT ACC F Y-KNOTS	IDENT SITE	CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE RELATIVE BEARING OF WIND LEFT QUARTERING HEAD WIND 293-337 DEGREES WIND DIRECTION-DEGREES 260 TYPE OF WEATHER CONDITIONS VFR								
3-2089	TIME - 1530 NAME OF AIRF DEPARTURE PC OPA LOCKA, TYPE OF ACCI	FLA DENT	BELL 47G N4837 DAMAGE-SUBSTANTIAL NTENDED DESTINATION LOCAL		0	0 HASE	0 0 F	CHECK · ·	COMMERCIAL, AGE 23, 1012 TOTAL HOURS, 50 IN TYPE, NOT INSTRUMENT RATED.			
	PILOT IN C FACTOR(S) CHECK PILC CHECK PILC CHECK PILC MISCELLANE	ISE(S) T - IMPROPER LEVI OMMAND - INADEQUI T - MISUNDERSTAND T - FAILED TO INI OUS ACTS, CONDITIO	NTE SUPERVISION OF FL DING OF ORDERS OR INST REFLIGHT PREPARATION A TIATE GO-AROUND DNS - AIRCRAFT CAME TO	TRUCTIC AND/OR D REST	PL IN	ANN I WAT	NG	NG POWER-ON LANDING	HEIGHT ABOVE LAKE.			

PAGE 989

A second and a second sec

			BRIEFS	S OF ACC			
FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	RIES S M/M	FLIGHT N PURPOSE	PILOT DATA
		LAKELAND, FLA	PIPER PA-24 N6381P DAMAGE-SUBSTANTIAL	CR- 0 PX- 0	0 1	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 53, 300 TOTAL HOURS, 200 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF A DEPARTURE LAKELAN TYPE OF A WHEELS-	D,FLA CCIDENT				OF OPERATION DING LEVEL OFF/TOUCH	
	FACTOR(S)	N COMMAND - FAILED) TO EXTEND LANDING GEAF TIONS - CHECKLIST-FAILED				
-1948	TIME - 16	ORLANDO,FLA 50 IRPORT - HERNDON	CESSNA [°] 310F N5800X DAMAGE-SUBSTANTIAL			L NONCOMMERCIAL D BUSINESS	PRIVATE, AGE 42, 837 TOTAL HOURS, 267 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE	POINT ILLE,FLA CCIDENT	INTENDED DESTINATION HERNDON			OF OPERATION DING ROLL	
	MISCELL	E - LANDING GEAR ANEOUS ACTS,CONDIT EL - MAINTENANCE,S	NOSEWHEEL ASSEMBLIES TIONS - IMPROPER CLEARAN SERVICING,INSPECTION IN DURG RETRACT,WOULD NOT L	NADEQUAT	E MAIN		DN
-2144	6/8/72 TIME - 15	TAMPA,FLA 55	CESSNA 177 N2378Y DAMAGE-DESTROYED) NONCOMMERCIAL) PLEASURE/PERSONAL	STUDENT, AGE 52, 80 TOTAL TRANSP HOURS, 13 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE TAMPA,F TYPE OF A	LA	INTENDED DESTINATION LOCAL		TAKE	OF OPERATION EOFF INITIAL CLIMB LIGHT OTHER	
	PILOT I PILOT I FACTOR(S) PILOT I PARTIAL P EMERGENCY	ANT - MISCELLANEOL N COMMAND - IMPROP N COMMAND - FAILEC N COMMAND - MISUSE OWER LOSS - PARTIA CIRCUMSTANCES F	JS POWERPLANT FAILURE F PER IN-FLIGHT DECISIONS D TO OBTAIN/MAINTAIN FLY D OR FAILED TO USE FLAF NL LOSS OF POWER - 1 ENG ORCED LANDING ON AIRPOR F PWR,NO MALFUNCTION FOU	OR PLAN YING SPE PS SINE RT/SEAPL	NING ED ANE BA	SE/HELIPT.	S WERE FULL DOWN.

FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	RIES S M/	N	FLIGHT PURPOSE	PILOT DATA
3-1999	6/9/72 TIME - 11 DEPARTURE MIAMI, TYPE OF A ENGINE	NR.OPA LOCKA,FLA 130	CESSNA 172B N8112X DAMAGE-SUBSTANTIAL INTENDED DESTINATION WEST HOLLYWOOD,FLA	CR- 0 PX- 0	0 0 PHASE IN	1 N 2 F 0F FLIG	ONCOMMERCIAL PLEASURE/PERSONAL TRANS OPERATION GHT NORMAL CRUISE ROLL	PRIVATE, AGE 44, 283 SP TOTAL HOURS, 23 IN TYPE, NOT INSTRUMENT RATED.
	MISCELL PERSONN TERRAIN COMPLETE EMERGENCY	ANT - IGNITION SYS ANEOUS ACTS,CONDIT NEL - MAINTENANCE,S V - WET,SOFT GROUND POWER LOSS - COMPL Y CIRCUMSTANCES - FO	TEM MAGNETOS IONS - FROZEN, MOISTURE ERVICING,INSPECTION IN ETE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPO DITAGE BREAKDOWN DUE MO	NADEQUAT NEOUT-1 DRT ON L	ENG I N AN D	E		
-1997	TIME - 18 DEPARTURE LIVE OA TYPE OF A MISCELL	330 E POINT AK + FLA ACCIDENT	PIPER PA-25 N6448Z DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	PX- 0	O PHASE IN	O A OF FLIG	COMMERCIAL ASSOC CROP CTL ACTIVIT OPERATION GHT EN ROUTE TO TREAT 5 FINAL APPROACH	Y TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED.
	MISCELL MISCELL PERSONN PILOT I	1ENTS/EQUIPMENT AND ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT NEL - MAINTENANCE,SI IN COMMAND - INCAPA	RVICING, INSPECTION IM	ALLED IPROPER	MAINT			
	KIND OF PILOT'S GOGGLES COCKPIT TANK/HO	HOURS IN CROP CONTRI CROP - TOBACCO SEAT BELT - FASTEI S - NOT USED CRASHPAD - INSTALI DPPER-LOCATION - FOF	NED-PROPERLY		TYPE GLOVE CRASH CRASH	DF C S HEL BAR	DPERATION - SPRAYING C CHEMICAL USED - LIQUID NOT USED MET - AVAILABLE-USED C - INSTALLED C HOSE RUPTURED,BLINDED	CHEMICAL-TOXIC

PAGE 991

and the second second

	FILE	DATE	LOCATION	AIRCRAFT DATA		JURIES F S M/N	FLIGHT PURPOSE		PILOT DATA
	3-2090	6/22/72 TIME - 170	FT PIERCE,FLA DO	CESSNA 150 N22369 DAMAGE-SUBSTANTIAL		0 0 1 0 0 0	INSTRUCTIONAL Solo		STUDENT, AGE 31, 13 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
4 · -		DEPARTURE FT PIERO TYPE OF AC	CE,FLA CCIDENT WATER LOOP-SWERVE		. •	TAKEC	F OPERATION FF RUN FF RUN		
		PROBABLE (PILOT II FACTOR(S)		TO MAINTAIN DIRECTIONA	L CON	TROL			
		PERSONNI WEATHER WEATHER BI	EL – FLIGHT INSTRUCT – UNFAVORABLE WIND RIEFING – NO BRIEFIN DRECAST – UNKNOWN/NO	NG RECEIVED	ISION	OF FLIG⊦	т		
		5 OR DVE OBSTRUCTIO HAZE TEMPERATU	ED Y AT ACCIDENT SITE ER DNS TO VISION AT ACC	CIDENT SITE		UNLIM PRECIPI NONE RELATIV HEAD WIND DI	AT ACCIDENT SI ITED TATION AT ACCID E BEARING OF WI WIND 338-022 DE RECTION-DEGREES	ND GREES	
		10 TYPE OF FE NONE	CITY-KNOTS LIGHT PLAN WIND GUSTING 25K.			250 TYPE OF VFR	WEATHER CONDIT	IONS	
	3 - 2141	6/24/72 TIME - 150		CHAMPION 7KCAB N5135X DAMAGE-SUBSTANTIAL INTENDED DESTINATION			NONCOMMERCIAL , practice		PRIVATE, AGE 41, 523 TOTAL HOURS, 316 IN TYPE NOT INSTRUMENT RATED.
						IN FL	F OPERATION IGHT OTHER IGHT UNCONTROL	LED DESCENT	
		MISCELL MISCELL FACTOR(S)	- FLIGHT CONTROL S' ANEOUS ACTS,CONDITIO	YSTEMS ELEVATOR AND E DNS - MATERIAL FAILURE DNS - CORRODED/CORROSI		OR TAB CO	NTROL SYSTEM	·	

			BRIEFS						
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	JUR F	IE: S M	5 47N	FLIGHT PURPOSE	PILOT DATA
	6/26/72 TIME - 11 NAME OF A DEPARTURE	WAUCHULA,FLA 30 IRPORT - WACHULA MU POINT	CESSNA 182 N2681G DAMAGE-SUBSTANTIAL	. CR- PX-				NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	PRIVATE, AGE 36, 220 P TOTAL HOURS, 154 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF A		POSTS					F OPERATION OTHER	
	MISCELL	N COMMAND - STARTED) ENGINE WITHOUT PROPER ONS - TIEDOWN LINES SN			NCI	E/EQ	UIPMENT	
3-2143	TIME - 17	05	CESSNA 150J N60521 DAMAGE-SUBSTANTIAL	РХ-	0 0	0 0	1 0	INSTRUCTIONAL SOLO	STUDENT, AGE 22, 33 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF A	CCIDENT FAILURE OR MALFUNCT	INTENDED DESTINATION JACKSONVILLE, FLA			11	V FL	F OPERATION IGHT NORMAL CRUISE NG ROLL	
	MISCELL TERRAIN PARTIAL PI EMERGENCY	ANT - LUBRICATING S ANEOUS ACTS;CONDIT - WET;SOFT GROUND DWER LOSS - PARTIAL CIRCUMSTANCES - FO	SYSTEM OTHER ONS - PRESSURE TOO LOV LOSS OF POWER - 1 ENG RCED LANDING OFF AIRPO OR UNDETERMINED REASON	GINE DRT ON			√AM P	•	
3 - 2142	7/1/72 TIME - 11	HOMESTEAD,FLA 06	CESSNA 180 N4571B DAMAGE-SUBSTANTIAL	Р X 				MISCELLANEOUS PARAJUMP	PRIVATE, AGE 43, 1299 TOTAL HOURS, 408 IN TYPE, NOT INSTRUMENT RATED.
		AD,FLA CCIDEN⊤						F OPERATION IGHT NORMAL CRUISE	
		RESERVE CHUTE OPENE	D,SPILLED INTO SLIPSTF ACFT,DMGD DOOR FRAME.L		. a				

PAGE 993

and the property of the second s

FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	RIES S M	/N	FLIGHT PURPOSE		PILOT DATA	
		ST. AUGUSTINE, FLA	PIPER PA-23 N1183P DAMAGE-SUBSTANTIAL	CR- 0 PX- 0					COMMERCIAL, FL.INSTR., AGE 29, 3458 TOTAL HOURS, 140 IN TYPE, INSTRUMENT RATED.	
	BALTIMON TYPE OF ACC	RE,MD	NTENDED DESTINATION FT. LAUDERDALE,FLA ON							
	PILOT IN PILOT IN	AUSE(S) COMMAND - INADEQUA COMMAND - BECAME L COMMAND - IMPROPER NEOUS ACTS,CONDITIC	NN ING							
	INSTRUMEN INSTRUMEN MISCELLAN MISCELLAN COMPLETE PO EMERGENCY (NTS/EQUIPMENT AND A NEOUS ACTS,CONDITIC NEQUS ACTS,CONDITIC DWER LOSS - COMPLET CIRCUMSTANCES - FOR	CCESSORIES - COMMUNIC	CATIONS D RÊEST I MEOUT-2 DRT ON W	AND N WA ENGI ATER	NAV TER NES	IGATION EQUIPMEN	T VOR RE		
-2323	7/3/72 TIME - 1555		PIPER PA-30 N8602Y DAMAGE-SUBSTANTIAL	PX- C					COMMERCIAL, FL.INSTR., AGE 28, 1555 TOTAL HOURS, 30 IN TYPE, INSTRUMENT RATED.	
		A,FLA CIDENT	NTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING ROLL						
		AUSE(S) DENT - INADVERTENTL JLTI-ENG TRANSITION	Y RETRACTED GEAR							
8-2315	7/7/72 TIME - 173	PENSACOLA, FLA	PIPER J-3 N6685H DAMAGE-DESTROYED	CR- C PX- C	0	1 1	NONCOMMERCIAL Pleasure/person	IAL TRANSP	PRIVATE, AGE 59, 600 TOTAL HOURS, 200 IN TYPE,	
	DEPARTURE PENSACOL TYPE OF ACC STALL	A, FLA	INTENDED DESTINATION				F OPERATION IGHT LOW PASS		NOT INSTRUMENT RATED.	
	PILOT IN FACTOR(S) MISCELLA	COMMAND - FAILED T COMMAND - IMPROPER NEOUS ACTS,CONDITIC	O OBTAIN/MAINTAIN FL OPERATION OF FLIGHT DNS - AIRCRAFT CAME TO IN 300EG BANK LEFT	CONTROL D REST 1	S	TER				

	DATE	LOÇATION	AIRCRAFT DATA	IN	JUR F	IES S M	/ N	PURPOSE	PILOT DATA
		PENSACOLA, FLA	PIPER PA-23 N4746P DAMAGE-SUBSTANTIAL	CR-	0	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 54, 486 TOTAL HOURS, 31 IN TYPE, NOT INSTRUMENT RATED.
		LA IDENT	NTENDED DESTINATION PENSACOLA, FLA		Ρ			F OPERATION NG LEVEL OFF/TOUCHDOWN	NUT INSTRUMENT RATED.
	FACTOR(S)	COMMAND - FAILED T	D ASSURE THE GEAR WAS NS - CHECKLIST-FAILEC			DL	оск	ED ·	
-2572	7/20/72 TIME - UNK/	CEDAR KEY,FLA NR	CESSNA 172H N1644F DAMAGE-DESTROYED	CR- PX-	1 1	0 0	0 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 37, 2000 TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE P CRYSTAL TYPE OF ACC	RIVER FLA	NTENDED DESTINATION LOCAL CONTROLLED					F OPERATION IGHT OTHER	
	PILOT IN MISCELLAN FACTOR(S) MISCELLAN MISSING AIR	COMMAND - PHYSICAL COMMAND - MISJUDGE EOUS ACTS,CONDITIO EOUS ACTS,CONDITIO CRAFT - LATER RECO) CLEARANCE NS - ALCOHOLIC IMPAIR NS - AIRCRAFT CAME TG VERED	REST	ΙN	WA	TER		R CARTWHEELED.
-2676	7/23/72 TIME - 1105	, .	CESSNA 150 N7986F DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1 0	INSTRUCTIONAL SOLO	STUDENT, AGE 54, 16 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
		IDENT			Ρ	LΑ	NDI	F OPERATION NG LEVEL OFF/TOUCHDOWN NG LEVEL OFF/TOUCHDOWN	
		USE(S)							

STREET-ISPACE

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE BEECH A23-24 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 40, 144 N4739J PX- 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 16 IN TYPE, 3-2563 7/30/72 SANIBEL, FLA TIME - 1530 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - SANIBEL ISLAND DEPARTURE POINT INTENDED DESTINATION SAN IBEL, FLA POMPANO, FLA TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFE INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISUSED OR FAILED TO USE FLAPS REMARKS- SET FLAPS TO FULL DOWN POS. ACET WOULDNT CLIMB SO PLT RETRACTED FLAPS.HIT FENCE.BRUSH & TREES. 3-2314 8/11/72 FT PIERCE, FLA PIPER PA-25 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 26, 2691 TIME - 1053 N4404Y PX- 0 0 0 BUSINESS TOTAL HOURS, 76 IN TYPE. DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - SUNRISE DEPARTURE POINT INTENDED DESTINATION FT PIERCE,FLA LAKELAND, FLA TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE, FENCEPOSTS TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE $E \Delta C T \cap R(S)$ TERRAIN - HIGH OBSTRUCTIONS REMARKS- AFTR HITTING TWO 4FT WIRE FENCES, HIT TWO PINE TREES. 3-2532 9/23/72 ELEERS ELA CESSNA 150 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 39, 137 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 94 IN TYPE, TIME - 1110 N22806 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - W PASCO AIRPARK DEPARTURE POINT INTENDED DESTINATION W.PASCO COUNTY ARPT LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED

FILE	DATE	LOCATION			INJUR F	S M/N	PURPOSE		PILOT DATA			
3-1962	5/2/72 TIME - 081 DEPARTURE HAWKINS TYPE OF AC	POINT VILLE⊅GA	AERO COMDR	S-2R TANTIAL	CR- 0 PX- 0	0 1 0 0	COMMERCIAL		COMMERCIAL, AGE 29, 1514 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED.			
	COLLIDED WITH DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE FACTOR(S) WEATHER - FOG MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT											
•	1 MILE O OBSTRUCTIO GROUND F WIND DIREC 150	AT ACCIDENT SITE R LESS NS TO VISION AT AC	CIDENT SITE		P T W	400 RECIPI NONE EMPERA 61 IND VE 4	AT ACCIDENT TATION AT AC TURE-F LOCITY-KNOTS FLIGHT PLAN	CIDENT SITE	· ·			
	KIND OF PILOT'S GOGGLES COCKPIT TANK/HOP	TA URS IN CROP CONTROI CROP – OTHER SEAT BELT – UNKNOWI – NOT USED CRASHPAD – INSTALLI PER-LOCATION – FOR ONT SPRAY FLT WITH	N/NOT REPORTED ED WARD OF PILOT		T G C C	YPE OF LOVES RASH H RASH B	CHEMICAL US - NOT USED ELMET - AVAI AR - INSTALL	ED	ICAL-TOXIC			
-1817	TIME - 171		HUGHES 2698 N9564F DAMAGE-SUBS				MISCELLANEO OTHER PUBLI		COMMERCIAL, FL.INSTR., AGE 25, 2461 TOTAL HOURS 847 IN TYPE, NOT INSTRU- MENT RATED.			
		GA CIDENT DING	INTENDED DESTI ATLANTA,GA	NATION	P		F OPERATION NG POWER-OF	F AUTOROTATIV	E LANDING			

A DESCRIPTION OF A DESC

FILE	DATE LOCATIO					FLIGHT	PILOT DATA				
			F	S M,							
-1816	5/18/72 VIENNA,GA TIME - 0900	CESSNA 188 N5699J DAMAGE-SUBSTANTIAL	CR- PX-			OMMERCIAL ERIAL APPLICATION	PRIVATE, AGE 26, 151 TOTAL HOURS, 48 IN TYPE, NOT INSTRUMENT RATED.				
	DEPARTURE POINT VIENNA,GA	INTENDED DESTINATION VIENNA,GA	-								
	TYPE OF ACCIDENT COLLISION WITH GROUN	D/WATER CONTROLLED				DPERATION HT SWATH RUN					
	PROBABLE CAUSE(S) PILOT IN COMMAND - M FACTOR(S)						·				
		TTEMPTED OPERATION BEYOND E	EXPERIEN	LE/AB		LEVEL					
	SPECIAL DATA TOTAL HOURS IN CROP KIND OF CROP - OTHER GLOVES - USED CRASH HELMET - AVAIL	ABLE-USED		T YPE GOGGI COCKI	OF CI ES - IT CI	PERATION - SPRAYING HEMICAL USED - LIQUI USED RASHPAD - INSTALLED	D CHEMICAL-TOXIC				
	CRASH BAR - INSTALLE TERRAIN-TYPE - HILLY SWATH RUN-HOW FLOWN REMARKS- NO EVIDENCE O	- WIND CALM				ER-LOCATION - FORWAR -AREA BEING TREATED-					
-1899	5/25/72 TWIN LAKES, TIME - 1905	N2795X DAMAGE-DESTROYED	PX-			DNCOMMERCIAL LEASURE/PERSONAL TRA	COMMERCIAL, AGE 46, 573 NSP TOTAL HOURS, 13 IN TYPE INSTRUMENT RATED.				
,	DEPARTURE POINT HAMMOCK LAKE,GA TYPE OF ACCIDENT-					DPERATION					
	COLLIDED WITH DIRT BANK TAKEOFF INITIAL CLIMB										
	PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO ABORT TAKEOFF										
	FACTOR(S) MISCELLANEOUS ACTS,C REMARKS- PLT DIDNT DRA	ONDITIONS - AIRCRAFT CAME ' IN FLOATS. HIT DAM.	TO REST	IN WA	ER						
3-1848	6/3/72 INDIAN SPRI TIME - 1000	N6303T					PRIVATE, AGE 43, UNK/NR NSP TOTAL HOURS, 1200 IN				
	DEPARTURE POINT WASHINGTON,DC	DAMAGE-DESTROYED INTENDED DESTINATION COLUMBUS,GA					TYPE, INSTRUMENT RATED.				
	TYPE OF ACCIDENT AIRFRAME FAILURE IN	,		IN	FLIG	OPERATION HT OTHER HT UNCONTROLLED DES	CENT				
	PROBABLE CAUSE(S) MISCELLANEOUS - UNDE FACTOR(S)	TERMINED									
	MISSING AIRCRAFT - LAT	ONDITIONS - SEPARATION IN ER RECOVERED RUDDER TRIM TAB AND PIECES		IGLAS	C AN	OPY WERE FOUND SEVER	AL MIS FROM WRECKAGE.				

FILE	DATE	LOCATION	AIRCRAFT DATA	 T N	JUR	=	FLIGHT	PILOT DATA
	DATE	LUCKTION	ATRONALL DATA	1		M/N	PURPOSE	TILOT DATA
-2283	DEPARTURE I	RPORT - SOUTH EXP POINT	INTENDED DESTINATION				NONCOMMERCIAL PLEASURE/PERSONAL TRANS	COMMERCIAL, AGE 42, 1985 P TOTAL HOURS, 4 IN TYPE, INSTRUMENT RATED.
	JONESBOR TYPE OF ACC OVERSHOO NOSE OVER	CIDENT	JONESBOR 0, GA		Pŀ	LAND	DF OPERATION ING LEVEL OFF/TOUCHDOWN ING ROLL	
	PILOT IN FACTOR(S) WEATHER - MISCELLAN WEATHER BR	COMMAND - SELECTE	DNS - DOWNWIND NG RECEIVED	ε το	EXIS	TING	WIND	
	VISIBILITY 5 OR DVEN OBSTRUCTION HAZE WIND DIRECT 10	NOT REPORTED AT ACCIDENT SITE R NS TO VISION AT AC TION-DEGREES	CIDENT SITE		PF RE W:	UNLII ECIP NONE LATI LEFT ND V 19	G AT ACCIDENT SITE MITED ITATION AT ACCIDENT SITE VE BEARING OF WIND QUARTERING TAIL WIND 203 ELOCITY-KNOTS	-247 DEGREES
	TYPE OF WEA VFR	ATHER CONDITIONS			Τ١	'PE OI NONE	FLIGHT PLAN	
3-2353	6/10/72 TIME - 1330		AERONCA 7AC N3481E DAMAGE-SUBSTANTIAL				NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 59, 827 P TOTAL HOURS, 14 IN TYPE NOT INSTRUMENT RATED.
	DEPARTURE I WINDER, TYPE OF ACC ENGINE F	GA .	INTENDED DESTINATION STONE MOUNTAIN,GA ION		PF ,	ΤΑΚΕ	DF OPERATION DFF INITIAL CLIMB ING ROLL	
	POWERPLAN MISCELLAN TERRAIN - FACTOR(S) MISCELLAN COMPLETE PO EMERGENCY (COMMAND - INADEQU NT - ENGINE STRUCT VEOUS ACTS,CONDITI - OTHER VEOUS ACTS,CONDITI DWER LOSS - COMPLE LIRCUMSTANCES - FO	DNS - DÌL STARVATION DNS - PRESSURE TOO LOW TE ENGINE FAILURE/FLAM RCED LANDING OFF AIRPO	EOUT- RT OM	-1 EM	IG I NE ID	ANNING IT TERRACE HIDDEN BY HI G	RASS.

2 "Personal control of the second se second sec

TIME - 1615 N7789K PX-0 0 0 DUAL TOTAL HOURS, 25 IN NAME OF AIRPORT - STONE MOUNTAIN DEPARTURE POINT INTENDED DESTINATION STONE MOUNTAIN.6A LOCAL INSTRUMENT RATED. STONE MOUNTAIN.6A LOCAL PHASE OF OPERATION GROUND-WATER LOOF-SWERVE LANDING ROLL INSTRUMENT RATED. PROBABLE CAUSE(S) DUAL STUDENT - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT AIRFRAME - LANDING GEAR TAILWHEL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS- ACFT LEFT RWY AND WENT DN EMBANKMENT. COMMERCIAL COMMERCIAL, AGE 37 TOTAL HOURS, 88 IN NOT INSTRUMENT RATE DEPARTURE POINT 3-2145 6/14/72 MCDONDUGH,GA CESSNA 180 CR-0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 37 TOTAL HOURS, 88 IN NOT INSTRUMENT RAT 3-2145 6/14/72 MCDONDUGH,GA CESSNA 180 CR-0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 37 TOTAL HOURS, 88 IN NOT INSTRUMENT RAT 3-2147 6/14/72 MUBLIN,GA ILCAL PHASE OF. OPERATION LANDING ROLL NOT INSTRUMENT RAT 3-2147 6/16/72 DUBLIN,GA PIPER PA-24 N5100P CR-0 0 1 NONCOMMERCIAL NONCOMMERCIAL COMMERCIAL, FL.INS			. · · · ·	BRIEFS							
 3-2317 6/13/72 'TONE MOUNTAIN,GA LUSCOMB BA CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, AGE 35 INTER OWNARGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DEPARTURE POINT INTENDED DESTINATION STOKE MOUNTAIN,GA LUCAL LACLA LUCAL LANDING ROLL INSTRUMENT RATED. MAME OF AIRPORT - STONE MOUNTAIN GAA LUCAL LANDING ROLL CAUSE(S) DAMAGE-SUBSTANTIAN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT AIRFARME - LANDING GAR TAILWHEAL SASEMBLIES MISCELLANEOUS ACTS/CONDITIONS - MATERIAL FALLURE REMARKS- ACFT LEFT RWY AND WENT ON EMBANKENT. 3-2145 6/14/72 MCDONUGH,GA CESSINA 180 CR- 0 0 1 NONCOMMERCIAL DEPARTURE POINT INTERMED DESTINATION MAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DEPARTURE POINT INTERMED DESTINATION MCOONDUGH-GA LUCAL DAMAGE-SUBSTANTIAL DEPARTURE POINT INTERMED DESTINATION MCOONDUGH-GA CESSINA 180 CR- 0 0 1 NONCOMMERCIAL TOTAL HOUR, 88 IN NOT INSTRUMENT RATE D. NATE OF AIRPORT - KELLY GREEN DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DEPARTURE POINT INTERDED DESTINATION MCOONDUGH-GA CESSINA 180 CR- 0 0 1 NONCOMMERCIAL TOTAL HOUR, 88 IN NOT INSTRUMENT RAT TOTAL HOUR, 88 IN NOT INSTRUMENT RAT TOTAL HOUR, 88 IN NOT INSTRUMENT RAT TOTAL HOUR, 90 AGE SUBSTANTIAL DEPARTURE POINT INTERDED DESTINATION MCOONDUGH-GA CESSIN AND DESTINATION MCOONDUGH-GA PLOENT INTENDED DESTINATION MCOONDUGH-GA CESSIN AND DESTINATION MCOONDUGH-GA CIESTINATION DAMAGE-MONE CAUSE(S) DAMAGE-MONE CIEL PARTURE POINT MINED DESTINATION MCOONDUGH-GA CIESTINATION TOTAL HOURS, 60 THAN TOTAL HOURS, 60 THAN TON DAMAGE-MONE CIEL PARTURE POINT MINED DESTINATION MCOONDUGH-GA CUISE TINATION TORAL CRUISE THAN TORONAL CRUISE THAN TORONAL CRUISE THAN TORONAL CUISE TINATION TORONAL CUISE TINATE SUBJECTION TIN FLIGHT		DATE	LOCATION	AIRCRAFT DATA	IN	JUR F	IES S M	/N	PURPOSE		PILOT DATA
DUAL STUDENT - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(5) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT AIRFANE - LANDING GERA TAILWHEL ASSEMBLIES MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE REMARKS - ACFT LEFT RWY AND WENT DN EMBANKMENT. 3-2145 6/14/72 MCDONDUGH,GA CESSNA 180 CR- 0 0 1 NONCOMMERCIAL TIME - 1000 DAMAGE - SUBSTANTIAL NAME OF AIRPORT - KELLY GREEN ACRES DEPARTURE POINT INTENDED DESTINATION MCDONDUGH,GA LOCAL TYPE OF ACCIDENT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS 3-2147 6/16/72 DUBLIN.GA PIPER PA-24 CR- 0 0 1 NONCOMMERCIAL NGEN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS 3-2147 6/16/72 DUBLIN.GA PIPER PA-24 CR- 0 0 1 NONCOMMERCIAL NGEN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS 3-2147 6/16/72 DUBLIN.GA PIPER PA-24 CR- 0 0 1 NONCOMMERCIAL NGEN CAMAGE - NONE DEPARTURE POINT INTENDED DESTINATION MCON.GA PATTERSON ISLAND.GA TYPE OF ACCIDENT INTENDED MESTINATION MCON.GA PATTERSON ISLAND.GA TYPE OF ACCIDENT INTENDED MESTINATION MCON.GA PATTERSON ISLAND.GA TYPE OF ACCIDENT INTENDED MESTINATION MCON.GA PATTERSON ISLAND.GA TYPE OF ACCIDENT IN FLIGHT.CLEAR AIR MEATHER RETENS = BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE SOR OVER		6/13/72 TIME - 1615 NAME OF AIRP DEPARTURE PO STONE MOUN TYPE OF ACCI GROUND-WAT	TONE MOUNTAIN,GA ORT - STONE MOUNTA DINT II ITAIN,GA DENT ER LOOP-SWERVE	LUSCOMB 8A N7789K DAMAGE-SUBSTANTIAL AIN NTENDED DESTINATION LOCAL	CR-	Ò O	0 0 HAS	2 0 E C	INSTRUCTIONAL DUAL DF OPERATION NG ROLL		COMMERCIAL, AGE 38, 2951 TOTAL HOURS, 25 IN TYPE, INSTRUMENT RATED.
TIME - 1000 NA4GC PX- 0 0 0 BUSINESS TOTAL HOURS, 88 IN DAMAGE-SUBSTANTIAL NAME OF AIRPORT - KELLY GREEN ACRES DEPARTURE POINT INTENDED DESTINATION MCCDNDUGH-GA LOCAL PHASE OF DPERATION NOSE OVER/DOWN LANDING FOLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS 3-2147 6/16/72 DUBLIN,GA PIPER PA-24 CR- 0 0 1 NONCOMMERCIAL TIME - 1450 N5100P PX- 0 1 1 PLEASURE/PERSONAL TRANSP AGE 44, 6500 TOTAL DAMAGE-NONE DESTINATION MACON,GA PIPER PA-24 CR- 0 0 1 NONCOMMERCIAL DAMAGE-NONE PX- 0 1 1 PLEASURE/PERSONAL TRANSP AGE 44, 6500 TOTAL 50 IN TYPE, INSTRUM RATED. PROBABLE CAUSE(S) WEATHER F - TURBULENCE IN FLIGHT,CLEAR AIR WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE SOR OVER		DUAL STUDE FACTOR(S) PILOT IN C AIRFRAME - MISCELLANE	NT - FAILED TO MA COMMAND - INADEQUA LANDING GEAR TA OUS ACTS, CONDITION	TE SUPERVISION OF FLI ILWHEEL ASSEMBLIES NS - MATERIAL FAILURE	[GHT						
DEPARTURE POINT INTENDED DESTINATION MCDONDUGH;GA LOCAL PHASE OF. DPERATION LOCAL PASE OF. DPERATION NOSE OVER/DOWN LONDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS 3-2147 6/16/72 DUBLIN;GA PIPER PA-24 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, FL.INS' TIME - 1450 DAMAGE-NONE PX- 0 1 1 PLEASURE/PERSONAL TRANSP AGE 44, 6500 TOTAL DAMAGE-NONE DAMAGE-NONE S0 IN TYPE, INSTRUM DEPARTURE POINT INTENDED DESTINATION MACON;GA PATTERSON ISLAND;GA TYPE OF ACCIDENT PATTERSON ISLAND;GA TYPE OF ACCIDENT FLIGHT,CLEAR AIR MEATHER - TURBULENCE IN FLIGHT,CLEAR AIR MEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 DR OVER	3-2145	TIME - 1000		N44GC DAMAGE-SUBSTANTIAL							COMMERCIAL, AGE 37, 1211 TOTAL HOURS, 88 IN TYPE, NOT INSTRUMENT RATED.
PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS 3-2147 6/16/72 DUBLIN,GA PIPER PA-24 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, FL.INS' TIME - 1450 N5100P PX- 0 1 1 PLEASURE/PERSONAL TRANSP COMMERCIAL, FL.INS' DEPARTURE POINT INTENDED DESTINATION AGE 44, 6500 TOTAL DEPARTURE POINT INTENDED DESTINATION PATERSON ISLAND,GA TYPE OF ACCIDENT PATTERSON ISLAND,GA PHASE OF OPERATION TURBULENCE PROBABLE CAUSE(S) PHASE OF OPERATION WEATHER BRIEFING - BRIEFED BY FLIGHT,CLEAR AIR PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST CEILING AT ACCIDENT SITE SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED VISIBILITY AT ACCIDENT SITE YISBILITY AT ACCIDENT SITE PROLIMITED		DEPARTURE PO MCDONOUGH, TYPE OF ACCI	INT I GA DENT	NTENDED DESTINATION		Ρ					
TIME - 1450 N5100P PX-0 1 1 PLEASURE/PERSONAL TRANSP AGE 44, 6500 TOTAL 50 IN TYPE, INSTRUME 70 INTE, INSTRUME 70 INTE,				OPERATION OF BRAKES	AND/D	ŖF	LIG	нт	CONTROLS		
DEPARTURE POINT INTENDED DESTINATION MACON,GA PATTERSON ISLAND,GA TYPE OF ACCIDENT TURBULENCE PROBABLE CAUSE(S) WEATHER - TURBULENCE IN FLIGHT,CLEAR AIR WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER CEILING AT ACCIDENT SITE SR OVER	3-2147	TIME - 1450		N5100P						RANSP	50 IN TYPE, INSTRUMENT
WEATHER - TURBULENCE IN FLIGHT,CLEAR AIR WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED VUNLIMITED VISIBILITY AT ACCIDENT SITE 5 DR OVER NONE		MACON,GA TYPE OF ACCI	DENT		4	Ρ					KATED.
SCATTERED VINLIMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 DR OVER NONE		WEATHER - WEATHER BRIE	TURBULENCE IN FLIC FING - BRIEFED BY	FLIGHT SERVICE PERSO			PH	IONE			
OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS		SCATTERED VISIBILITY A 5 DR OVER	T ACCIDENT SITE			P	UN REC NC	L I M I P I NE	ITED TATION AT ACCIDENT S	ITE	
NONE TYPE OF FLIGHT PLAN NONE REMARKS- UNFCST TURB.PAX SEATBELT LOOSELY FASTENED,STRUCKHEAD ON DOOR LATCH.CONCUSSION		NONE Type of flig None	HT PLAN),STRU		VF	R		ON	

		N AIRCRAFT DATA					PILOT DATA
3-2287	6/17/72 PEMBROKE,GA TIME - 1345 DEPARTURE POINT ATLANTA,GA TYPE OF ACCIDENT	CESSNA 150F N8056S DAMAGE-SUBSTANTIAL INTENDED DESTINATION	CR- 0 PX- 0	0 0 0 0 PHAS	1 0 E 0	INSTRUCTIONAL TRAINING = OPERATION	STUDENT, AGE 38, 190 TOTAL HOURS, 139 IN TYPE, NOT INSTRUMENT RATED.
	TERRAIN - ROUGH/UNEV FACTOR(S) INSTRUMENTS/EQUIPMEN MISCELLANEOUS ACTS,C MISCELLANEOUS ACTS,C	T AND ACCESSORIES - COMMUNI	E	AND		NG LEVEL OFF/TOUCHDOWN IGATION EQUIPMENT TRAN	
3-2091	6/22/72 OCILLA,GA TIME - 0655	PIPER PA-25 N4437Y DAMAGE-SUBSTANTIAL) O) O	1 0	COMMERCIAL ASSOC CROP CTL ACTIVIT	COMMERCIAL, AGE 29, 5230 TY TOTAL HOURS, 1000 IN TYPE, NOT INSTRUMENT
		INTENDED DESTINATION LOCAL				= OPERATION =F INITIAL CLIMB	RATED.
	FACTOR(S)	AILED TO ABORT TAKEOFF ILITIES - AIRPORT CONDITION JCTIONS	S OTHEF	R			
	GOGGLES - NOT USED COCKPIT CRASHPAD - N TANK/HOPPER-LOCATION	FASTENED-PROPERLY DT INSTALLED		TYPE GLOV CRAS CRAS	OF ES - H HE H B/	OPERATION - DUSTING CF CHEMICAL USED - DRY CF - NOT USED ELMET - AVAIALABLE-NOT R - INSTALLED ST TKOF FRM STRIP LOADE	HEMICAL-NONTOXIC USED

PAGE 1001

er en al a complete de la complete d

			BRIEFS						
FILE	DATE	LOCATION	AIRCRAFT DATA	I	4JUI	RIES S M	5	FLIGHT PURPOSE	PILOT DATA
	7/1/72	KATHLEEN,GA 30 POINT N,GA	PIPER J-3 N122JT DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR-	0	0 PHAS	C SE C	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP DF OPERATION NG GO-AROUND	COMMERCIAL, AGE 34, 391 TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED.
	PILOT I	N COMMAND - FAILED N COMMAND - DIVER) TO OBTAIN/MAINTAIN FLY FED ATTENTION FROM OPERA RD,ABRTD DUE TO GUSTY WI	TION	0F	AIF		NFT KING BACK TO PEOPLE ON GN	D•
3-2271	7/2/72 TIME - 16	WILLIAMSON,GA 47	SCHWEIZER SGS233 N1199S DAMAGE-DESTROYED					NONCOMMERCIAL Pleasure/Personal transp	COMMERCIAL, FL.INSTR., AGE 33, 295 TOTAL HOURS, 163 IN TYPE, NOT INSTRU- MENT RATED.
	NAME OF A DEPARTURE WILLIAM TYPE OF A MISCELL	SON,GA CCIDENT	ACRES INTENDED DESTINATION LOCAL		I			DF OPERATION IGHT OTHER	
		ANEOUS - UNDETERM	INED NED IN DIVE TO IMPACT FO	IR UNI	DET	ERM	INEC) REASON.	
3-2359	TIME - 18		CESSNA A188 N2133U DAMAGE-SUBSTANTIAL					COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, FL.INSTR., AGE 26, 4353 TOTAL HOURS, 180 IN TYPE, NOT INSTRU- MENT RATED.
	NAME OF A DEPARTURE SYLVEST TYPE OF A NOSE OV	ER,GA CCIDENT	IP INTENDED DESTINATION LOCAL					DF OPERATION DFF RUN	
	FACTOR(S) AIRPORT	N COMMAND - INADE	QUATE PREFLIGHT PREPARAT IES _N AIRPORT CONDITIONS TIONS - SUNGLARE						
	KIND OF PILOT'S GOGGLES COCKPIT TANK/HO	OURS IN CROP CONT CROP - COTTON SEAT BELT - UNKNI - NOT USED CRASHPAD - INSTA PPER-LOCATION - F(DWN/NOT REPORTED) SUN		TYPI GLO' CRA:	E OF VES SH F	OPERATION - SPRAYING CRO CHEMICAL USED - LIQUID C - NOT USED HELMET - AVAILABLE-USED BAR - INSTALLED	

			BRII	EFS OF A	CCIDEN	ITS		u un la comi an la comi an successi a la conte se un de comenta de contesta de contesta de contesta de contesta		
FILE	DATE	LOCATION	AIRCRAFT DATA		JURIES F S M		FLIGHT PURPOSE	PILOT DATA		
-2382	TIME - 0705		CESSNA 140 N2220N DAMAGE-SUBSTANTIA	CR- PX-	0 0 0		ONCOMMERCIAL USINESS	COMMERCIAL, AGE 54, 1800 TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED.		
	DEPARTURE P CLAXTON +G		IP INTENDED DESTINATION SAVANNAH, GA	N .						
	TYPE OF ACC	IDENT ILURE OR MALFUNC			ΤÆ		OPERATION INITIAL CLIMB ROLL	and a second br>Second second		
	MISCELLAN MISCELLAN WEATHER - TERRAIN - PARTIAL POW WEATHER BRI WEATHER FOR	CÒMMÀND - IMPROP EDUS ACTS,CONDIT CONDITIONS COND WET,SOFT GROUND ER LOSS - PARTIA EFING - NO BRIEF ECAST - FORECAST	L LOSS OF POWER - 1 H	ICING EQ TION SYS ENGINE	UIPMEN TEM IC	IT-IMP		/OR FAILED TO USE		
	SKY CONDITI					ING A	T ACCIDENT SITE			
	SCATTERED VISIBILITY 5 OR OVER		CEILING AT ACCIDENT SITE 4000 PRECIPITATION AT ACCIDENT SITE NONE							
	OBSTRUCTION SMOKE	CCIDENT SITE	TEMPERATURE-F 77							
	WIND DIRECT	ION-DEGREES			WINE		CITY-KNOTS			
	270 TYPE OF WEA VFR	THER CONDITIONS				OF F	LIGHT PLAN			
	REMARKS- LN	D IN SOY BEAN FL	D•							
8-2577	, 7/20/72 TIME - 2100	BUTLER,GA	CESSNA 150 N8308G DAMAGE-SUBSTANTI	Р X —			ONCOMMERCIAL LEASURE/PERSONAL T	PRIVATE, AGE 18, 102 RANSP TOTAL HOURS, 86 IN TYPE, NOT INSTRUMENT RATED.		
	NAME OF AIR DEPARTURE P COLUMBUS TYPE OF ACC UNDERSHOO GEAR COLL	GA IDENT T	INTENDED DESTINATION COLUMBUS GA		N Phas L4	ACON E OF NDING	UTE STOP GA OPERATION FINAL APPROACH LEVEL OFF/TOUCHD			
	PILOT IN		GED DISTANCE AND ALT ER LEVEL OFF	ITUDE			-			
	PILOT IN MISCELLAN	COMMAND - ATTEMP EOUS ACTS,CONDIT	IONS — POORLY PLANNEI TED OPERATION BEYOND IONS — OVERLOAD FAILU GHT SEAT. LITTLE NIGI	EXPERIE JRE	NCE/AE			ND •		

		BRIEFS						
FILE	DATE LOCATION	AIRCRAFT DATA	IN	JUF	RIES		FLIGHT	PILOT DATA
	7/22/72 NR•CORDELE•GA TIME - 1630	PIPER PA-18A N9473D DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- PX-	0 0 P	0 0 PHASI IN	1 O FL	COMMERCIAL AERIAL APPLICATION OPERATION GHT PULLUP FROM SWA	COMMERCIAL, AGE 28, 563 TOTAL HOURS, 336 IN TYPE, NOT INSTRUMENT RATED.
	TERRAIN - ROUGH/UNÉVÉR FACTOR(S) MISCELLANEOUS ACTS,COM COMPLETE POWER LOSS - CO	IDITIONS - FUEL STARVATION	MEOUT-	-		١E		
	SPECIAL DATA TOTAL HOURS IN CROP CO KIND OF CROP - COTTON PILOT'S SEAT BELT - UI GOGGLES - NOT USED COCKPIT CRASHPAD - NO TANK/HOPPER-LOCATION - ELEVATION-AREA BEING PROCEDURE TURNAROUND - REMARKS- FUEL SELECTOR (IKNOWN/NOT REPORTED INSTALLED BELLY REATED-FEET - 350 ENTRY TO PROCEDURE TURN		T G C T	YPE COVI CRASI CRASI	OF S H H H B	OPERATION - SPRAYING CHEMICAL USED - LIQU - USED ELMET - AVAILABLE-USE RR - NOT INSTALLED -TYPE - LEVEL,FLAT IN-HOW FLOWN - CROSSW	UID CHEMICAL-TOXIC
3-2633	NAME OF AIRPORT - FULTO	DAMAGE-SUBSTANTIAL N COUNTY INTENDED DESTINATION LOCAL	CR- PX-	F	PHAS	. 0	INSTRUCTIONAL TRAINING OPERATION NG ROLL	STUDENT, AGE 28, 16 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	NOSE OVER/DOWN PROBABLE CAUSE(S) PILOT IN COMMAND - FA PILOT IN COMMAND - IMI PILOT IN COMMAND - SPO FACTOR(S)	LED TO MAINTAIN DIRECTIONA ROPER OPERATION OF POWERPI NTANEOUS-IMPROPER ACTION NDITIONS - TOUCH AND GO LAN	LANT &	TRC	LAI	ID I I	IG ROLL	

			BRIEF:	5 OF A0					
FILE	DATE LOC	CATION	AIRCRAFT DATA	IN	IUR =	IES S M	/N	FLIGHT PURPOSE	PILOT DATA
3-2301	8/12/72 CORDELE TIME - 1630	•GA	PIPER PA-18 N7266K DAMAGE-SUBSTANTIAL	CR- PX-	0	0 0	1 0,	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 28, 597 TOTAL HOURS, 372 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - DEPARTURE POINT HATLEY,GA	1	NTENDED DESTINATION						
	TYPE OF ACCIDENT ENGINE FAILURE O GEAR COLLAPSED				Ρ	ΤA	кео	F OPERATION FF INITIAL CLIMB NG ROLL	
	TERRAIN - HIGH V FACTOR(S) MISCELLANEOUS AC COMPLETE POWER LOS	EL SYSTEM C CTS,CONDITIC /EGETATION CTS,CONDITIC SS - COMPLET	CARBURETOR INS - DISCONNECTED INS - OVERLOAD FAILUR E ENGINE FAILURE/FLAI CED LANDING OFF AIRPO	MEOUT-:			NE	· ·	
	CRASH BAR - INST	COTTON T - FASTENE TALLED	550 D-PROPERLY YENTURI DISCONNECTED.		с т	OCK ANK	0F PIT /H0	OPERATION - SPRAYING C CHEMICAL USED - LIQUID CRASHPAD - NOT INSTALL PPER-LOCATION - BELLY FIELD.	CHEMICAL-IUXIC
-2680			DAMAGE-DESTROYED	CR- PX-	0 0	1 0	0 2	NONCOMMERCIAL PLEASURE/PERSONAL TRAN	PRIVATE, AGE 41, 650 SP TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POINT INTENDED DESTINATION LOUISVILLE,KY SWAINSBORO,GA TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT DESCENDING COLLIDED WITH TREES LANDING FINAL APPROACH								
	PILOT IN COMMAND MISCELLANEOUS AC MISCELLANEOUS AC TERRAIN - HIGH O COMPLETE POWER LOS) - MISMANAG TS,CONDITIC TS,CONDITIC BSTRUCTIONS SS - COMPLET	DNS - INATTENTIVE TO DNS - FUEL EXHAUSTION	FUEL SU	JPP	'LY NGI	,	NN ING	

-4000334----

ILE	DATE	LOCATION	AIRCRAFT DATA		S M/N	PURPOSE	PILOT DATA				
8-2092	TIME - 06		CESSNA 172H N1487F DAMAGE-SUBSTANTIA	PX- 0	0 1	NONCOMMERCIAL PRACTICE	PRIVATE, AGE 30, 109 TOTAL HOURS, 77 IN TYPE NOT INSTRUMENT RATED.				
			INTENDED DESTINATION								
	TYPE OF A		LOCAL	FOPERATION							
		FAILURE OR MALFUNC	TION		IGHT DESCENDING						
	STALL LANDING OTHER										
	MISCELL	N COMMAND - IMPROP ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT	DF/OR FAILED TO USE								
	WEATHER PILOT FACTOR(S) PERSONN POWERPL COMPLETE WEATHER E	: - CONDITIONS COND N COMMAND - FAILED NEL - MAINTENANCE,SI ANT - IGNITION SYS POWER LOSS - COMPLI RIEFING - NO BRIEF	UCIVE TO CARB./INDUCT TO OBTAIN/MAINTAIN.F ERVICING,INSPECTION TEM IGNITION HARNESS ETE ENGINE FAILURE/FL ING RECEIVED	_YING SPEE INADEQUATE SHIELDING	D		: ON				
	WEATHER PILOT FACTOR(S) PERSONN POWERPL COMPLETE WEATHER E WEATHER F	L - CONDITIONS COND N COMMAND - FAILED NEL - MAINTENANCE,SI ANT - IGNITION SYS POWER LOSS - COMPLI RIEFING - NO BRIEF ORECAST - UNKNOWN/I	UCIVE TO CARB./INDUCT TO OBTAIN/MAINTAIN.F ERVICING,INSPECTION TEM IGNITION HARNESS ETE ENGINE FAILURE/FL ING RECEIVED	_YING SPEE INADEQUATE SHIELDING AMEOUT-1 E	D MAINT NGINE		DN				
	WEATHER PILOT FACTOR(S) PERSONN POWERPL COMPLETE WEATHER B WEATHER F EMERGENCY SKY CONDI	E - CONDITIONS CONDI N COMMAND - FAILED NEL - MAINTENANCE,SI ANT - IGNITION SYS POWER LOSS - COMPLI RIEFING - NO BRIEF ORECAST - UNKNOWN/ CIRCUMSTANCES - FO	UCIVE TO CARB./INDUCT TO OBTAIN/MAINTAIN.F ERVICING,INSPECTION TEM IGNITION HARNESS ETE ENGINE FAILURE/FL. ING RECEIVED VOT REPORTED	_YING SPEE INADEQUATE SHIELDING AMEOUT-1 E PORT ON LA	MAINT NGINE	ENANCE AND INSPECTI AT ACCIDENT SITE	ON				
	WEATHER PILOT FACTOR(S) PERSONN POWERPL COMPLETE WEATHER F EMERGENCY SKY CONDI UNKNOWN VISIBILIT	C - CONDITIONS COND COMMAND - FAILED NEL - MAINTENANCE,SI ANT - IGNITION SYS POWER LOSS - COMPLI RIEFING - NO BRIEF ORECAST - UNKNOWN/ CIRCUMSTANCES - FO TION VAT ACCIDENT SITE	UCIVE TO CARB./INDUCT TO OBTAIN/MAINTAIN.F ERVICING,INSPECTION TEM IGNITION HARNESS ETE ENGINE FAILURE/FL. ING RECEIVED VOT REPORTED	_YING SPEE INADEQUATE SHIELDING AMEOUT-1 E PORT ON LA C	MAINT NGINE ND EILING 17000 RECIPI	ENANCE AND INSPECTI AT ACCIDENT SITE					
	WEATHER PILOT I FACTOR(S) PERSONN POWERPL COMPLETE WEATHER E WEATHER E WEATHER E SKY CONDI UNKNOWN VISIBILIT 5 OR OV	E - CONDITIONS CONDI N COMMAND - FAILED NEL - MAINTENANCE,SI ANT - IGNITION SYS' POWER LOSS - COMPLI RIEFING - NO BRIEF ORECAST - UNKNOWN/I CIRCUMSTANCES - FU TION I/NOT REPORTED Y AT ACCIDENT SITE VER	UCIVE TO CARB./INDUCT TO OBTAIN/MAINTAIN.F ERVICING,INSPECTION TEM IGNITION HARNESS ETE ENGINE FAILURE/FL. ING RECEIVED NOT REPORTED DRCED LANDING OFF AIR	YING SPEE INADEQUATE SHIELDING AMEOUT-1 E PORT ON LA C P	MAINT MGINE ND EILING 17000 RECIPI NONE	ENANCE AND INSPECTI AT ACCIDENT SITE TATION AT ACCIDENT					
	WEATHER PILOT FACTOR(S) PERSONN POWERPL COMPLETE WEATHER F WEATHER F EMERGENCY SKY CONDI UNKNOWN VISIBILIT 5 OR OV OBSTRUCT	C - CONDITIONS COND COMMAND - FAILED NEL - MAINTENANCE,SI ANT - IGNITION SYS POWER LOSS - COMPLI RIEFING - NO BRIEF ORECAST - UNKNOWN/ CIRCUMSTANCES - FO TION VAT ACCIDENT SITE	UCIVE TO CARB./INDUCT TO OBTAIN/MAINTAIN.F ERVICING,INSPECTION TEM IGNITION HARNESS ETE ENGINE FAILURE/FL. ING RECEIVED NOT REPORTED DRCED LANDING OFF AIR	YING SPEE INADEQUATE SHIELDING AMEOUT-1 E PORT ON LA C P	MAINT NGINE ND EILING 17000 RECIPI NONE EMPERA	ENANCE AND INSPECTI AT ACCIDENT SITE TATION AT ACCIDENT					
	WEATHER PILOT FACTOR(S) PERSONN POWERPL COMPLETE WEATHER F WEATHER F EMERGENCY SKY CONDJ UNKNOWN VISIBILIT 5 OR OV OBSTRUCTJ NONE	E - CONDITIONS CONDI N COMMAND - FAILED NEL - MAINTENANCE,SI ANT - IGNITION SYS' POWER LOSS - COMPLI RIEFING - NO BRIEF ORECAST - UNKNOWN/I CIRCUMSTANCES - FU TION I/NOT REPORTED Y AT ACCIDENT SITE VER	UCIVE TO CARB./INDUCT TO OBTAIN/MAINTAIN.F ERVICING,INSPECTION TEM IGNITION HARNESS ETE ENGINE FAILURE/FL. ING RECEIVED NOT REPORTED DRCED LANDING OFF AIR	_YING SPEE INADEQUATE SHIELDING MEOUT-1 E PORT ON LA C P T	MAINT NGINE ND EILING 17000 RECIPI NONE EMPERA 65	ENANCE AND INSPECTI AT ACCIDENT SITE TATION AT ACCIDENT	SITE				

		BRIEF	S OF ACCIDEN			
FILE			INJURIES F S M	/N		PILOT DĄTA
	5/29/72 WAIALUA,HAWAII TIME - 1445 NAME OF AIRPORT - DILLING DEPARTURE POINT WAIALUA,HAWAII TYPE OF ACCIDENT HARD LANDING	SCHWEIZER SGS222 N5638V DAMAGE-SUBSTANTIAL	CR- 0 1 PX- 0 0 PHAS	O O E OF		COMMERCIAL, AGE 37, 219 TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED.
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPRO FACTOR(S) PILOT IN COMMAND - IMPRO PILOT IN COMMAND - MISJU WEATHER - DOWNDRAFT,UPDF WEATHER BRIEFING - NO BRIE WEATHER FORECAST - FORECAS	PER OPERATION OF FLIGHT DGED SPEED AND ALTITUDE AFTS FING RECEIVED	CONTROLS			
	SKY CONDITION CLEAR VISIBILITY AT ACCIDENT SIT 5 OR OVER OBSTRUCTIONS TO VISION AT NONE TEMPERATURE-F 80 WIND VELOCITY-KNOTS 20 TYPE OF FLIGHT PLAN NONE REMARKS- HIT HARD AND BOUM	ACCIDENT SITE	UN PREC NO RELA HE WIND 65	LIMI IPIT NE TIVE AD W DIR	AT ACCIDENT SITE TED ATION AT ACCIDENT SITE BEARING OF WIND IND 338-022 DEGREES ECTION-DEGREES WEATHER CONDITIONS	
2095	5/23/72 TROY,ID TIME - 1230 DEPARTURE POINT TROY,ID TYPE OF ACCIDENT COLLIDED WITH CROP	PIPER PA-25 N7436Z DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	PHAS	0 E OF	COMMERCIAL AERIAL APPLICATION OPERATION GHT STARTING SWATH RU	COMMERCIAL, AGE 37, 7450 TOTAL HOURS, 2000 IN TYPE, INSTRUMENT RATED.
	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJU FACTOR(S) TERRAIN - HIGH VEGETATIO					
	SPECIAL DATA TOTAL HOURS IN CROP CONT KIND OF CROP - OTHER PILOT'S SEAT BELT - FAST CRASH HELMET - AVAILABLE TANK/HOPPER-LOCATION - F ELEVATION-AREA BEING TRE REMARKS- ACFT EOPTD WITH W	ENED-PROPERLY -USED ORWARD OF PILOT ATED-FEET - 2850	TYPE GLOV CRAS TERR SWAT	OF ES - H BAI AIN- H RUI	DPERATION - SPRAYING C CHEMICAL USED - LIQUID USED R - INSTALLED TYPE - ROLLING N-HOW FLOWN - CROSSWIN H RAPE.TERRAIN RISES G	CHEMICAL-TOXIC

-

PAGE 1007

٠

FILE		LOCATION .	AIRCRAFT DATA	IN	JUR F	S M	/N	FLIGHT PURPOSE	PILOT DATA
	6/7/72 TIME - 1000 DEPARTURE P CAMBRIDGE TYPE OF ACC	CAMBRIDGE,ID DINT ,ID	CESSNA 170A N9513A DAMAGE-DESTROYED		0 0	0 0 PHAS	1 3 E 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION FF RUN	PRIVATE, AGE 40, 310 TOTAL HOURS, 40 IN TYPE, NOT INSTRUMENT RATED.
	PILOT IN FACTOR(S) TERRAIN -	COMMAND - SELEC COMMAND - FAILED	TED UNSUITABLE TERRAIN D TO ABORT TAKEOFF						
3-2376	6/8/72 TIME - 0930	FORT HALL,ID	CESSNA 172 N6135E DAMAGE-DESTROYED					NONCOMMERCIAL BUSINESS	PRIVATE, AGE 36, 500 TOTAL HOURS, 150 IN TYPE NOT INSTRUMENT RATED.
	DEPARTURE P TREMENTO TYPE OF ACC COLLIDED	N,UT	INTENDED DESTINATION FORT HALL,ID		F			F OPERATION NG FINAL APPROACH	NOT INSTRUMENT RATED.
,	FACTOR(S) TERRAIN - FIRE AFTER	COMMAND - FAILER HIGH OBSTRUCTIO	D TO SEE AND AVOID OBJEC DNS ATTEMPTING TO LAND ON A	-					
3 - 2096	6/17/72 TIME - 1648	BLACKFOOT,ID	PIPER PA-28 N8775N DAMAGE-SUBSTANTIAL	PX-	0	0	0	INSTRUCTIONAL TRAINING	STUDENT, AGE 24, 91 TOTAI HOURS, 60 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE P BLACKFOOT TYPE OF ACC GROUND-WA	,ID	FIELD INTENDED DESTINATION LOCAL	01		PHAS	E O NDI	F DPERATION NG ROLL NG GO-ARDUND	INSTRUMENT RATED.
	FACTOR(S) MISCELLAN PERSONNEL	- MISCELLANEOU EOUS - EVASIVE M - AIRPORT SUPE	S-PERSONNEL OTHER MANEUVER TO AVOID COLLIS RVISORY PERSONNEL FAILU NTO RWY _S RWY ADJ TO GOLF	JRE TO				F UNSAFE CONDITION WARNING SIGNS,NO FENCE.AG	CFT RAN OFF RWY.

*

.

	DATE	10017701	ATRCRACT DOTA	TA		1		FLICUT	DIA OT DATA
FILE	DATE	LOCATION	AIRCRAFT DATA			S M		FLIGHT PURPOSE	PILOT DATA
-2232	6/28/72 TIME - 20	MIDDLETON,ID 045	PIPER PA-12 N4401M DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 35, 126 P TOTAL HOURS, 111 IN TYPE NOT INSTRUMENT RATED.
	DEPARTURI MIDDLE TYPE OF A	TON, ID	INTENDED DESTINATION		Ρ			F OPERATION NG LEVEL OFF/TOUCHDOWN	
	PILOT FACTOR(S AIRPOR)	ED UNSUITABLE TERRAIN ES - AIRPORT CONDITIONS GRASS NOT MOWED	6 HIGI	ΗV	/EGE	ТАТ	ION	
-2097	6/30/72 TIME - 16	DUBOIS,ID	CESSNA 150 N50907					NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 39, 271 P TOTAL HOURS, 2 IN TYPE,
	DEPARTUR MALTA TYPE OF A STALL	,ID ACCIDENT	DAMAGE-SUBSTANTIAL INTENDED DESTINATION MOSCOW,ID			B PHAS	LAC E O	ROUTE STOP KFOOT,ID F OPERATION IGHT CLIMB TO CRUISE	NOT INSTRUMENT RATED.
	PILOT FACTOR(S PILOT WEATHER MISCELL WEATHER	IN COMMAND - ATTEMPT IN COMMAND - FAILED IN COMMAND - LACK OF R - HIGH DENSITY ALT R - HIGH TEMPERATURE	E ONS - PREVIOUS DAMAGE ING RECEIVED	ING SI			ILI	TY LEVEL	
	SKY CONDI CLEAR VISIBILII 5 OR OV	TY AT ACCIDENT SITE				UN	LIM IPI	AT ACCIDENT SIȚE ITED FATION AT ACCIDENT SITE	•
	OBSTRUCT	IONS TO VISION AT AC	CIDENT SITE		т		0F	WEATHER CONDITIONS	

PAGE 1009

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE CR- 0 0 1 COMMERCIAL 3-2098 7/9/72 IDAHO FALLS, ID BOEING B75N1 COMMERCIAL, AGE 28, 6000 N 51 32 N TIME - 0630 PX- 0 0 0 ASSOC CROP CTL ACTIVITY TOTAL HOURS, 15 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - AG STRIP DEPARTURE POINT INTENDED DESTINATION IDAHO FALLS, ID LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - WET, SOFT GROUND 3-2609 7/29/72 KETCHUM, ID CESSNA 172 CR- 0 1 0 INSTRUCTIONAL STUDENT, AGE 31, 82 TOTAL TIME - 1200 N7006G PX- 0 0 0 SOLO HOURS, 36 IN TYPE, NOT DAMAGE-DESTROYED INSTRUMENT RATED. NAME OF AIRPORT - GIMLET INTENDED DESTINATION DEPARTURE POINT SALMON, ID KETCHUM, ID TYPE OF ACCIDENT PHASE OF OPERATION STALL LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND FIRE AFTER IMPACT REMARKS- PLT REALIZED APCH WAS DOWNWIND, ATMPTD GO-AROUND. CRASHED IN TREES. 3-2561 9/4/72 BLACKFOOT, ID CESSNA 205 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 31, 174 TIME - 1630 N1843Z PX- 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 39 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - MCCARLEY FIELD DEPARTURE POINT INTENDED DESTINATION BLACKFOOT, ID LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERIDAD FAILURE

			BRIEFS	0 - 4	CCI			
FILE	DATE	LOCATION	AIRCRAFT DATA		F	S M/N	FLIGHT PURPOSE	PILOT DATA
3-2038	TIME - 150	PINCKNEYVILLE,ILL 00 IRPORT - SCHUMEIR RL	N320G DAMAGE-SUBSTANTIAL	CR-	0	0 1	NONCOMMERCIAL	PRIVATE, AGE 45, 1041 Total Hours, 227 IN Type Not Instrument rated.
	TYPE OF AC	EE,OKLA CCIDENT	NTENDED DESTINATION BEDFORD,IND				OF OPERATION ING ROLL	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITION WEATHER - LOW CEILING WEATHER - RAIN WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON					NWAY		
	ADVERSE/UNFAVORABLE WEA SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE 3 MILES OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE HAZE WIND VELOCITY-KNOTS 30 TYPE OF FLIGHT PLAN NONE				PI	900 RECIP RAIN	G AT ACCIDENT SITE ITATION AT ACCIDENT SITE IRECTION-DEGREES	

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N _____ 3-2040 3/11/72 CHAMPAIGN, ILL PIPER PA-22 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 25, 155 TIME - 1156 N 54727 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 80 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - WILLARD ARPT INTENDED DESTINATION DEPARTURE POINT CHAMPAIGN, ILL ROSELLE, ILL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - UNKNOWN/NOT REPORTED 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 NONE 74 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 220 18 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- WIND GUSTING 28K.

.

			BRIEFS							
			AIRCRAFT DATA	ΙN	JUR F	IES S M	/N	FLIGHT PURPOSE	PILOT DATA	
-2260	3/12/72 C TIME - 1852	RION, ILL	CESSNA 172G N4246L DAMAGE-DESTROYED					NONCOMMERCIAL BUSINESS	PRIVATE, AGE 57, 250 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.	
	DEPARTURE PO WINONA,MI TYPE OF ACCI COLLISION	INT I NN DENT WITH GROUND/WATER	NTENDED DESTINATION MOLINE,ILL UNCONTROLLED					F OPERATION IGHT UNCONTROLLED DESC		
	PILOT IN C FACTOR(S) PILOT IN C WEATHER - WEATHER - WEATHER - WEATHER BRIE	OMMAND - CONTINUE OMMAND - SPATIAL OMMAND - BECAME L LOW CEILING RAIN THUNDERSTORM ACTI FING - BRIEFED BY	OST/DISORIENTED				1	DITIONS		
	VISIBILITY A 2 MILES OR	T REPORTED T ACCIDENT SITE LESS TO VISION AT ACC	IDENŢ SITE		P T	90 REC RA EMP 41	0 IPI IN ERA	AT ACCIDENT SITE TATION AT ACCIDENT SITE SHOWERS, THUNDERSTORM TURE-F LOCITY-KNOTS	E	
	50 TYPE OF WEAT IFR	HER CONDITIONS	AREA.ARTC TRIED TO A	SSIST	Т	11 YPE VF	OF R	FLIGHT PLAN COULDNT HOLD HEADINGS (DR GIVE POSITIONS.	
-1947	5/2/72 C TIME - 1840	HICAGO,ILL	BEECH C-45G N3666G DAMAGE-SUBSTANTIAL	PX-	0 0	0 0	2 0	COMMERCIAL AIR TAXI-CARGO S-D	ATR,FLIGHT INSTR., AGE 28, 3335 TOTAL HOURS, 48 IN TYPE, INSTRUMENT RATED.	
	DEPARTURE PC GALESBURG TYPE OF ACCI GROUND-WAT	, ILL	NTENDED DESTINATION CHICAGO,ILL	-	Ρ	ΤA	ХI	- OPERATION FROM LANDING FROM LANDING		
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS - PROP/JET/ROTOR BLAST AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) REMARKS- TAXIING DWNWND,PULLED OVR TO LET B-727 PASS,RETURNED TO CNTRLN OF TWY.L BRAKE WEAK,T/W UNLOCKED.									

FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	JRIES S M	/N	FLIGHT * PURPOSE	PILOT DATA
	5/6/72 TIME - 1530 NAME OF AIR	MACOMB,ILL Port - Macomb Mui	STINSON 10A N27719 DAMAGE-SUBSTANTIAL	CŘ- (PX- (0 (1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	PRIVATE, AGE 35, 145 D TOTAL HOURS, 63 IN TYPE, NOT INSTRUMENT RATED.
	ALTON IL TYPE OF ACC	L IDENT TER LOOP-SWERVE	MACOMB, ILL		LA	ND II	= OPERATION NG ROLL NG ROLL	
	PILOT IN WEATHER - FACTOR(S)	COMMAND - SELECT COMMAND - EXERCI UNFAVORABLE WIN	ED WRONG RUNWAY RELATIV SED POOR JUDGMENT D CONDITIONS IONS - OVERLOAD FAILURE		KISTI	NG I	NIND .	
	SKY CONDITI OVERCAST VISIBILITY 5 OR OVEF OBSTRUCTION NONE WIND DIRECT 360	CCIDENT SITE		5 PREC NO RELA RI	000 IPI NE TIV GHT VE	AT ACCIDENT SITE TATION AT ACCIDENT SITE E BEARING OF WIND CROSS WIND 068-112 DEGR OCITY-KNOTS	EES	
	TYPE OF WEA VFR	THER CONDITIONS Y MORE INTO WIND	WAS AVAILABLE.			OF	FLIGHT PLAN	
-1811	5/10/72 TIME - 1000	STOCKTON,ILL	CESSNA 182 N6435A DAMAGE-SUBSTANTIAL	CR- PX-	0 0 0	1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANS	AIRLINE TRANSPORT, AGE P 45, 12000 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED.
		ILL IDENT	P INTENDED DESTINATION · LOCAL				- OPERATION NG ROLL	
	PILOT IN AIRPORTS/	COMMAND - INADEQ COMMAND - SELECT AIRWAYS/FACILITI	UATE PREFLIGHT PREPARAT ED UNSUITABLE TERRAIN ES - AIRPORT CONDITIONS T STRIP APRXLY 3MI FROM	S SOFT			NN ING	

BRIEFS OF ACCIDENTS

		<u>`</u>	BRIEFS	S OF A	CCI	DEN	TS		
FILE	DATE	LOCATION	AIRCRAFT DATA		F	SM	ZN İ		PILOT DATA
-1978	5/12/72 TIME - 133	NORTHBROOK,ILL 30	BOEING B75-N1 N75032 DAMAGE-SUBSTANTIAL	CR-	0	0	1	NONCOMMERCIAL Pleasure/Personal Trans	COMMERCIAL, AGE 30, 384 SP TOTAL HOURS, 18 IN TYPE, INSTRUMENT RATED.
	NAME OF A DEPARTURE NORTHBRO		NTENDED DESTINATION						
	TYPE OF AC	CIDENT MATER LOOP-SWERVE			Ρ	LA	ND II	F OPERATION NG ROLL NG ROLL	
		I COMMAND - FAILED T	O MAINTAIN DIRECTIONA OPERATION OF BRAKES				нт (CONTROLS	
	WEATHER WEATHER BE	- UNFAVORABLE WIND REFING - NO BRIEFIN RECAST - UNKNOWN/NC	G RECEIVED						
	SKY CONDIT OVERCAST				С		ING 000	AT ACCIDENT SITE	
	VISIBILITY 5 OR OVE	AT ACCIDENT SITE			Ρ	REC		TATION AT ACCIDENT SITE	
	NONE	ONS TO VISION AT ACC	IDENT SITE			RΙ	GHT	E BEARING OF WIND CROSS WIND 068-112 DEG	REES
	TEMPERATUR 70	(E-F			W	ии 90		RECTION-DEGREES	
	WIND VELOC				т	YPE VF		WEATHER CONDITIONS	
	TYPE OF FL NONE REMARKS- W		SUSED BRAKES, DUE FEAR	0F H	ITT	ING	PRI	KD ACFT.	
-1976	5/12/72	CAHOKIA,ILL	TAYLORCRAFT BF-60	С.П.—	0	0	,		COMMERCIAL, FL.INSTR.,
1910	TIME - 133		N23622 DAMAGE-SUBSTANTIAL						SP AGE 18, 374 TOTAL HOURS, 18 IN TYPE, INSTRUMENT RATED.
	DEPARTURE CAHOK1A, TYPE OF AC	ILL	NTENDED DESTINATION LOCAL					F OPERATION OTHER	
	PROBABLE C	AUSE(S)							
			STARTING PROCEDURES	NG TOO	ні	GН	FOR	HAND PROPPING.	

ADTESS OF ACCTORNES

FILE	DATE		AIRCRAFT DATA	F	S I	1/N	PURPOSE	PILOT DATA
	5/25/72 TIME - 17	EATCHTOWN,ILL 30 POINT WN,ILL CCIDENT		CR- O PX- O	0 0 PHA	1 O SE C	MISCELLANEOUS	PRIVATE, AGE 42, 650 TOTAL HOURS, 190 IN TYPE NOT INSTRUMENT RATED.
	PILOT II FACTOR(S) TERRAIN MISCELL	N COMMAND - INADEO N COMMAND - SELECT - OTHER ANEOUS - EVASIVE M	UATE PREFLIGHT PREPARAT ED UNSUITABLE TERRAIN MANEUVER TO AVOID COLLIS 1 FLD OF INSUFFICIENT LE	ION				TH. WIND CALM.
3-1874	5/26/72 TIME - 21	WHEELING,ILL 55	CESSNA 421B N80020 DAMAGE-SUBSTANTIAL				NONCOMMERCIAL BUSINESS	AIRLINE TRANSPORT, AGE UNK/NR, 3317 TOTAL HOURS, 114 IN TYPE, INSTRUMENT RATED.
	DEPARTURE	CCIDENT LLAPSED	EE INTENDED DESTINATION WHEELING,ILL		L.	ANDI	NF OPERATION NG ROLL NG ROLL	
	PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR OTHER MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS,CONDITIONS - SHEARED REMARKS- ADJUSTMENT BOLT FAILED.							

FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	RIES S M	/N	FLIGHT PURPOSE	PILOT DATA		
3-2373	6/10/72 CHI TIME - 1216	CAGO, ILL	PIPER PA-24	CR- 0	0	1	NONCOMMERCIAL	NO CERTIFICATE, AGE 64, P 940 TOTAL HOURS, 45 IN TYPE, NOT INSTRUMENT RATED.		
	NAME OF AIRPORT DEPARTURE POINT LOUISVILLE, TYPE OF ACCIDEN WHEELS-UP									
	PILOT IN COMM FACTOR(S) AIRFRAME - LA MISCELLANEOUS AIRFRAME - LA MISCELLANEOUS PILOT IN COMM PILOT IN COMM MISCELLANEOUS EMERGENCY CIRCU	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED FACTOR(S) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - CIRCUIT BREAKER POPPED AIRFRAME - LANDING GEAR EMERGENCY/EXTENSION ASSEMBLY MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT LOW ON FUEL REMARKS- EMERG GR EXTN HANDLE CORRODED, WOULD NOT EXTD FULL PSN.								
-2394	6/11/72 JOL1 TIME - 1315	IET,ILL	CESSNA 150 N5463Q DAMAGE-SUBSTANTIAL		0 0	1 1	INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 28, 1011 TOTAL HOURS 340 IN TYPE, INSTRUMENT		
	NAME OF AIRPORT DEPARTURE POINT CHICAGO,ILL TYPE OF ACCIDEN STALL	ſ					F OPERATION NG GO-AROUND	RATED.		
	PROBABLE CAUSE PILOT IN COM PILOT IN COM FACTOR(S) MISCELLANEOUS									

			BRIEFS						
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	IJUR	RIES	5	FLIGHT PURPOSE	PILOT DATA
		ULLIN,ILL	CESSNA 182L	CR-	0	Ó	1	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 77, 4780 TOTAL HOURS, 2677 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE CARBOND TYPE OF AC OVERSHOD	ALE, ILL CIDENT	WILLINGHM INTENDED DESTINATION ULLIN,ILL		P	LA	AND I AND I	F OPERATION NG' LEVEL OFF/TOUCHDOWN NG ROLL	
	PILOT IN PILOT IN FACTOR(S)	COMMAND - MISJUE COMMAND - FAILEE	DGED DISTANCE AND SPEED) TO INITIATE GO-AROUND FED WRONG RUNWAY RELATIV ND CONDITIONS	ИЕ ТО	EXI	STI	NG	WIND	
	5 OR OVE OBSTRUCTIO NONE WIND DIREC 70 TYPE OF WE VFR	D AT ACCIDENT SITE		-	P R N	UN REC NC RELA LE INC 12	NLIM TPI ONE TIV FT VE	AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE E BEARING OF WIND CROSS WIND 248-292 DEGREE LOCITY-KNOTS FLIGHT PLAN	25
3-2104	6/19/72 TIME - 180	ELGIN,ILL	PIPER PA-30 N7612Y DAMAGE-DESTROYED	CR- PX-	0 0	0	1 1	NONCOMMERCIAL BUSINESS	COMMERCIAL, FL.INSTR., AGE 34, 823 TOTAL HOURS, 56 IN TYPE, INSTRUMENT
	NAME OF AI DEPARTURE CHICAGO TYPE OF AC OVERSHOO STALL	,ILL CIDENT	INTENDED DESTINATION ELGIN,ILL		P	LA	NDI	F OPERATION NG LEVEL OFF/TOUCHDOWN NG GO-AROUND	RATED.
	PILOT IN PILOT IN FACTOR(S) PILOT IN PILOT IN MISCELLA	AUSE(S) COMMAND - MISJUG COMMAND - DELAY COMMAND - FAILE COMMAND - MISUSE COMMAND - SELEC NEDUS ACTS,CONDI NDD LAST 1/2 TO 1							

.

FILE			AIRCRAFT DATA					ELIGHT	PILOT DATA
					F	S M/	N	PURPOSE	
	6/28/72 TIME - 0730 DEPARTURE PO	STILLMAN VLY,ILL DINT 1	NIGNUED DESTINATION	CR- PX-	0	0 0	1 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 56, 8000 TOTAL HOURS, 150 IN TYPE NOT INSTRUMENT RATED.
	STEWARD, TYPE OF ACC		LOCAL		Р	HASE	OF	OPERATION	
		WITH WIRES/POLES						GHT PULLUP FROM SWA	TH RUN
	FACTOR(S)		O SEE AND AVOID OBJEC	TS OR	OB	STRU	СТІ	ON S	
	KIND OF CH PILOT'S SH GOGGLES - COCKPIT CH TANK/HOPPH	RS IN CROP CONTROL ROP - PEAS EAT BELT - UNKNOWN NOT USED RASUBAD - INSTALLO	N/NOT REPORTED		G	LOVE	S -	OPERATION - SPRAYING CHEMICAL USED - LIQU - USED LMET - AVAILABLE-USEI R - INSTALLED -TYPE - HILLY IN-HOW FLOWN - UNKNOWI	D
-2101	6/29/72 I TIME - 1400		MOONEY M2OF N9539M DAMAGE-SUBSTANTIAL						STUDENT, AGE 46, 86 TOTA Hours, 76 In Type, not INSTRUMENT RATED.
		E,ILL	T NTENDED DESTINATION RINGWOOD,ILL		Ρ			OPERATION IG LEVEL OFF/TOUCHDON	WN
	MISCELLAN	- MISCELLANEOUS-F EOUS - EVASIVE MAN	PERSONNEL DRIVER OF V NEUVER TO AVOID COLLIS		E				

PAGE 1019

			BRIEFS	S OF A	ссі	DEN	ΤS				
	DATE		AIRCRAFT DATA					FLIGHT PURPOSE	PILOT DATA		
	6/30/72 TIME - 20 NAME OF A DEPARTURE	MOLINE,ILL 26 IRPORT - QUAD CIT POINT	CESSNA T210L N46910 DAMAGE-SUBSTANTIAL Y	С R — Р X —	0	1	0	NONCOMMERCIAL			
	DEPARTURE POINT INTENDED DESTINATION ALAMOSA,COLO MOLINE,ILL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN										
	PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - OTHER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- CRASH LNDD ON UNLIGHTED TERRAIN.										
3-2331	TIME - 09 DEPARTURE	15 POINT	PIPER PA-28 N2170R DAMAGE-SUBSTANTIAL INTEMDED DESTINATION					NONCOMMERCIAL Pleasure/personal transp	PRIVATE, AGE 51, 149 Total Hours, 22 In type, Not instrument rated.		
	TYPE OF A ENGINE	LAKE,ILL CCIDENT FAILURE OR MALFUNC D WITH WIRES/POLE	DF OPERATION IGHT LOW PASS NG OTHER								
	MISCELL TERRAIN COMPLETE EMERGENCY	CAUSE(S) N COMMAND - IMPROP ANEOUS ACTS,CONDIT - HIGH OBSTRUCTIO POWER LOSS - COMPL CIRCUMSTANCES - F DSCNDD FRM 4500FT,	S 30FT AGL.								

R PA-28 6J GE-SUBSTANTIAL D DESTINATION L ROLLED TION OF POWERPLA	CR- PX- NG EQU N SYST	O O PH POW IPM EM CE	0 2 0 C LASE LANC LANC VERPL IENT-	OF OP ING ING ING ING G	TRUCTIONAL PERATION FINAL APPROACH LEVEL OFF/TOUCH CONTROLS	COMMERCIAL, FL.INSTR. AGE 29, 339 TOTAL HOU 46 IN TYPE, NOT INSTR RATED.
COLLED TION OF POWERPLA NTI-ICING/DEICIN CE-CARBURETOR CARB./INDUCTION	NG EQU N SYST	POW IPM EM	LANE LANE IERPL IENT-	ING ING ANT C IMPRO	FINAL APPROACH LEVEL OFF/TOUCH CONTROLS	IDOWN
NTI-ICING/DEICIN CE-CARBURETOR CARB./INDUCTION	NG EQU N SYST	IPM EM CE	IC IN	I MPRO		DF/OR FAILED TO USE
F FUWER - I ENGI			ILIN	C AT		
SITE		PR TE TY	EC IP NONE MPER 73	MITED ITATI ATURE	ON AT ACCIDENT	
E M-4 DT GE-SUBSTANTIAL D DESTINATION L	CR- PX-					PRIVATE, AGE 41, 280 TOTAL HOURS, 50 IN TY NOT INSTRUMENT RATED.
	GE-SUBSTANTIAL DESTINATION	E-SUBSTANTIAL DESTINATION - TION OF BRAKES AND/OR	E-SUBSTANTIAL DESTINATION - PH TION OF BRAKES AND/OR FL	E-SUBSTANTIAL DESTINATION PHASE LAND TION OF BRAKES AND/OR FLIGHT	E-SUBSTANTIAL DESTINATION PHASE OF OF LANDING TION OF BRAKES AND/OR FLIGHT CONT	DT PX-001 PRACTICE SE-SUBSTANTIAL DESTINATION

PAGE 1021

Second States and

			BRIEFS	S OF AC	CI	DEN	ΤS					
FILE			AIRCRAFT DATA			SΜ	/N	PURPOSE	PILOT DATA			
	7/12/72 TIME - 14	JOLIET,ILL 55	MOONEY M20C	C R — P X —	0	0	1		COMMERCIAL, AGE 28, 980 TOTAL HOURS, 285 IN TYPE, INSTRUMENT RATED.			
	NAME OF AIRPORT - JOLIET INSTRUMENT RATE DEPARTURE POINT INTENDED DESTINATION BUTLER,PA JOLIET,ILL TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN											
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - CHECKLIST-FAILED TO USE REMARKS- PAX DEMANDS DISTRACTED PLT.											
3-2375	TIME - 10	45	CESSNA 310J N3175L DAMAGE-SUBSTANTIAL	РХ-				NONCOMMERCIAL BUSINESS	PRIVATE, AGE 49, 2500 TOTAL HOURS, 263 IN TYPE, INSTRUMENT RATED.			
	NAME OF A DEPARTURE WEST CH TYPE OF A GEAR CO											
	PILOT I PILOT I PILOT I FACTOR(S) MISCELL	PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES,DIRECTIVES,ETC. PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF										
	MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE REMARKS- INSPECTION OF AUTOPILOT REVEALED PITCH CONTROL DISCONNECTED MECHANICALLY.RAN OFF END OF RWY.											

			BRIEFS	OF 4	1001	DEN	тs 						
FILE	DATE		AIRCRAFT DATA	-	F	SM	/N	PURPOSE		PILOT DATA			
3-2436		CLINTON, ILL	STINSON 108-1 N97104 DAMAGE-SUBSTANTIAL	CR-	0	0	1	NONCOMMERCIAL		PRIVATE, AGE 53, 380 TOTAL HOURS, 216 IN TYPE, NOT INSTRUMENT RATED.			
		AIRPORT - THORPE R.											
	DEPARTURE	E POINT	INTENDED DESTINATION CLINTON, ILL										
	TYPE OF A	-	CLINION, ILL	PHASE OF OPERATION									
	OVERSH							NG LEVEL OFF	тоиснооwм				
		ED WITH OBJECT						NG ROLL					
	FACTOR(S)		D TO INITIATE GO-AROUND RE										
	SKY COND			c	EIL	ING	AT ACCIDENT S	SITE					
	CLEAR	TV AT ACCIDENT SIT	-					ITED TATION AT ACC	DENT CITE				
	VISIBILITY AT ACCIDENT SITE 5 OR OVER					NC		TATION AT ACC.	UENT SITE				
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE					RELATIVE BEARING OF WIND							
•	NONE					СA							
	TEMPERATU			WIND DIRECTION-DEGREES 270									
	93 WIND VELOCITY-KNOTS					TYPE OF WEATHER CONDITIONS							
	3			VF		WEATHER COND.							
	TYPE OF F	FLIGHT PLAN											
	REMARKS-	PILOT APPLIED POWE	ER TO JUMP A CREEK WHEN	IT BE	CAN	1E A	ΡΡΑΙ	RENT HE WOULD	NOT BE ABLE	TO STOP IN TIME			

PAGE 1023

anim a-

FILE	DATE LOCATION	AIRCRAFT DATA	F S M/N		PILOT DATA
	7/18/72 CHAMPAIGN,ILL TIME - 1900	ERCOUPE 415C N28962 DAMAGE-SUBSTANTIAL	CR-001 PX-001	NONCOMMERCIAL	COMMERCIAL, AGE 20, 200 RANSP TOTAL HOURS, 25 IN TYPE NOT INSTRUMENT RATED.
	NAME OF AIRPORT - ANDREWS DEPARTURE POINT CHAMPAIGN,ILL TYPE OF ACCIDENT COLLIDED WITH FENCE,FEN	INTENDED DESTINATION LOCAL		F OPERATION FF ABORTED	
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPRC PILOT IN COMMAND - DELAY MISCELLANEOUS - EVASIVE FACTOR(S) WEATHER - UNFAVORABLE WI MISCELLANEOUS ACTS,CONDI	ED ACTION IN ABORTING TA MANEUVER TO AVOID COLLIS ND CONDITIONS	AKEOFF SION	NWAY	
	SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SIT 3 MILES OR LESS OBSTRUCTIONS TO VISION AT FOG WIND DIRECTION-DEGREES 130 TYPE OF WEATHER CONDITIONS VFR	ACCIDENT SITE	3000 PRECIPI NONE RELATIV LEFT WIND VE 6	AT ACCIDENT SITE TATION AT ACCIDENT S E BEARING OF WIND QUARTERING HEAD WIND LOCITY-KNOTS FLIGHT PLAN	
3-2495	7/18/72 COFFEEN,ILL TIME - 1415 . DEPARTURE POINT COLUMBUS IND TYPE OF ACCIDENT COLLIDED WITH FENCE,FEN	CESSNA 120 N89666 DAMAGE-SUBSTANTIAL INTENDED DESTINATION SPRINGFIELD ILL ICEPOSTS	PX- 0 0 1 PHASE 0		PRIVATE, AGE 18, 118 RANSP TOTAL HOURS, 37 IN TYPE NOT INSTRUMENT RATED.
	PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEM PILOT IN COMMAND - SELEC TERRAIN - ROUGH/UNEVEN TERRAIN - HIGH OBSTRUCT] WEATHER - HIGH TEMPERATU WEATHER BRIEFING - BRIEFED	TED UNSUITABLE TERRAIN ONS IRE			•
	SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SIT 5 OR OVER OBSTRUCTIONS TO VISION AT NONE		3500 PRECIPI NONE TEMPERA 93		ITE ·
	WIND DIRECTION-DEGREES 180 TYPE OF WEATHER CONDITIONS VFR REMARKS- FLD MARGINAL FOR		12 TYPE OF NONE	LOCITY-KNOTS FLIGHT PLAN	

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-2493 7/18/72 HINSDALE, ILL PIPER PA-22 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 23, 100 N3279B PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 0 IN TYPE, TIME - 0830 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - HINSDALE INTENDED DESTINATION DEPARTURE POINT CLOW RLA HINSDALE, ILL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL DEE/TOUCHDOWN NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL GROUND-WATER-LOOP-SWERVE EACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) REMARKS- PILOT AWARE OF INDPERATIVE BRAKES, A/C BEING FERRIED FOR NECESSARY REPAIRS & INSPECTION 3-2675 7/23/72 MURDOCK, ILL BELL 47G-2 CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 29, 1594 TIME - 1300 N12848 PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 15 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION MURDOCK,ILL LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS EACTOR(S) TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 525 KIND OF OPERATION - OTHER KIND OF CROP - CORN PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - NOT USED CRASH. HELMET - AVAIALABLE-NOT USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - UNKNOWN/NOT REPORTED TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 670 SWATH RUN-HOW FLOWN - CROSSWIND REMARKS- CORN POLLINATION OPN.PLT WITH LOWTIME IN TYPE HIT HIGHLINE POLE WITH MAIN ROTOR.ACFT CRASHED.

BRIEES OF ACCIDENTS

_____ ______ ********** LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FILE DATE F S M/N PURPOSE _____ CR- 0 0 1 INSTRUCTIONAL 3-2555 7/29/72 MATTOON, ILL CESSNA 150L STUDENT, AGE 46, 36 TOTAL PX- 0 0 0 SOLO HOURS, ALL IN TYPE, NOT TIME - 1510 N6690G DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - COLES COUNTY DEPARTURE POINT INTENDED DESTINATION MATTOON, ILL LOCAL PHASE OF OPERATION TYPE OF ACCIDENT HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-2312 8/11/72 LINCOLNSHIRE, ILL CESSNA 172K CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 30, 38 TOTAL TIME - 0128 N7410G PX- 0 0 2 TRAINING HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT ~ CHICAGOLAND DEPARTURE POINT INTENDED DESTINATION LINCOLNSHIRE, ILL LOCAL PHASE OF OPERATION TYPE OF ACCIDENT UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH PARKED AIRCRAFT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S)PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT REMARKS- NO PREV NITE TIME.UN LOCATE LDG LITE SWITCH.HIT LARK N4088X,C-172 N3014U,AND CESSNA N9725X. 3-2000 9/9/72 WARSAW, ILL PIPER PA-22 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 31, 172 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 74 IN TYPE, TIME - 1400 N601A DAMAGE-DESTROYED NOT INSTRUMENT RATED. DEPARTURE POINT. INTENDED DESTINATION KEOKUK,IOWA HANNIBAL,MO TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) MISCELLANEOUS ACTS, CONDITIONS - SIMULATED CONDITIONS PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) PILOT IN COMMAND - MISJUDGED ALTITUDE TERRAIN - HIGH OBSTRUCTIONS REMARKS- HIT WIRES DURING PRACTICE FORCED LDG.

BRIEFS OF ACCIDENTS

		. ·	BRIEFS	OF A	cci	IDE	ITS		
FILE	DATE	LOCATION	AIRCRAFT DATA	IN		RIES S P		FLIGHT PURPOSE	PILOT DATA
3-2530	DEPARTURE	AIRPORT - STOCKTON POINT	RYAN PT-22 N60170 DAMAGE-SUBSTANTIAL INTENDED DESTINATION	CR- PX-		0	1 0		PRIVATE, AGE 63, 425 TOTAL HOURS, 80 IN TYPE, NOT INSTRUMENT RATED.
	STOCKTO TYPE OF A GROUND-		LOCAL		F			DF OPERATION ING ROLL	
	PROBABLE PILOT I		TO MAINTAIN DIRECTIONA	L CON	TRO	DL			
3-2529	9/24/72 TIME - 18	MORRISON ILL 330	CESSNA 172 N6361E DAMAGE-DESTROYED					NONCOMMERCIAL Pleasurf/Personal Transp	PRIVATE, AGE 46, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE ROCK F TYPE OF A COLLIDE	INTENDED DESTINATION LOCAL	PHASE OF OPERATION TAKEOFF INITIAL CLIMB						
	PILOT I PILOT I TERRAIN	N COMMAND - EXERCIS N COMMAND - DIVERTE N COMMAND - FAILED - HIGH OBSTRUCTION	ED ATTENTION FROM OPERA TO MAINTAIN DIRECTIONA NS	L CON	TRO)L .		\FT N TO LOWERING FLAPS,TURNED	INTO WIRE.
-2642	9/24/72 TIME - 14	LIGONIER,ILL 00	ALON A2 N5686F DAMAGE-SUBSTANTIAL	CR- PX-				NONÇOMMERCIAL Pleasure/PersDnal transp	STUDENT, AGE 40, 49 TOTA Hours, all IN Type, Not
	NAME OF AIRPORT - PRIVATE STRIP DEPARTURE POINT INTENDED DESTINATION LIGONIER,ILL LOCAL TYPE OF ACCIDENT PHASE							JF OPERATION NG LEVEL OFF/TOUCHDOWN	INSTRUMENT RATED.
	PROBABLE PILOT I .PILOT I	CAUSE(S) N COMMAND - IMPROPE N COMMAND - SPONTAN	R OPERATION OF FLIGHT NEOUS-IMPROPER ACTION NO INSTEAD OF THROTTLE.		OLS			NO LEVEL OFF/IOOCHDUWN	

			BRIEF:								
FILE			AIRCRAFT DATA		F	S M	17N	PURP	OSE		
				CR- PX-						TRANSP	AIRLINE TRANSPORT, AGE 29, 2053 TOTAL HOURS, 505 IN TYPE, INSTRUMENT RATED.
	DEPARTURE F CINCINAT TYPE OF ACC UNDERSHOO NOSE OVER	IDENT JT	INTENDED DESTINATION SALT LAKE CTY,UTAH			۵ PHAS LA	U I E ND	NROUTE ST NCY,ILL OF OPERAT ING FINA ING ROLL	ION L APPROACH		
	TERRAIN - FACTOR(S)	COMMAND - MISJUD - ROUGH/UNEVEN	GED DISTANCE AND ALTITU IONS - POORLY PLANNED /		асн						
3-2543	9/30/72 TIME - 0945		PIPER PA-25 N7247Z DAMAGE-SUBSTANTIAL	PX-				COMMERC ASSOC C		TIVITY	COMMERCIAL, AGE 48, 15122 TOTAL HOURS, 2500 II TYPE, NOT INSTRUMENT RATED.
	DORSEY,IL TYPE OF ACC ENGINE FA	L CIDENT AILURE OR MALFUNC	INTENDED DESTINATION LOCAL TION ER UNCONTROLLED			١N	I F		ION ROUTE TO CONTROLLED		
	POWERPLAN MISCELLAN	COMMAND - ATTEMP NT - ENGINE STRUC NEOUS ACTS,CONDIT	TED OPERATION W/KNOWN U TURE VALVE ASSEMBLIES IONS — MATERIAL FAILURI TO OBTAIN/MAINTAIN FL	E			5 1	N EQUIPME	NT		
	MISCELLAN COMPLETE PO EMERGENCY (DWER LOSS - COMPL CIRCUMSTANCES - F	IONS - LOAD NOT JETTIS ETE ENGINE FAILURE/FLAI ORCED LANDING OFF AIRPH PROPERLY DURG PREFLT.NI	MEOUT ORT O	NL	AND			NT THRU PI	STON HE	AD.FLAT DESCENT.
3-2648	TIME - 1310		N106DP DAMAGE-SUBSTANTIAL	РХ-				. INSTRUC) TRAININ			STUDENT, AGE 26, 13 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE F WEST CHIC TYPE OF ACC GROUND-WA	CAGO,ILL	UNTY INTENDED DESTINATION LOCAL			L	1NC	OF OPERAT ING ROLL ING ROLL			
	FACTOR(S) MISCELLAN	COMMAND - FAILED	TO MAINTAIN DIRECTION IONS OVERLOAD FAILUR AND RT GR BENT.		NTR	0L					

FILE	DATE	LOCATION	AIRCRAFT DATA		F	S M	/N	PURPOSE		PILOT DAŤA
	12/29/72 TIME - 1655 NAME OF AIR DEPARTURE PI CARMI,ILI TYPE OF ACC	ALBION,ILL PORT - SMITH DINT L	CESSNA 150H N50344 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR-	0 0	0 0 HAS	1 1 E 0	NONCOMMERCIAL		STUDENT, AGE 26, 31 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	MISCELLAN FACTOR(S) TERRAIN -	COMMAND - EXERCIS	ONS - UNWARRANTED LOW S	FLYIN	G					
3-1812	DEPARTURE P MUNCIE,IN TYPE OF ACC	PORT - DELAWARE C DINT D IDENT ILURE OR MALFUNCT	INTENDED DESTINATION LOCAL		0	0 HAS TA	1 E 0 KE0			PRIVATE, AGE 54, 105 TOTAL HOURS, 44 IN TYPE, NOT INSTRUMENT RATED.
	MISCELLAN MISCELLAN MISCELLAN TERRAIN - COMPLETE PO EMERGENCY C	T - FUEL SYSTEM EOUS ACTS,CONDITI EOUS - FOREIGN MA EOUS ACTS,CONDITI ROUGH/UNEVEN WER LOSS - COMPLE IRCUMSTANCES - FO		1EOUT- DRT ON	1 E	NGI	NE	EALING MATERIAL.HI	T TRACTO	DR WHEEL RUT.

BRIEFS OF ACCIDENTS

· .

PAGE 1029

.

		-	BRIEF	S OF ACC	CIDEN	ITS			
FILE	DATE	LOCATION	AIRCRAFT DATA	F	S M	17N	PURP	OSE	PILOT DATA
3-1827		MISHAWAKA,IND 19	PIPER PA-25 N4687Y DAMAGE-DESTROYED	CR- Ó) 1	0	COMMERC AERIAL	COMMERCIAL, FL.INSTR., AGE 48, 10500 TOTAL HOURS, 800 IN TYPE, INSTRUMENT RATED.	
	SOUTH TYPE OF A	BEND, IND	INTENDED DESTINATION LOCAL				IF OPERAT IGHT PR	ION OCEDURE TURNAROUN	
	MISCELL			CTS OR () B S T F	NUCT	IONS		
	KIND OF PILOT'S GOGGLES COCKPIT TANK/HO ELEVATI PROCEDU	ATA HOURS IN CROP CONTR CROP - OTHER SEAT BELT - FASTE - NOT USED CRASHPAD - INSTAL PPER-LOCATION - FO ON-AREA BEING TREA IRE TURNAROUND - TH SPRAYING ALFALFA.	NED-PROPERLY LED RWARD OF PILOT TED-FEET - 845	TYPE GLOV CRAS CRAS TERF	E OF /ES SH F SH E SH E RAIN	CHEMICA - NOT US ELMET - AR - INS -TYPE -	AVAIALABLE-NOT US	HEMICAL-TOXIC	
3-1855	DEPARTURE MENTON TYPE OF A ENGINE	330 IRPORT - MENTONE POINT IE,IND		PX- (0 0 PHAS T	1 SE C AKEC	PLEASUR	E/PERSONAL TRANSP ION IAL CLIMB	PRIVATE, AGE 63, 2550 TOTAL HOURS, 70 IN TYPE, NOT INSTRUMENT RATED.
	POWERPL MISCELL MISCELL POWERPL MISCELL TERRAIN COMPLETE EMERGENCY	CAUSE(S) IEL - MAINTENANCE,S ANT - LUBRICATING ANEOUS - FOREIGN M ANEOUS ACTS,CONDIT ANT - ENGINE STRUC ANEOUS ACTS,CONDIT I - HIGH OBSTRUCTIO POWER LOSS - COMPL ' CIRCUMSTANCES - F 1ST FLT SINCE ANNU	4 CNCTNG ROD.						

.

				S OF AC					
FILE	DATE	LOCATION	AIRCRAFT DATA	IN. F	JUR =	IE: S N	S M∕N	FLIGHT PURPOSE	PILOT DATA
3-1862	5/23/72 TIME - 223	LAFAYETTE, IND	PIPER PA-28 N286P DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1 0	INSTRUCTIONAL SOLO	STUDENT, AGE 21, 78 TOTAL HOURS, 72 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE LAFAYETT TYPE OF AC	E,IND CIDENT AILURE OR MALFUNC'	INTENDED DESTINATION LOCAL			L	AND I	F OPERATION NG FINAL APPROACH NG ROLL	
	TERRAIN FACTOR(S) MISCELLA MISCELLA COMPLETE P	NT - MISCELLANEOU: - ROUGH/UNEVEN NEOUS ACTS,CONDIT: NEOUS ACTS,CONDIT DWER LOSS - COMPLE	S POWERPLANT FAILURE (IONS - TOUCH AND GO LAI IONS - OVERLOAD FAILURE TE ENGINE FAILURE/FLAI DRCED LANDING OFF AIRPO	ND ING E 1EOUT-1	ιE	NG		D REASONS	
3-2093		W.LAFAYETTE, IND . 5	CESSNA 140 N77130 DAMAGE-SUBSTANTIAL	CR- PX-	.0 0	0 0	1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANS	TYPE, NOT INSTRUMENT
	DEPARTURE KOKOMO; TYPE OF ACC	WITH RUNWAY OR A	INTENDED DESTINATION KOKOMO;IND		L P	ΤA	ΔXΙ	ROUTE STOP AYETTE,IND F OPERATION TO TAKEOFF TO TAKEOFF	RATED.
	FACTOR(S) PILOT IN	COMMAND - FAILED COMMAND - DIVERTE	TO SEE AND AVOID OBJEC ED ATTENTION FROM OPERA VASI LITE.LDG TRAFFIC	TION C					
3-1992	5/28/72 TIME - 1215	SOUTH BEND, IND	PIPER PA-28 N576FL	CR- PX-	0 0	0 0	1 0	INSTRUCTIONAL TRAINING	STUDENT, AGE 18, 50 TOTAL HOURS, ALL IN TYPE, NOT
	DEPARTURE CULVER, TYPE OF ACC	RPORT – ST.JOSEPH POINT IND CIDENT WITH OBJECT	DAMAGE-SUBSTANTIAL COUNTY INTENDED DESTINATION SOUTH BEND, IND					F OPERATION TO TAKEOFF	INSTRUMENT RATED.
	PROBABLE C, PILOT IN FACTOR(S) PERSONNEI	AUSE(S) COMMAND - FAILED AIRPORT SUPER\	TO SEE AND AVOID OBJEC ISORY PERSONNEL FAILL D FIRE LANE,HIT HYDRAN	JRE TO	08	STF	RUCT	IONS	

~400000.or

•

LOCATION AIRCRAFT DATA INJURIES FLIGHT F S M/N PURPOSE PILOT DATA FILE DATE
 CESSNA-150B
 CR 0
 0
 1
 NONCOMMERCIAL
 STUDENT, AGE 48, 76
 TOTAL

 N7269X
 PX 0
 0
 1
 PLEASURE/PERSONAL TRANSP
 HOURS, 36
 IN TYPE, NOT
 3-1934 5/29/72 ROCKVILLE, IND TIME - 1400 DAMAGE-DESTROYED INSTRUMENT RATED. NAME OF AIRPORT - BUTLER DEPARTURE POINT INTENDED DESTINATION UNKNOWN/NOT REPORTED ROCKVILLE, IND TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF RUN COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - ATTÉMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT POWERPLANT - IGNITION SYSTEM ' OTHER TERRAIN - ROUGH/UNEVEN PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND FIRE AFTER IMPACT REMARKS- OBS STATED ENG NOT DEVELOPING FULL PWR ON T/O. PLT HAD TRIED TO BUY SPARK PLUGS. IND ON RR TRACK. CR- 0 0 1 NONCOMMERCIAL 3-1937 5/29/72 AUBURN, IND LUSCOMBE 8A STUDENT, AGE 44, 120 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 10 IN TYPE, TIME - 1045 N71898 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - AUBURN INTENDED DESTINATION DEPARTURE POINT FT.WAYNE, IND AUBURN, IND TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH TREES LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNLIMITED PRECIPITATION AT ACCIDENT SITE VISIBILITY AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT AGGIDENT SITE RELATIVE BEARING OF WIND NONE LEFT QUARTERING HEAD WIND 293-337 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 70 225 WIND VELOCITY-KNOTS TYPE OF WEATHER - CONDITIONS VFR 20 TYPE OF FLIGHT PLAN NONE

BRIEFS OF ACCIDENTS

			DRIEF.	S UF AU		UEN	13		
FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F	•	SΜ	/N	PURPOSE	PILOT DATA
3-2439	HAUBST TYPE OF	O15 RE POINT ADT,IND ACCIDENT DED WITH CROP	BELL 47D-1 N3087G DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	CR- PX-	0 0	0 0 HAS IN		COMMERCIAL AERIAL APPLICATION F OPERATION IGHT SWATH RUN IGHT SWATH RUN	COMMERCIAL, AGE 50, 8500 TOTAL HOURS, 300 IN TYPE NOT INSTRUMENT RATED.
	PILOT		PER OPERATION OF FLIGHT DGED ALTITUDE AND CLEAR		DLS				
	KIND C PILOT® GOGGLE COCKPI TANK/F ELEVAT FIRE AFT	ENED-PROPERLY NSTALLED		T GI CI TI SI	YPE LOV RAS RAS ERR WAT	OF ES H H H B AIN H R	OPERATION - SPRAYING CHEMICAL USED - LIQUI - USED ELMET - AVAILABLE-USED AR - NOT INSTALLED -TYPE - LEVEL,FLAT UN-HOW FLOWN - CROSSWI GE - NO EVIDENCE OF PO	D CHEMICAL-TOXIC	
3–1847	DEPARTUR EVANS TYPE OF GROUND	.710 AIRPORT - HUNTINGB	INTENDED DESTINATION EVANSVILLE, IND	PX-	0 L	O AST D HAS LA	0 EN WEN E O NDI		STUDENT, AGE 22, 26 TOTAI HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	PILOT		PER OPERATION OF BRAKES D TO MAINTAIN DIRECTION				нт	CONTROLS	

BRIEFS OF ACCIDENTS

 $(-k_{0})_{1\leq i\leq n},\dots,$

			DRIEFS	5 UF AC					
FILE			AIRCRAFT DATA	F		IES S M	/N	FLIGHT PURPOSE	PILOT DATA
	6/10/72 TIME - 11 NAME OF A	VALPARAISO,IND 55 IRPORT - PORTER CN POINT OHIO CCIDENT	CESSNA 150 N6608T DAMAGE-SUBSTANTIAL	CR- PX-	0	0 HAS LA	1 E OF ND IN	NONCOMMERCIAL PLEASURE/PERSONAL TRANS OPERATION NG FINAL APPROACH NG FINAL APPROACH	PRIVATE, AGE 23, 178 P TOTAL HOURS, 28 IN TYPE, NOT INSTRUMENT RATED.
	PILOT I FACTOR(S)	N COMMAND - IMPROPE	R COMPENSATION FOR WIN TO OBTAIN/MAINTAIN FLY CONDITIONS				s		
	5 OR OV OBSTRUCTIO NONE WIND VELO 20	Y AT ACCIDENT SITE	CIDENT SITE		P W	UN REC NO IND 36	LIM: IPIT NE DIF O OF	AT ACCIDENT SITE ITED ATION AT ACCIDENT SITE RECTION-DEGREES WEATHER CONDITIONS	
-2155	NONE REMARKS- 1 6/16/72	WIND GUSTING TO 37K	CESSNA 206	CR-	0	0	2	NONCOMMERCIAL	COMMERCIAL, FL.INSTR.,
	DEPARTURE	IRPORT – FULTON COU POINT	N5265U DAMAGE-SUBSTANTIAL JNTY INTENDED DESTINATION LUDINGTON≁MICH	P X -	0	0	0	BUSINESS	AGE 36, 2445 TOTAL HOURS, 200 IN TYPE, INSTRUMENT RATED.
	NOSE OV	FAILURE OR MALFUNCT: ER/DOWN	ION		Ρ	ΙN	FL:	F OPERATION IGHT NORMAL CRUISE NG ROLL	ì
	POWERPL MISCELL MISCELL TERRAIN COMPLETE EMERGENCY	EL - MAINTENANCE,SE ANT - LUBRICATING S' ANEOUS ACTS,CONDITI ANEOUS ACTS,CONDITI - WET,SOFT GROUND POWER LOSS - COMPLE CIRCUMSTANCES - FO	RVICING,INSPECTION IN YSTEM FILTERS,SCREEN DNS - DISCONNECTED DNS - OIL EXHAUSTION-E TE ENGINE FAILURE/FLAM RCED LANDING OFF AIRPC CAME LOOSE. OIL PUMPED	ENGINE 1EOUT-1 DRT ON	LU E LA	BRI NGI	C A T : NE	ION SYSTEM	

,

			BRIEFS	5 OF A					
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	JUR F	RIES S M	; 17N	FLIGHT	PILOT DATA
	6/30/72 TIME - 173 DEPARTURE HAWKINS TYPE OF AC ENGINE F NOSE OVE PROBABLE C PILOT IN MISCELLA TERRAIN COMPLETE P EMERGENCY	CONNERSVILLE, IND 55 POINT I 5 CO TENN CIDENT GAILURE DR MALFUNCTI R/DOWN CAUSE(S) 1 COMMAND - INADEQUA 1 COMMAND - MISMANAG NEOUS ACTS, CONDITIO - WET, SOFT GROUND OWER LOSS - COMPLET CIRCUMSTANCES - FOR	CHAMPION 7ECA N9042L DAMAGE-SUBSTANTIAL NTENDED DESTINATION JASPER MINN ON TE PREFLIGHT PREPARAT EMENT OF FUEL NS - FUEL EXHAUSTION E ENGINE FAILURE/FLAM CED LANDING OFF AIRPO	CR- PX- TION A NEOUT- RT ON	0 0 P	0 0 PHAS IN LA YOR ENG:		NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION IGHT. NORMAL CRUISE NG LEVEL OFF/TOUCHDOWN	COMMERCIAL, AGE 44, 348 TOTAL HOURS, 91 IN TYPE, NOT INSTRUMENT RATED.
3-2234	TIME - 161 NAME OF AI DEPARTURE CHICAGO TYPE OF AC OVERSHOO	RPORT - ST.JOSEPH C POINT I FILL CIDENT	NIOI4M DAMAGE-SUBSTANTIAL OUNTY NTENDED DESTINATION LOCAL		0	0 PHAS	0 SË 0 AND I	INSTRUCTIONAL SOLO F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL	STUDENT, AGE 19, 48 TOTAL HOURS, 42 IN TYPE, NOT INSTRUMENT RATED.
	PERSONNE	I COMMAND - MISJUDGE L - FLIGHT INSTRUCT	D DISTANCE AND SPEED OR INADEQUATE TRAINI ING IN USE OF FLAPS 1			FUDE	ΝT		
3-2361	TIME - 194 NAME OF AI DEPARTURE	RPORT - WEIR COOK POINT I	CESSNA 182 N84165 DAMAGE-SUBSTANTIAL NTENDED DESTINATION					NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 35, 135 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF AC HARD LAN PROBABLE C PILOT IN PILOT IN	IDING AUSE(S) I COMMAND - IMPROPER	LOCAL LEVEL OFF RECOVERY FROM BOUNCE	ED LAN		L/		F OPERATION NG LEVEL OFF/TOUCHDOWN	

FILE			AIRCRAFT DATA		F	S M/	N	PURPOSE		PILOT DATA
	7/15/72 H TIME - 0950 DEPARTURE PC	KEWANNA,IND DINT IN FI,OHIO	PIPER PA-24	CR-	1 3	0 0	0	NONCOMMERCIAL		PRIVATE, AGE 44, 400 TOTAL HOURS, 350 IN TYPE NOT INSTRUMENT RATED.
		WITH GROUND/WATER	UNCONTROLLED					IGHT UNCONTROLLED	DESCENT	
	PILOT IN (FACTOR(S) WEATHER - WEATHER - WEATHER BRIN	COMMAND - CONTINUED COMMAND - SPATIAL D LOW CEILING RAIN EFING - BRIEFED BY	VFR FLIGHT INTO AD DISORIENTATION FLIGHT SERVICE PERS JBSTANTIALLY CORRECT					UND IT IONS		• •
	SKY CONDITIO				с			AT ACCIDENT SITE		
		WER SCATTERED AT ACCIDENT SITE R LESS			Ρ	600 RECI DRI	ΡΙΤ	TATION AT ACCIDENT	SITE	
	OBSTRUCTIONS NONE TYPE OF FLIC NONE FIRE AFTER		IDENT SITE		т	YPE IFF		WEATHER CONDITION	S	
			ADVISED. PLT HAD AD	VANCED	AR	TER	0.50	CLEROSIS.		
					1					
3 - 2480	7/15/72 F TIME - 1800	RAMSEY, IND	PIPER PA-28 N6361j DAMAGE-SUBSTANTIAL					NONCOMMERCIAL BUSINESS		PRIVATE, AGE 55, 266 TOTAL HOURS, 133 IN TYPE NOT INSTRUMENT RATED.
			RANCH NTENDED DESTINATION RAMSEY, IND							
	TYPE OF ACC OVERSHOOT COLLIDED V	IDENT VITH FENCE,FENCEPO	DSTS		Ρ	LAN	DĨN	OPERATION NG LEVEL OFF/TOUC NG GO-AROUND	HDOWN	
	PILOT IN (TERRAIN -	COMMAND - SELECTED	WRONG RUNWAY RELATI IN INITIATING GO-AROI		EXI	STIN	GW	IND		
	FACTOR(S) MISCELLANE	OUS ACTS,CONDITION	IS - DOWNWIND							

			AIRCRAFT DATA	F	S M	1/N	PURPOSE	PILOT DATA
	9/21/72 T'IME - 173	GREENTOWN, IND	ERCO 415-C N93498 DAMAGE-SUBSTANTIAL	CR- 0 PX- 0	0	1	NONCOMMERCIAL PRACTICE	STUDENT, AGE 54, 23 TOTAI HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF AC OVERSHOC	CIDENT	INTENDED DESTINATION LOCAL		L	AND II	OPERATION G LEVEL OFF/TOUCHDOW G ROLL	ı
		COMMAND - MISJUDO	ED DISTANCE AND SPEED ED OPERATION W/KNOWN C	DEFICIEN	CIES	5 IN	EQUIPMENT	
	AIRPORTS PERSONNE AIRFRAME MISCELLA	L - MAINTENANCE, SE - LANDING GEAR E	S - AIRPORT CONDITIONS RVICING,INSPECTION IM RAKING SYSTEM (NORMAL ONS - PRESSURE TOO LOW HYD FLUID.	PROPER SYSTEM)			NCE (OWNER PERSONNEL)	
-2544	9/30/72 TIME - 110	NEW POINT IND 0	PIPER PA-22 N6085D DAMAGE-SUBSTANTIAL	PX- 0	0 0	1 0	NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 25, 1100 TOTAL HOURS, 800 IN TYPE NOT INSTRUMENT RATED.
	DEPARTURE NEW POIN		IELD INTENDED DESTINATION SHELBYVILLE, IND				x	
	TYPE OF AC ENGINE F STALL	CIDENT AILURE OR MALFUNC	ION		ΤJ	AK E O I	OPERATION F INITIAL CLIMB G OTHER	
		AUSE(S)			/ 00		INTALC	
	PILOT IN PILOT IN MISCELLA PILOT IN PILOT IN COMPLETE P	COMMAND - MISMANA NEOUS ACTS,CONDIT COMMAND - EXERCIS COMMAND - FAILED OWER LOSS - COMPLE	ONS - FUEL EXHAUSTION	ING SPE	ED ENG:	INE		

PAGE 1037

.

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE · · · CESSNA 210G 3-2651 12/28/72 CHRISNEY.IND CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 47, 3064 TIME - 0930 N5864F PX- 0 0 0 BUSINESS TOTAL HOURS, 32 IN TYPE. DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION LOUISVILLE,KY BATESVILLE, ARK TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING POWERPLANT - FUEL SYSTEM VENTS, DRAINS, TANK CAPS MISCELLANEOUS ACTS, CONDITIONS - WATER IN FUEL TERRAIN - WET.SOFT GROUND REMARKS- PLT SWITCHED FUEL SELECTOR FM LEFT TO RT FUEL TANK. ENG STOPPED. BAD FUEL TANK SEAL. CR- 0 0 1 INSTRUCTIONAL 3-2030 2/13/72 GILMAN, IOWA CESSNA 172 STUDENT, AGE 29, 24 TOTAL TIME - 1300 N4375Q PX- 0 0 0 SOLO HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - GILMAN ARPT DEPARTURE POINT INTENDED DESTINATION GILMAN, IOWA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH SNOWBANK LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH REMARKS- 2ND LOW APCH. 3-1876 5/11/72 MARION+IOWA CESSNA 150G CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 27, 339 TIME - 2200 N2979.I PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 57 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - MARION MUNI DEPARTURE POINT INTENDED DESTINATION MARION, IOWA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - NOT ALIGNED WITH RUNWAY/INTENDED LANDING AREA REMARKS- DURG ATMT TO LND ON SHORT UNLGTD RWY PLT LNDD IN PLOWED AREA ALONGSIDE RWY.LGTD RWY AVBL THIS ARPT

FILE	DATE	LOCATION	AIRCRAFT DATA	INJUR F	IES S M/	N	FLIGHT PURPOSE	· ·	PILOT DATA
3-1839	5/25/72 TIME - 1530	•	CESSNA 172K N46498 DAMAGE-SUBSTANTIAL				INSTRUCTIONAL FRAINING		STUDENT, AGE 27, 38 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE N DES MOINE TYPE OF ACC OVERSHOOT	S,IOWA IDENT	NTENDED DESTINATION COLOCAL		LAN	DING	OPERATION G LEVEL OFF/T G ROLL	DUCHDOWN	
	PILOT IN FACTOR(S)	COMMAND - MISJUDGE COMMAND - FAILED 1	D DISTANCE AND SPEED O INITIATE GO-AROUND DNS - POORLY PLANNED A						
	HIJCELLAN		NG - FOURE FLANNED F	AFF KUACH					
-1868	5/27/72 TIME - 1345	MISSOURI VLY,IOWA	LUSCOMBE 8A N71365 DAMAGE-SUBSTANTIAL				NONCOMMERCIAL PLEASURE/PERSO	NAL TRANSP	PRIVATE, AGE 39, 271 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE F MISSOURI TYPE OF ACC GROUND-WA	VLY,IOWA	ALLEY NTENDED DESTINATION MISSOURI VLY,IOWA	Ρ	TAK	EOFF	OPERATION RUN ABORTED	عنه' في	undar Santar Santar
	FACTOR(S)	COMMAND - FAILED 1	O MAINTAIN DIRECTIONA NS - HYDROPLANING ON						
-1915	6/4/72 TIME - 1040	TROY MILLS, IOWA	STINSON 10A N39485 DAMAGE-SUBSTANTIAL				IONCOMMERCIAL PLEASURE/PERSO	NAŁ TRANSP	PRIVATE, AGE 48, 302 Total Hours, 15 IN Type, Not Instrument rated.
	DEPARTURE F MARION, I TYPE OF ACC	OWA	NTENDED DESTINATION LOCAL	Ρ			OPERATION INITIAL CLII	48	
	NOSE OVER	/DOWN					ABORTED		
	PILOT IN	COMMAND - PREMATUR COMMAND - IMPROPER	E LIFT-OFF OPERATION OF FLIGHT O OBTAIN/MAINTAIN FLY						

PAGE 1039

same a

			· · · · · · · · · · · · · · · · · · ·	S OF AC	-				
FILE	DATE	LOCATION	AIRCRAFT DATA	IN.	JUR =	IES S M.	٧Ņ	FLIGHT PURPOSE	PILOT DATA
	6/4/72 AKR TIME - 1400	DN,IOWA	BEECH V35 N5453U DAMAGE-SUBSTANTIAL	CR- PX-				NONCOMMERCIAL BUSINESS	PRIVATE, AGE 48, 3500 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	PIERRE,S DA TYPE OF ACCIDE OVERSHOOT	г <	INTENDED DESTINATION AKRON,IOWA		Ρ	LAI	ND IN	OPERATION G LEVEL OFF/TOUCHDOWN G ROLL	
	PILOT IN COM FACTOR(S) MISCELLANEOU	MAND - INADEQU MAND - SELECTE S ACTS,CONDITI WAYS/FACILITIE	JATE PREFLIGHT PREPARA ED UNSUITABLE TERRAIN EONS - INTENTIONAL GRO ES - AIRPORT CONDITION IN TO STOP.	UND-WA	TER	-LO)P-S		
-1983	6/6/72 OTT TIME - 1930	JMWA,IOWA	GRUMMAN G-164A N8384 DAMAGE-DESTROYED	CR- PX-	0 0	0 0	1 0	COMMERCIAL ASSOC CROP CTL ACTIVIT	COMMERCIAL, FL.INSTR., Y AGE 41, 3619 TOTAL HOURS 570 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPOR DEPARTURE POIN OTTUMWA,IOWA TYPE OF ACCIDE COLLIDED WIT	T .	INTENDED DESTINATION LOCAL		Ρ			OPERATION GHT SURVEY FIELD/AREA	
	PILOT IN COM FACTOR(S) TERRAIN - HI	MAND - DIVERT MAND - FAILED GH OBSTRUCTION UMSTANCES - F(L/	ED ATTENTION FROM OPER TO SEE AND AVOID OBJE NS DRCED LANDING OFF AIRP NTERAL CONTROL PROBLEM ITCH CONTROL PROBLEM	CTS OR DRT ON	OB	STR			
	KIND OF CROP GLOVES - NOT CRASH HELMET CRASH BAR - TERRAIN-TYPE	- MOSQUITO CO USED - AVAILABLE-U INSTALLED - DENSE WITH	JSED		T G C T	YPE OGGI OCKI ANK	OF ES PIT /HOP	OPERATION - CHECKING C CHEMICAL USED - UNKNOW - NOT USED CRASHPAD - INSTALLED PER-LOCATION - FORWARD N-AREA BEING TREATED-F	OF PILOT

_____ AIRCRAFT DATA INJURIES FILE LOCATION PILOT DATA DATE FLIGHT F S M/N PURPOSE _____ 3-2100 7/8/72 CRESCO, IOWA CESSNA 172H CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 37, 159 TIME - 1810 N1433F PX- 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 154 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - CRESCO MUNI DEPARTURE POINT INTENDED DESTINATION MASON CITY, IOWA CRESCO, IOWA TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLISION WITH GROUND/WATER CONTROLLED LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND 3-2384 7/14/72 TRAER, IOWA CESSNA 1721 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 30, 22 TOTAL TIME - 1715 N8344I PX- 0' 0 0 TRAINING HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - TRAER DEPARTURE POINT INTENDED DESTINATION TRAER, IOWA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFE/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND TERRAIN - ROUGH/UNEVEN FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- PLT HAD 3 HRS IN LAST 90 DAYS.

BRIEFS OF ACCIDENTS

PAGE 1041

.

				S OF A		ENTS	-	
FILE		LOCATION	AIRCRAFT DATA	1	= S	M/N	PURPOSE	PILOT DATA
3-2470	TIME - 082 DEPARTURE NORTHWOO TYPE OF AC	NORT HWOOD, IOWA O PO INT D, IOWA	N7228 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	CR-	0 0 PH	1 0 0 0	COMMERCIAL	COMMERCIAL, AGE 49, 6744 TOTAL HOURS, 203 IN TYPE, NOT INSTRUMENT RATED.
	MISCELLA FACTOR(S) TERRAIN	COMMAND - FAILED NEOUS - EVASIVE M - HIGH OBSTRUCTIO	TO SEE AND AVOID OBJEG ANEUVER TO AVOID COLLI NS UATE PREFLIGHT PREPARA	S ION				
	KIND OF PILOT'S GOGGLES TANK/HOP ELEVATIO PROCEDUR FIRE AFTER	NURS IN CROP CONTR CROP - POTATOES SEAT BELT - FASTE - NOT USED PER-LOCATION - FO N-AREA BEING TREA E TURNAROUND - FI	NED-PROPERLY RWARD OF PILOT TED-FEET - 1200 RST 1/3 OF TURN		TY GL CR TE	PE O OVES ASH RRAI	= OPERATION - SPRAYING = CHEMICAL USED - LIQU - NOT USED HELMET - AVAILABLE-USE N-TYPE - LEVEL,FLAT RUN-HOW FLOWN - WIND C	ID CHEMICAL-NONTOXIC D
3-2437	TIME - 072 DEPARTURE CARROLL TYPE OF AC	O POINT IOWA CIDENT AILURE OR MALFUNC	STINSON 10A N39492 DAMAGE-SUBSTANTIAL INTENDED DESTINATION SIOUX CITY IOWA TION	PX-	0 PH	O O IASE IN F	NONCOMMERCIAL PLEASURE/PERSONAL T DF OPERATION LIGHT NORMAL CRUISE ING ROL!	STUDENT, AGE 49, 112 RANSP TOTAL HOURS, 36 IN TYPE, NOT INSTRUMENT RATED.
	MISCELLA PERSONNE TERRAIN PARTIAL PC EMERGENCY	NT - IGNITION SYS NEOUS ACTS,CONDIT L - MAINTENANCE,S - ROUGH/UNEVEN WER LOSS - PARTIA CIRCUMSTANCES - F	TEM SPARK PLUG IONS - IMPROPERLY SECU ERVICING,INSPECTION I L LOSS OF POWER - 1 EN ORCED LANDING OFF AIRP CYL BLEW OUT DUE STRI	NADEQU GINE ORT ON	L AN	ID		

LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FUE DATE F S M/N PURPOSE _____ 3-2518 7/16/72 IOWA CITY, IOWA CESSNA 180 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 41, 1460 TIME - 1015 N1508C PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 4 IN TYPE, DAMAGE-MINOR OT- 0 0 1 INSTRUMENT RATED. NAME OF AIRPORT - IOWA CITY DEPARTURE POINT INTENDED DESTINATION IOWA CITY, IOWA LONE TREE IOWA TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH ON GROUND TAXI TO TAKEOFF PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OTHER AIRCRAFT REMARKS- PILOT STATED HE COULD NOT SEE OVER THE NOSE ON THE ACFT BECAUSE OF HIS HEIGHT 5'6''. 3-2518 7/16/72 IOWA CITY, IOWA PIPER J3C-65 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 67, 1251 N88344 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 100 IN TYPE, TIME - 1015 DAMAGE-SUBSTANTIAL OT- 0 0 3 NOT INSTRUMENT RATED. NAME OF AIRPORT - IOWA CITY DEPARTURE POINT INTENDED DESTINATION IOWA CITY, IOWA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH AIRCRAFT BOTH ON GROUND TAXI TO TAKEOFF PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL PILOT OF OTHER AIRCRAFT 3-2571 7/20/72 RADCLIFFE, IOWA MOONEY M20C CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 28, 273 TIME - 2215 · N9322V PX- 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 238 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - DRAKE DEPARTURE POINT INTENDED DESTINATION BRAINERD MINN RADCLIFFE, IOWA TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH

BRIEFS OF ACCIDENTS

			S OF ACC					
FILE	DATE LOCATION	AIRCRAFT DATA	INJU F		5	FLIGHT PURPOSE		PILOT DATA
-2592	7/23/72 TOLEDO,IOWA TIME - 1330 NAME OF AIRPORT - TOLEDO M DEPARTURE POINT TOLEDO,IOWA TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN	INTENDED DESTINATION LOCAL	PX- 0	0 PHAS TA	0 5 E 01	- QPERATION FF RUN		STUDENT, AGE 24, 10 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	PROBABLE CAUSE(S) PILOT IN COMMAND - DIVER PILOT IN COMMAND - FAILE FACTOR(S) PILOT IN COMMAND - FAILE REMARKS- STUD PLT STARTED	D TO MAINTAÍN DIRECTION D TO ABORT TÁKEOFF	AL CONTR	OL			NTD TKC	DF DISTRACTED PLT.
-2568	7/30/72 MOORLAND,IOWA TIME - 1815	PIPER PA-28 N8663W DAMAGE-SUBSTANTIAL				NONCOMMERCIAL PLEASURE/PERSONAL 1	TRANSP	COMMERCIAL, FL.INSTR., AGE 51, 10000 TOTAL HOURS, 100 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - NESLER DEPARTURE POINT MOORLAND,IOMA TYPE OF ACCIDENT ENGINE FAILURE OR MALFUN GEAR COLLAPSED	INTENDED DESTINATION EAGLE GROVE,IOWA		ΤA	KED	= OPERATION =F INITIAL CLIMB NG ROLL		INSTRUMENT RATED.
	PROBABLE CAUSE(S) PILOT IN COMMAND - INADE MISCELLANEOUS ACTS,CONDI TERRAIN - HIGH VEGETATIC FACTOR(S) MISCELLANEOUS ACTS,CONDI MISCELLANEOUS ACTS,CONDI COMPLETE POWER LOSS - COMP EMERGENCY CIRCUMSTANCES - REMARKS- PLT STATED PAX IN	TIONS - FUEL STARVATION N TIONS - OVERLOAD FAILUR TIONS - CHECKLIST-FAILE LETE ENGINE FAILURE/FLAI FORCED LANDING OFF AIRP	E D TO USE MEOUT-1 DRT ON L	ENG I AND	INE		CORNFIE	ELD•
-2539	7/31/72 AMES,IOWA TIME - 1922	BEECH V35B N3041C DAMAGE-SUBSTANTIAL				NONCOMMERÇIAL BUSINESS		PRIVATE, AGE 49, 1185 TOTAL HOURS, 1100 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - AMES DEPARTURE POINT LEON,IOWA TYPE OF ACCIDENT GEAR RETRACTED	INTENDED DESTINATION AMES,IOWA				- OPERATION NG ROLL		
	PROBABLE CAUSE(S) PILOT IN COMMAND - INADV	'ERTENTLY RETRACTED GEAR						
-								

	DATE	LOCATION	AIRCRAFT DATA	INJUR I F S	ES M/N	FLIGHT PURPOSE		PILOT DATA	
2579	8/1/72 TIME - 160	OTTUMWA,IOWA O	PIPER PA-28R N3866T DAMAGE-SUBSTANTIAL			NONCOMMERCIAL Pleasure/Personal	TRANSP	PRIVATĚ, AGE 56, 351 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT	-
	DEPARTURE MCCOOK,		INTENDED DESTINATION					RATED.	
		CIDENT WITH OBJECT ATER LOOP-SWERVE			L AND I	F OPERATION NG ROLL NG ROLL			2
		COMMAND - IMPROPE	ER IN-FLIGHT DECISIONS JED VFR FLIGHT INTO ADV			DNDITIONS			
			LOST/DISORIENTED						
	WEATHER BR	IEFING - BRIEFED E RECAST - UNKNOWN/M CIRCUMSTANCES - PR	Y FLIGHT SERVICE PERSO NOT REPORTED ECAUTIONARY LANDING OF OVERSE/UNFAVORABLE WEAT	F AIRPORT					
	SKY CONDIT					AT ACCIDENT SITE			
	1 MILE O OBSTRUCTIO	AT ACCIDENT SITE	CIDENT SITE	PR Te	RAIN MPERA	TATION AT ACCIDENT	SITE	÷.	
	FOG WIND DIREC 140	TION-DEGREES		WI	71 ND VEI 9	_OCITY-KNOTS			
		ATHER CONDITIONS		ΤY	-	FLIGHT PLAN			
	REMARKS- C	ONT INTO DETERIOR	TING WEA.UNABLE TO FIN	D ARPT SC	LND	DN COUNTY ROAD.WG	HIT BRUS	H,SWERVED.	
2309	8/12/72 TIME - 143	OSAGE,IOWA O	BOWERS BABY N48ML DAMAGE-SUBSTANTIAL		0 1 0 0	NONCOMMERCIAL PLEASURE/PERSONAL	TRANSP	PRIVATE, AGE 55, 179 TOTAL HOURS, 18 IN T NOT INSTRUMENT RATED	YPE
	NAME OF AI DEPARTURE		INTENDED DESTINATION						
		WA	LOCAL	РН	ASE O	OPERATION			
	OSAGE,IO TYPE OF AC	CIDENT WITH FENCE,FENCE	POSTS		LANDI	NG FINAL APPROACH	1		

PAGE 1045

and the Rest of the International Content of the

- door districtions

			BRIEFS	OF AC	CIDENI	rs		
FILE							FLIGHT PURPOSE	PILOT DATA
3-2299	8/12/72 L TIME - 1530 DEPARTURE PO DES MOINE TYPE OF ACCI	IBERTY CTR,IOWA INT I S,IOWA DENT LURE OR MALFUNCTI	CHAMPION TECA N11697 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- (0 0 0 0 PHASE IN	1 1 E O FL	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION IGHT NORMAL CRUISE NG ROLL	PRIVATE, AGE 20, 231 TOTAL HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.
	TERRAIN - FACTOR(S) PILOT IN C PARTIAL POWE EMERGENCY CI	OMMAND — IMPROPEF ROUGH/UNEVEN OMMAND — LACK OF R LOSS — PARTIAL RCUMSTANCES — FOF	FAMILIARITY WITH AIRC LOSS OF POWER - 1 ENG CED LANDING OFF AIRPO OF THROTTLE FRM IDLE P	RAFT INE DRT ON		PL A	NT COŃTROLS	
3-2464	TIME - 1252 NAME OF AIRP DEPARTURE PO WATERLOO,I TYPE OF ACCI	ORT – WATERLOO INT J OWA	N9377L DAMAGE-MINOR INTENDED DESTINATION LACROSSE,WIS	PX-	1 0 PHASI	0 E 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP IF OPERATION C IDLING ENGINE(S)	PRIVATE, AGE 47, 200 TOTAL HOURS, 113 IN TYPE NOT INSTRUMENT RATED.
	FACTOR(S) PILOT IN C	- MISCELLANEOUS-F OMMAND - INADEQUA	PERSONNEL PASSENGER ATE PREFLIGHT PREPARAT JE NOSE WHEEL CHOCK• P				NNING R WG INTO PROP.PAX B/A LE	VEL 0.25 PCT.
3-2029		ORT - BEAUMONT	CESSNA 120 N33Y DAMAGE-SUBSTANTIAL	CR- PX-	0 0 0 0	1 1	NONCOMMERCIAL Pleasure/personal transp	PRIVATE, AGE 28, 290 TOTAL HOURS, 47 IN TYPE, NOT INSTRUMENT RATED.
	EL DORADO TYPE OF ACCI	, KANS					F OPERATION IGHT NORMAL CRUISE	
	MISCELLANE FACTOR(S) MISCELLANE	- PROPELLER AND OUS ACTS, CONDITIO OUS ACTS, CONDITIO RCUMSTANCES - FOR	ACCESSORIES BLADES DNS - FATIGUE FRACTUR DNS - SEPARATION IN FL RCED, LANDING ON AIRPOR	.IGHT	LANE	BAS	E/HELIPT.	

FILE	DATE	LOCATION	AIRCRAFT DATA	IN	IJUR F	S M.	'N	FLIGHT PURPOSE		PILOT	
		DODGE CITY,KANS	MOTOR SPATZ SF24 N41FA DAMAGE-SUBSTANTIAL	С R - Р X -	0	0	1			COMMERCIAL,	FL.INSTR., TOTAL HOURS
	DEPARTURE F DODGE CI TYPE OF ACC	RPORT - WILROAD GARI POINT II TY,KANS CIDENT N WITH GROUND/WATER	NTENDED DESTINATION LOCAL		P	HASE TAP	E 0 KE0	F OPERATION FF INITIAL CLIMB			
	WEATHER - WEATHER - WEATHER BRI		CONDITIONS G RECEIVED	VEATHE	r c	OND	TI	DN S			
	5 OR OVER	AT ACCIDENT SITE	IDENT SITE		F	UNI REC NOI	.IM [PI ≹E	AT ACCIDENT SITE ITED FATION AT ACCIDENT FURE-F	SITE		
	270	TION-DEGREES				10	VE OF	-OCITY-KNOTS Flight plan			
	REMARKS- AF	RPT LIES BTN RIVER	INED WITH TREES, AND	A FLC	0D			INDS GUSTING.			
- 2465	3/14/72 TIME - 2110	MINNEAPOLIS,KANS)	ERCOUPE 415C N99130 DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1 0	NONCOMMERCIAL PLEASURE/PERSONAL	TRANSP	PRIVATE, AGE TOTAL HOURS, NOT INSTRUME	35 IN TYPE,
	DEPARTURE F MINNEAPOL TYPE OF ACC GROUND-W	RPORT – MINNEAPOLI POINT IN LIS,KANS ZIDENT ATER LOOP-SWERVE WITH OBJECT			F	TA	(EO	F OPERATION FF RUN FF RUN			
	PILOT IN	COMMAND - FAILED TO COMMAND - ATTEMPTE	D MAINTAIN DIRECTION D OPERATION W/KNOWN 1 H LANDING OR TAXI LI	DEFICI	ENC	IES					

PAGE 1047

		. · · · · ·	BRIEF	S OF AC	CID	ENTS			
FILE	DATE	LOCATION	AIRCRAFT DATA	F	S		PURPOSE		PILOT DATA
		COUNCIL GRVE,KANS O	LUSCOMBE 8A N1269B DAMAGE-DESTROYED	CR-	0 1	. 0	O NONCOMMERCIAL O PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 46, 408	
	DEPARTURE LIBERAL TYPE OF ACI COLLIDED	,KANS	NTENDED DESTINATION GRIFFITH, IND OWERS				DF OPERATION LIGHT OTHER		
	PILOT IN WEATHER - FACTOR(S) WEATHER - WEATHER - TERRAIN - WEATHER BR	COMMAND - CONTINUE COMMAND - FAILED T - LOW CEILING - RAIN - FOG - HIGH OBSTRUCTIONS IEFING - BRIEFED BY	D VFR FLIGHT INTO AD O SEE AND AVOID OBJE FLIGHT SERVICE PERS UBSTANTIALLY CORRECT	ONNEL,	OBS	TRUC'	TIONS		
	1 MILE OF OBSTRUCTION FOG TYPE OF WE VFR	AT ACCIDENT SITE			PRI I WIN (TYP	OO CIP RIZ DRIZ VD VI	G AT ACCIDENT SITE ITATION AT ACCIDENT ZLE, RAIN ELOCITY-KNOTS F FLIGHT PLAN	SITE	
1961	5/4/72 TIME - 143!	GARDNER,KANS 5	CESSNA 172H N3864R DAMAGE-DESTROYED				INSTRUCTIONAL DUAL		COMMERCIAL, FL.INSTR., AGE 59, 17000 TOTAL HOURS, 700 IN TYPE,
	DEPARTURE F GARDNER, TYPE OF ACC ENGINE F NOSE OVER	KANS CIDENT AILURE OR MALFUNCTI	NTENDED DESTINATION LOCAL		I	AND	DF OPERATION ING FINAL APPROACH ING ROLL		INSTRUMENT RATED.
	DUAL STU MISCELLAN TERRAIN - FACTOR(S) MISCELLAN PARTIAL POW EMERGENCY (COMMAND - INADEQUA DENT - IMPROPER OPE VEOUS ACTS,CONDITIO - WET,SOFT GROUND VEOUS ACTS,CONDITIO VER LOSS - PARTIAL CIRCUMSTANCES - FOR	TE SUPERVISION OF FL RATION OF POWERPLANT NS - ENGINE LOADED U NS - SIMULATED CONDI LOSS OF POWER - 1 EN CED LANDING OFF AIRP ERLY ON APCH TO SIMU	E POWE	LAN)			

			S OF ACCIDENTS		
FILE	DATE LOCATIO	ON AIRCRAFT DATA	INJURIES F S M/M	FLIGHT N PURPOSE	.PILOT DATA
3-1893	5/26/72 LAHARPE,KAN TIME - 1830	DAMAGE-SUBSTANTIAN INTENDED DESTINATION LOCAL	CR- 0 0 0 PX- 0 0 0 PHASE IN F	OF OPERATION LIGHT PROCEDURE TURNARDI	COMMERCIAL, AGE 39, 1540 TOTAL HOURS, 100 IN TYPE NOT INSTRUMENT RATED.
	MISCELLANEOUS ACTS; TERRAIN - ROUGH/UNE FACTOR(S) MISCELLANEOUS ACTS; PARTIAL POWER LOSS - F	STRUCTURE VALVE ASSEMBLIES CONDITIONS - MATERIAL FAILUF VEN CONDITIONS - OVERLOAD FAILUF PARTIAL LOSS OF POWER - 1 EN ES - FORCED LANDING OFF AIRF	RE NG INE		
	COCKPIT CRASHPAD – 1 TANK/HOPPER-LOCATION ELEVATION-AREA BEINO PROCEDURE TURNAROUND	CONTROL - 450 JRE FASTENED-PROPERLY INSTALLED N - FORWARD OF PILOT G TREATED-FEET - 1040 D - FIRST 1/3 OF TURN CE. NR 3 EXHAUST VALVE FAILS	TYPE C GLOVES CRASH CRASH TERRAI SWATH	DF OPERATION - SPRAYING C DF CHEMICAL USED - LIQUID G - NOT USED HELMET - AVAIALABLE-NOT U BAR - INSTALLED N-TYPE - ROLLING RUN-HOW FLOWN - CROSSWING	CHEMICAL-NONTOXIC
3-2106	5/31/72 TOPEKA,KANS TIME - 1000 NAME OF AIRPORT - ALL	S CESSNA 140 N1878V DAMAGE-SUBSTANTIAL EN PARK INTENDED DESTINATION	PX- 0 0,2	. NONCOMMERCIAL 2 PLEASURE/PERSONAL TRAN.	COMMERCIAL, AGE 26, 1505 SP TOTAL HOURS, 2 IN TYPE, INSTRUMENT RATED.

FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE

-

Constant and the second s

			BRIEFS								
FILE	DATE	LOCATION	AIRCRAFT DATA		INJU F	UR	IES S M	/N	FLIGHT PURPOSE		PILOT DATA
	6/3/72 TIME - 15 NAME OF A DEPARTURE VALLEY TYPE OF A COLLIDE STALL PROBABLE PILOT I	VALLEY FALLS, KANS 15 NIRPORT - KESSLER STF POINT I FALLS, KANS CCCIDENT D WITH DIRT BANK MUSH CAUSE(S)	BEECH V35 N37720 DAMAGE-SUBSTANTIAL IP NTENDED-DESTINATION TOPEKA,KANS	CR· PX·		0 0 PI	0 0 HAS TA TA	1 2 .KEC .KEC	NONCOMMERCIAL PLEASURE/PERSONAL OF OPERATION OFF RUN IFF INITIAL CLIMB		PRIVATE, AGE 39, 134 TOTAL HOURS, 69 IN TYPE, NOT INSTRUMENT RATED.
	FACTOR(S) TERRAIN	I - HIGH OBSTRUCTIONS	O OBTAIN/MAINTAIN FLY S DUNCED INTO AIR,HIT FE			EE	D				
3-1918	TIME - 14 NAME OF A DEPARTURE LEAWOOD TYPE OF A STALL PROBABLE PILOT D	AIRPORT - STATE LINE POINT KANS ACCIDE CAUSE(S) IN COMMAND - IMPROPER	N1483E DAMAGE-SUBSTANTIAL	P X C ON	- TRO	0 P LS	0 HAS IN	1 SE (FL	PLEASURE/PERSONAL DF OPERATION IGHT OTHER		PRIVATE, AGE 26, 144 TOTAL HOURS, 59 IN TYPE, NOT INSTRUMENT RATED.
			TO OBTAIN/MAINTAIN FLY PX COULD TAKE PICTUF		SP	EE	D				
3-1998	TIME - 16 NAME OF A DEPARTURE LAWREN TYPE OF A OVERSHO GEAR CO	AIRPORT - NORTHERN E POINT NCE,KANS ACCIDENT DOT DULAPSED	N1877J DAMAGE-SUBSTANTIAL			0	0 HAS	0 SE C AND I		TRANSP	STUDENT, AGE 37, 53 TOTAL HOURS, 38 IN TYPE, NOT INSTRUMENT RATED.
	PILOT D FACTOR(S) MISCELL	IN COMMAND - MISJUDG IN COMMAND - FAILED	ED DISTANCE AND SPEED TO INITIATE GO-AROUND DNS - OVERLOAD FAILUR	E							

			BRIEFS	5 UF A		DEN				
FILE	DATE	LOCATION	AIRCRAFT DATA			IES S M		FLIGHT PURPOSE		PILOT DATA
3-2467	TIME - 113 DEPARTURE BROOMFI TYPE OF AC	POINT ELD,COLO	CESSNA 172K NTO10G DAMAGE-SUBSTANTIAL INTENDED DESTINATION MEMPHIS,TENN		0	0 HAS	1 E 0	NONCOMMERCIAL PLEASURE/PERSONAL F OPERATION NG ROLL	TRANSP	PRIVATE, AGE 47, 236 TOTAL HOURS, 27 IN TYPE, NOT INSTRUMENT RATED.
	PILOT IN FACTOR(S) TERRAIN	COMMAND - CONTIN COMMAND - SELECT - ROUGH/UNEVEN CIRCUMSTANCES - P	UED VFR FLIGHT INTO ADV ED UNSUITABLE TERRAIN RECAUTIONARY LANDING OF DVERSE/UNFAVORABLE WEAT	F AIR			r c	DNDITIONS		
3 - 2156	6/15/72 TIME - 090		BEECH 23 N6985Q					NONCOMMERCIAL PLEASURE/PERSONAL	TRANSP	COMMERCIAL, AGE 28, 406 TOTAL HOURS, 124 IN TYPE
	NAME OF AI DEPARTURE RILEY;KA TYPE OF AC STALL M	NS CIDENT	DAMAGE-SUBSTANTIAL INTENDED DESTINATION KANSAS CITY,MO		Ρ			F OPERATION FF INITIAL CLIMB		NOT INSTRUMENT RATED.
	PILOT IN FACTOR(S) AIRPORTS	COMMAND - PREMAT COMMAND - FAILED /AIRWAYS/FACILITI NEOUS ACTS,CONDIT	URE LIFT-OFF TO OBTAIN/MAINTAIN FLY ES - AIRPORT CONDITIONS IONS - FAILED TO USE AU	WET	RU	NWA		NWAY		
3-2105	5/23/72 TIME - 202	LEAWOOD,KANS 0	CESSNA 210 N7453E DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL	TRANSP	COMMERCIAL, AGE 42, 2982 TOTAL HOURS, 18 IN TYPE, INSTRUMENT RATED.
	NAME OF AI DEPARTURE ST LOUI TYPE OF AC OVERSHOD NOSE OVE	S,MO CIDENT T			Ρ	LA	ND I	F OPERATION NG LEVEL OFF/TOUCH NG ROLL	IDOWN	INSTRUMENT RATED.
	FACTOR(S) PILOT IN	COMMAND - MISJUD	GED SPEED TO INITIATE GO-AROUND							

PAGE 1051

			BRIEFS	OF ACC	IDEN	S			
	DATE		AIRCRAFT DATA	6	см	'N	DUDDOSE	PILOT DATA	
	6/24/72 TIME - 110	AUGUSTA,KANS 5		CR- 0 PX- 0	0	1	NONCOMMERCIAL		
	TYPE OF AC ENGINE F	DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP MEMPHIS,TENN WICHITA,KANS CARTHAGE,MINN TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE NOSE OVER/DOWN LANDING ROLL							
	PILOT IN MISCELLA MISCELLA TERRAIN COMPLETE P	COMMAND - INADEQU COMMAND - MISMAN NEOUS ACTS,CONDITJ NEOUS ACTS,CONDITJ - ROUGH/UNEVEN DWER LOSS - COMPLE	JATE PREFLIGHT PREPARAT AGEMENT OF FUEL IONS - MISCALCULATED FU IONS - FUEL EXHAUSTION ETE ENGINE FAILURE/FLAM DRCED LANDING OFF AIRPO	IEL CONS	ENGI	ON			
3-2286	7/7/72 TIME - 023		BEECH H35 N5025B DAMAGE-SUBSTANTIAL	CR- (PX- (0 0	1 2	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 46, 1105 TOTAL HOURS, 530 IN TYPE,	
	DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATES NAME OF AIRPORT - NEWTON CITY-CNTY DEPARTURE POINT INTENDED DESTINATION LINCOLN,NEBR LAWTON,OKLA TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN								
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO ASSURE THE GEAR WAS DOWN AND LOCKED PILOT IN COMMAND - FAILED TO FOLLOW APPROVED PROCEDURES, DIRECTIVES, ETC. MISCELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES FACTOR(S) SYSTEMS - ELECTRICAL SYSTEM GENERATORS/ALTERNATORS AIRFRAME - LANDING GEAR LANDING GEAR WARNING AND INDICATING COMPONENTS EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- NOTICED DISCHARGE ON AMMETER.WARNING HORN INOP.								

.

FILE	DATE LOCATION				PILOT DATA				
	7/9/72 NEWTON,KANS TIME - 2220 NAME OF AIRPORT - NEWTON M	CESSNA 180 N2204C DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	ΝΟΝΟΟΜΜΕΒΟΙΔΙ	PRIVATE, AGE 39, 459 P TOTAL HOURS, 4 IN TYPE, NOT INSTRUMENT RATED.				
	DEPARTURE POINT TULSA-OKLA TYPE OF ACCIDENT OVERSHOOT GROUND-WATER LOOP-SWERVE	INTENDED DESTINATION WICHITA,KANS	LANDI	F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL					
	PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR(S)								
	MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND MISCELLANEOUS ACTS, CONDITIONS - WINDSHIELD, DIRTY, FOGGY, ETC RESTRICTED VISION POWERPLANT - LUBRICATING SYSTEM OTHER MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT								
	SUSPECTED MECHANICAL DISCREPANCY REMARKS- PLT NOT CURRENT-NITE.ENG OIL FILLER CAP.NOT SECURELY FASTENED.WINGS,GR,PROP DMG.								
3- 2364	NAME OF AIRPORT - KENNEDY	DAMAGE-DESTROYED GLDR PORT	CR- 0 1 0 PX- 0 0 0	INSTRUCTIONAL TRAINING	STUDENT, AGE 28, 258 TOTAL HOURS, 205 IN TYPE, NOT INSTRUMENT RATED.				
	DEPARTURE POINT INTENDED DESTINATION MINNEOLA,KANS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHODT LANDING FINAL APPROACH COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH								
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILE FACTOR(S)		•						
	PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER FIRE AFTER IMPACT REMARKS- FLEW LOW PAT,GLDR OPS.TRUCK ON END OF RWY.HIT PWR LINES N END OF RWY.45FT AGL.AWARE OF HAZARD.								

PAGE 1053

			BRIEFS	OF A	ссі	DEN	TS		
FILE	DATE	LOCATION	AIRCRAFT DATA		F	S M	I/N	PURPOSE	PILOT DATA
		YSVILLE,KANS		CR-	ò	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 55, 1426 TOTAL HOURS, 561 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POIN MARYSVILLE,K TYPE OF ACCIDE	ANS	INTENDED DESTINATION NORTH PLATTE,NEBR		Ρ			F OPERATION FF ABORTED	
	PILOT IN COM FACTOR(S) TERRAIN - WE	MAND - FAILED Mand - Delayed T,SOFT GROUND	TO OBTAIN/MAINTAIN FLY ACTION IN ABORTING TA TKOF RUN AND HAMPEREE	KEOFF			FEC	T DURG ATMTD ABORT.	
3-2099	-7/25/72 RAN TIME - 1220	TOUL,KANS	CESSNA 150G N3868J DAMAGE-DESTRDYED	CR- PX-	0 0	0 0	1 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 32, 94 TOTAL HOURS, 66 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPOR DEPARTURE POIN RANTOUL,KANS TYPE OF ACCIDE COLLIDED WIT	T	INTENDED DESTINATION PAOLA,KANS		Ρ			F DPERATION FF INITIAL CLIMB	ANSTROLENT KATED.
	PILOT IN COM FACTOR(S) TERRAIN - HI	MAND - INAĐEQU MAND - MISJUDG GH OBSTRUCTION	S					NNING T THEM SQUARE.HIT GRND,GR	FAILED, NOSED OVR.
3-2558	7/29/72 BEA TIME - 1900	UMONT, KANS	PIPER J4A N27078 DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	TYPE, NOT INSTRUMENT
	NAME OF AIRPOR DEPARTURE POIN IOLA+KANS TYPE OF ACCIDE COLLIDED WIT	T :	INTENDED DESTINATION BEAUMONT,KANS		Ρ			F OPERATION NG TRAFFIC PATTERN-CIRCL	RATED.
	FACTOR(S) MISCELLANEOU	MAND - MISJUDGE S ACTS,CONDITIC	ED ALTITUDE DNS - POORLY PLANNED A FROM DOWNWIND LEG.	PPROA	СН				

				S OF ACC							
FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	RIES S M	/N	FLIGHT PURPOSE	PILOT DATA			
3-2581	8/1/72	COPELAND,KANS 30	BOEING E75 N65013 DAMAGE-SUBSTANTIAL	CR- 0 PX- 0	0 0	1 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 52, 12450 TOTAL HOURS, 8000 I TYPE, INSTRUMENT RATED.			
	DEPARTURE		INTENDED DESTINATION								
	COPELAND TYPE OF AC		LOCAL		рылс		- OPERATION				
	TURBULEN				-	-	IGHT SWATH RUN				
		N WITH GROUND/WATE	R UNCONTROLLED				IGHT UNCONTROLLED DE	SCENT			
	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED ALTITUDE AND CLEARANCE MISCELLANEOUS - VORTEX TURBULENCE										
	SPECIAL DA										
		URS IN CROP CONTRO CROP - GRAIN FIELD	c .				OPERATION - SPRAYING CHEMICAL USED - LIQU				
	PILOT'S	SEAT BELT - UNKNOW	N/NOT REPORTED				- NOT USED	ID CHEMICAL-TOXIC			
	GUGGLES	- NOT USED	T		CRAS	H HE	ELMET - AVAILABLE-USE	D			
	COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL,FLAT ELEVATION-AREA BEING TREATED-FEET - 2750 SWATH RUN-HOW FLOWN - WIND CALM										
		N-AREA BEING TREAT	ED-FEET - 2750		SWAT	H RL	JN-HOW FLOWN - WIND C	ALM			
	REMARKS- 3	3 PLANE SPRAY FLT.	CAUGHT PROP WASH FROM	2 LEAD	AC F T	AND	D LOST CTL.				
3-2253	8/3/72 TIME - 095	OVERBROOK,KANS 50		CR- 1 PX- 3	0 0	0 0	NONCOMMERCIAL PLEASURE/PERSONAL TR/	PRIVATE, AGE 60, 2269 ANSP TOTAL HOURS, 43 IN TYPE,			
	DEPARTURE TOPEKA,	POINT	DAMAGE-DESTROYED NOT INSTRUMENT R INTENDED DESTINATION HENDERSON,KY								
	TYPE OF AC		PHASE OF OPERATION								
	COLLISION WITH GROUND/WATER UNCONTROLLED IN FLIGHT UNCONTROLLED DESCENT										
	PROBABLE CAUSE(S) PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION										
	FACTOR(S)	- LOW CEILING									
			Y WEATHER BUREAU PERSO	ONNEL, I	N PE	RSON	N				
	WEATHER FO	RECAST - FORECAST	SUBSTANTIALLY CORRECT								
	SKY CONDII OVERCASI				CEIL						
	VISIBILITY	AT ACCIDENT SITE			800 PRECIPITATION AT ACCIDENT SITE						
		R DNS TO VISION AT AC	CIDENT SITE	NONE TEMPERATURE-F							
	NONE	TION-DEGREES									
	30	, ION DECKEES		WIND VELOCITY-KNOTS 8							
	TYPE OF WE IFR	ATHER CONDITIONS			ТҮРЕ	OF	FLIGHT PLAN				
					NO						

PAGE 1055

FILE		LOCATION	AIRCRAFT DATA	INJU	RIES			PILOT DATA		
	8/8/72 TIME - 211	FORT SCOTT,KANS 5	PIPER PA-23 N6550Y DAMAGE-DESTROYED	CR- C	1	0		COMMERCIAL, AGE 37, 9954 TOTAL HOURS, 2500 IN TYPE, INSTRUMENT RATED.		
	INDEPEN TYPE OF ACC UNDERSHO	DEPARTURE POINT INTENDED DESTINATION INDEPENDENCE,KANS FORT SCOTT,KANS TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH FENCE,FENCEPOSTS LANDING LEVEL OFF/TOUCHDOWN								
	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT TERRAIN - OTHER MISCELLANEOUS ACTS, CONDITIONS - PILOT FATIGUE MISSING AIRCRAFT - LATER RECOVERED REMARKS- RECOVERY DATE 8/9/72.SPARSE LTG IN AREA.PLT RECYCLED GR ON FINAL.FLEW TRNG FLT PRIOR, MINIMUM REST.									
				LT RECY	CLED	GR	ON FINAL.FLEW TRNG FI	T PRIOR,MINIMUM REST.		
3-2671	REMARKS- R 9/13/72 TIME - 133	ECOVERY DATE 8/9/7 KALVESTA,KANS O POINT	2. SPARSE LTG IN AREA. PIPER PA-28 N7150W DAMAGE-SUBSTANTIAL INTENDED DESTINATION	CR- C	0	1		T PRIOR,MINIMUM REST. PRIVATE, AGE 35, 210 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED.		
3-2671	REMARKS- RI 9/13/72 TIME - 133 DEPARTURE DALLAS, TYPE OF AC ENGINE F	ECOVERY DATE 8/9/7 KALVESTA,KANS 0 POINT TEX	2. SPARSE LTG IN AREA. PIPER PA-28 N7150W DAMAGE-SUBSTANTIAL INTENDED DESTINATION CIMARRON,KANS	CR- C PX- C	0 0 PHAS IN	1 0 5E 0	NONCOMMERCIAL	PRIVATE, AGE 35, 210 Total Hours, 35 in type,		

		BRIEFS	G OF AC	CIDEN	TS					
FILE	DATE LOCATION	AIRCRAFT DATA		JURIES S M		FLIGHT PURPOSE		F	PILOT DATA	
3-2258	3/24/72 BEREA,KY TIME - 1906	MOONEY M20E N9238V DAMAGE-DESTROYED		0 0 1 0		NONCOMMERCIAL PLEASURE/PERSONA	L TRANSP	TOTAL HO	AL, AGE 40, 447 DURS, 9 IN TYPE, NT RATED.	
	NAME OF AIRPORT - LACKEY DEPARTURE POINT INTENDED DESTINATION ST.PETERSBURG,FLA CINCINNATI,OHIO TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE STALL LANDING FINAL APPROACH									
	PILOT IN COMMAND - IMPR(PILOT IN COMMAND - MISM MISCELLANEOUS ACTS,COND MISCELLANEOUS ACTS,COND MISCELLANEOUS - EVASIVE FACTOR(S) WEATHER - ADVERSE WINDS TERRAIN - HIGH OBSTRUCT)	ITIONS - MISCALCULATED FU ITIONS - FUEL EXHAUSTION MANEUVER TO AVOID COLLIS ALOFT ONS ITIONS - SEAT BELT NOT FA PLETE ENGINE FAILURE/FLAP D BY FLIGHT SERVICE PERSO ST SUBSTANTIALLY CORRECT	OR PLA JEL COM SION SION STENEC SEOUT-J DNNEL,	ANNING NSUMPT D L ENGI BY PH	ION					
·	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 NONE 32									
	WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 8 5 . TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN									

	DATE LOCATION		F S M/N	PURPOSE	· PILOT DATA
	5/18/72 GEORGETOWN,KY TIME - 1930 NAME OF AIRPORT - MARSH DEPARTURE POINT GEORGETOWN,KY TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH DIRT BA	PIPER PA-28 N2682T DAMAGE-SUBSTANTIAL ALL FIELD INTENDED DESTINATION LOCAL	CR- 0 0 1 PX- 0 0 0 PHASE C LAND	NONCOMMERCIAL PLEASURE/PERSONAL TRANSF DF OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL	PRIVATE, AGE 32, 59 TOTAL
	PILOT IN COMMAND - FAI FACTOR(S) PILOT IN COMMAND - SPO AIRPORTS/AIRWAYS/FACIL MISCELLANEOUS ACTS,CON	JUDGED DISTANCE AND SPEED LED TO INITIATE GO-AROUND NTANEOUS-IMPROPER ACTION ITIES - AIRPORT CONDITION: DITIONS - TOUCH AND GO LAI N RWY.STARTED TO GO AROUN	NDING		
3-1885	5/28/72 NEW CASTLE,KY TIME - 1730 NAME OF AIRPORT - DURRET DEPARTURE POINT	N4431U DAMAGE-DESTROYED T	CR- 0 1 0 PX- 0 0 0		STUDENT, AGE 42, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	LOUISVILLE,KY TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED		LAND	DF OPERATION ING LEVEL OFF/TOUCHDOWN ING LEVEL OFF/TOUCHDOWN	
	FACTOR(S)	ROPER LEVEL OFF ROPER RECOVERY FROM BOUNC DITIONS - OVERLOAD FAILUR			

BRIEFS OF ACCIDENTS

DAGE 1058

			S OF ACCIDENTS		
FILE		ION AIRCRAFT DATA			PILOT DATA
3-1952	6/3/72 IVEL,KY	AMER AVCO AA-1 N9352L DAMAGE-SUBSTANTIAL INTENDED DESTINATION PIKEVILLE KY	CR- 0 0 1 NONCO	DMMERCIAL TICE STOP N,W VA RATION	PRIVATE, AGE 20, 90 TOTA HOURS, 82 IN TYPE, NOT INSTRUMENT RATED.
	FACTOR(S) PILOT IN COMMAND - PILOT IN COMMAND - TERRAIN - WET,SOFT EMERGENCY CIRCUMSTAN	- SELECTED UNSUITABLE TERRAIN - IMPROPER IN-FLIGHT DECISIONS - BECAME LOST/DISORIENTED I GROUND ICES - PRECAUTIONARY LANDING O LOW ON FUEL DO LOW FOR RELIABLE VOR SIGNAL	FF AIRPORT		
3-2009	6/5/72 MURRAY,KY TIME - 1100 DEPARTURE POINT MURRAY,KY TYPE OF ACCIDENT ENGINE FAILURE OR	DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL MALFUNCTION	PHASE OF OPEF IN FLIGHT	RATION NORMAL CRUISE	STUDENT, AGE 25, 22 TOTA HOURS, 3 IN TYPE, NOT INSTRUMENT RATED.
·	MISCELLANEOUS ACTS TERRAIN - RQUGH/UN COMPLETE POWER LOSS	- MISMANAGEMENT OF FUEL S,CONDITIONS - FUEL STARVATION JEVEN - COMPLETE ENGINE FAILURE/FLA ICES - FORCED LANDING OFF AIRP	MEOUT-1 ENGINE		
8-2159	6/7/72 KINGSTON, TIME - 1920	KY CESSNA 150H N23451 DAMAGE-SUBSTANTIAL	CR- 0 2 0 INST PX- 0 0 0 DUAL		COMMERCIAL, FL.INSTR., AGE 43, 2145 TOTAL HOURS 606 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - LA DEPARTURE POINT BEREA,KY TYPE OF ACCIDENT ENGINE FAILURE OR COLLIDED WITH WIF	INTENDED DESTINATION LOCAL MALFUNCTION		RATION NORMAL CRUISE INAL APPROACH	NATED.
	PROBABLE CAUSE(S) MISCELLANEOUS ACTS PILOT IN COMMAND - FACTOR(S) MISCELLANEOUS ACTS MISCELLANEOUS ACTS REMARKS- IP DEMONSTR				

PAGE 1059

Actes

			BRIEF	S OF 4	CCI	DEN	тѕ		
FILE	DATE	LOCATION	AIRCRAFT DATA			S M		FLIGHT PURPOSE	PILOT DATA
3-2157	6/7/72 TIME - 170	CORBIN,KY O	CESSNA 150 N1156Y DAMAGE-DESTROYED	CR- PX-	-		-	NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 35, 102 P TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE LONDON, TYPE OF AC	KY	ELD INTENDED DESTINATION L			HAS	ΕO	ROUTE ['] STOP LOCA F OPERATION IGHT NORMAL CRUISE	
		COMMAND - FAILED	TO SEE AND AVOID OBJE IONS - UNWARRANTED LOW			STR	υст	IONS	
3-1926	6/8/72 TIME - 125	WINCHESTER,KY 5	PIPER PA-24 N6044P DAMAGE-SUBSTANTIAL	PX-				NONCOMMERCIAL PLEASURE/PERSONAL TRANS	COMMERCIAL, AGE 67, 1500 P TOTAL HOURS, ALL IN TYPE, INSTRUMENT RATED.
	DEPARTURE SEYMOUR TYPE OF AC	,IND CIDENT AILURE OR MALFUNC	INTENDED DESTINATION FAYETTEVILLE,NC		Ρ	IN	FL	F OPERATION IGHT NORMAL CRUISE NG ROLL	
	PILOT IN FACTOR(S) TERRAIN MISCELLA COMPLETE P EMERGENCY	NT - MISCELLANEOU COMMAND - MISJUD - ROUGH/UNEVEN NEOUS ACTS,CONDIT OWER LOSS - COMPL	S POWERPLANT FAILURE I GED DISTANCE AND ALTIT IONS - OVERLOAD FAILUR ETE ENGINE FAILURE/FLAI ORCED LANDING OFF AIRP SHORT OF RWY.	UDE E MEOUT-	·1 E	ING I		D REASONS	
3-2421	7/16/72 TIME - 200	BARDWELL,KY O	CESSNA 150F N8613G DAMAGE-SUBSTANTIAL	CR- PX-				INSTRUCTIONAL SJLO	STUDENT, AGE 22, 43 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
		S,MO			P	ΙN	FL	F DPERATION IGHT NORMAL CRUISE NG ROLL	
	PILOT IN PILOT IN FACTOR(S)	COMMAND - MISMAN	UATE PREFLIGHT PREPARA LOST/DISORIENTED	TION /	ND	OR	PLA	NNING	

BRIEFS OF ACCIDENTS											
FILE			AIRCRAFT DATA		F S	Μ/	N	PURPOSE	PILOT DATA		
				CR-					STUDENT, AGE 41, 17 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.		
	NAME OF A DEPARTURE MONTICE	IRPORT - MONTICELLO POINT LLO.KY	INTENDED DESTINATION								
	TYPE OF A HARD LA NOSE OV		INTENDED DESTINATION LOCAL			LAN	DING	OPERATION G LEVEL OFF/TOUCHDOW G ROLL	IN		
		N COMMAND - IMPROPE	R LEVEL OFF R RECOVERY FROM BOUNCE	D LAN	DING						
3-2548	7/24/72 TIME - 17	FRANKLIN,KY 15	CESSNA 150F N8864G DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1] 0 [INSTRUCTIONAL DUAL	PRIVATE, AGE 48, 94 TOTA HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.		
	DEPARTURE	IRPORT - MOORE FIEL POINT N,KY	INTENDED DESTINATION								
	TYPE OF ACCIDENT PHASE OF OPERA' GROUND-WATER LOOP-SWERVE LANDING ROLI COLLIDED WITH DITCHES LANDING ROLI						G ROLL				
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS										
	AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS WET RUNWAY REMARKS- DURG APPROACH PLT DISTRACTED BY TRACTOR ON SOD RWY UNTIL LAST MIN.										

PAGE 1061

٠.

LOCATION AIRCRAFT DATA AIRCRAFT DATA INJURIES FLIGHT F S M/N PURPOSE EILE DATE PILOT DATA _____ _____
 3-2624
 9/20/72
 LEXINGTON,KY
 CESSNA 177
 CR 0
 1
 NONCOMMERCIAL
 PRIVATE, AGE 43, 89
 TOTAL

 TIME - 0833
 N3357F
 PX 0
 1
 0
 PLEASURE/PERSONAL TRANSP
 HOURS, 20
 IN TYPE, NOT
 TIME - 0833 DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - BLUE GRASS FIELD DEPARTURE POINT INTENDED DESTINATION IIMA ALLEN COUNTY LEXINGTON•KY TYPE OF ACCIDENT PHASE OF OPERATION COLLISION WITH GROUND/WATER UNCONTROLLED LANDING GO-AROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED PILOT IN COMMAND - IMPROPER OPERATION OF FLIGHT CONTROLS PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING FACTOR(S) WEATHER - FOG MISCELLANEOUS ACTS, CONDITIONS - PREMATURE FLAP RETRACTION WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE CLEAR UNI IMITED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 3 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS GROUND FOG IFR TYPE OF FLIGHT PLAN VFR REMARKS- VECTORED TO RWY 4-APCHED RWY 8. WHEN CLRD TO LND ON RWY 8 PULLED UP.

			BRIEFS	S OF AC	CIDEN	TS		<u> </u>
FILE	DATE	LOCATION	AIRCRAFT DATA		JRIES S M		FLIGHT PURPOSE	PILOT DATA
3-2505	9/26/72 TIME - 1620 DEPARTURE I ROANOKE TYPE OF ACC OVERSHOOT COLLIDED	POINT , VA CIDENT	PRIVATE, AGE 61, 674 P TOTAL HOURS, 102 IN TYPE NOT INSTRUMENT RATED.					
	PILOT IN FACTOR(S) WEATHER - TERRAIN - WEATHER BR WEATHER FOR	COMMAND - CONTIN COMMAND - SELECT - TURBULENCE, ASS - OTHER LEFING - BRIEFED RECAST - FORECAST JIRCUMSTANCES - P	JED VFR FLIGHT INTO AD ED UNSUITABLE TERRAIN DCIATED W/CLOUDS AND/OF BY FLIGHT SERVICE PERS(SUBSTANTIALLY CORRECT RECAUTIONARY LANDING OF DVERSE/UNFAVORABLE WEAT	THUNDE	ERSTO In Pe	RMS		
	VISIBILITY 1 MILE OF	NOT REPORTED AT ACCIDENT SITE & LESS NS TO VISION AT A	CCIDENT SITE		12 PREC NC	00 IPI NE OF	AT ACCIDENT SITE TATION AT ACCIDENT SITE WEATHER CONDITIONS	
3-1909	TIME - 1000 DEPARTURE F	POINT DAG STRIP CIDENT	BOEING 75 N46888 DAMAGE-SUBSTANTIAL INTENDED DESTINATION DENNISON STRIP		D O PHAS	0 E 0	COMMERCIAL ASSOC CROP CTL ACTIVITY F OPERATION NG LEVEL OFF/TOUCHDOWN	COMMERCIAL, AGE 32, 2500 TOTAL HOURS, 72 IN TYPE, NOT INSTRUMENT RATED.
	PILOT IN FACTOR(S) MISCELLAN TERRAIN - SPECIAL DAT	COMMAND - EXERCI COMMAND - SELECT NEOUS ACTS, CONDIT - ROUGH/UNEVEN	SED POOR JUDGMENT ED UNSUITABLE TERRAIN IONS - CORRECTING LENSE DL - 2500	ES-NOT L		OF	OPERATION - SPRAYING CR	OPS.
	KIND OF (GLOVES – CRASH HEL CRASH BAF ELEVATION	CROP - SAGE NOT USED MET - AVAIALABLE - NOT INSTALLED I-AREA BEING TREA	-NOT USED		TYPE Gogg Cock	OF LES PIT	CHEMICAL USED - LIQUID - JSED CRASHPAD - INSTALLED PPER-LOCATION - FORWARD	CHEMICAL-NONTOXIC

PAGE 1063

a construction of the second states and the second states and the second states and the second states and the second states and the second states and the second states and the second states are set of the second states and the second states are second state

			DRIEFS	UF AUU					
FILE	DATE	LOCATION	AIRCRAFT DATA	F	S [.]	M/N	FLIGHT PURPOSE		PILOT DATA
		BOOTHVILLE, LA	PIPER PA-12 N3666M DAMAGE-SUBSTANTIAL	CR- 0 PX- 0	0	1	COMMERCIAL FISH SPOTTI		COMMERCIAL, AGE 35, 1480 TOTAL HOURS, 1060 IN TYPE, NOT INSTRUMENT RATED.
	PASCAGO TYPE OF AC	ULA,MISS CIDENT AILURE OR MALFUNC	INTENDED DESTINATION PASCAGOULA,MISS		I	N FI	DF OPERATION IGHT NORMAL ING LEVEL OF	KATED.	
	MISCELLA FACTOR(S)	NT - ENGINE STRUC NEOUS ACTS,CONDIT	TURE MASTER AND CONNEC IONS - MATERIAL FAILURE						
	COMPLETE F	OWER LOSS - COMPLE CIRCUMSTANCES - FO	IONS - AIRCRAFT CAME TO ETE, ENGINE FAILURE/FLAM RCED LANDING OFF AIRPO CAME TO REST IN SALT	EOUT-1 RT ON L	EN G AND	INE			
3-1880	TIME - 180		DAMAGE-SUBSTANTIAL	PX- () ()) ()	1	INSTRUCTION SOLO	NAL	STUDENT, AGE 44, 22 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	NAME OF A DEPARTURE BASTROP TYPE OF AC HARD LAN GEAR COL	LA CCIDENT IDING	MEML INTENDED DESTINATION LOCAL		L	AND	DF OPERATION ING LEVEL OF ING LEVEL OF		
	PROBABLE (PILOT IN	AUSE(S) COMMAND - IMPROP	ER LEVEL OFF						
3-1940	5/29/72 N TIME - 090	IR.VENICE,LA Do	CESSNA 172 N9114B DAMAGE-SUBSTANTIAL	CR- C PX- C			NONCOMMERC PLEASURE/PI		STUDENT, AGE 28, UNK/NR TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT
	DEPARTURE CHANDAL TYPE OF AC NOSE OVE	CIDENT	INTENDED DESTINATION UNKNOWN/NOT REPORTED				DF OPERATION DFF RUN		RATED.
	FACTOR(S) TERRAIN	N COMMAND - SELECT	ED UNSUITABLE TERRAIN						

BRIEFS OF ACCIDENTS _____ AIRCRAFT DATA FLIGHT FILE DATE LOCATION INJURIES PILOT DATA F S M/N PURPOSE _____ FRIERSON+LA CESSNA 150 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 49, 63 TOTAL 3-2160 6/7/72 PX- 0 0 0 BUSINESS HOURS, 62 IN TYPE, NOT TIME - 1530 N6427G DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - WESTDALE PLANT DEPARTURE POINT INTENDED DESTINATION NATCHITOCHES, LA FRIERSON, LA TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL COLLIDED WITH WIRES/POLES PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH 3-2366 6/10/72 WESTWEGO, LA CESSNA 180 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, AGE 22, 230 TIME - 1330 N2800T PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 2 IN TYPE, DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - WESTWEGO DEPARTURE POINT INTENDED DESTINATION . LOCAL WESTWEGO, LA TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN NOSE OVER/DOWN TAKEOFF RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT

PAGE 1065

- In the second second second second

			BRIEFS	5 OF ACCI	DENI	S		
FILE				INJUF F			FLIGHT PURPOSE	PILOT DATA
	6/16/72 TIME - 185 NAME OF AI DEPARTURE GULFPOR TYPE OF AC	LAKE CHARLES,LA 7 RPORT - LAKE CHARL POINT T,MISS CIDENT ATER LOOP-SWERVE	CESSNA 206 N2515X DAMAGE-SUBSTANTIAL	CR- 0 PX- 0	0 0 HASE LAN	1 № 0 B 0F DING	ONCOMMERCIAL	PRIVATE, AGE 41, 520 TOTAL HOURS, 437 IN TYPE, NOT INSTRUMENT RATED.
	FACTOR(S) PILOT IN	COMMAND - FAILED	TO MAINTAIN DIRECTIONA D WRONG RUNWAY RELATIV CONDITIONS			G WI	ND	
	VISIBILITY 5 OR OVE OBSTRUCTION NONE WIND DIREC 60 TYPE OF WE VFR	NOT REPORTED AT ACCIDENT SITE		F R N	15C RECI UNK ELAT LEF IND 9	00 PITA NOWN IVE T CR VELO OF F	T ACCIDENT SITE TION AT ACCIDENT SITE /NOT REPORTED BEARING OF WIND OSS WIND 248-292 DEGR CITY-KNOTS LIGHT PLAN	
3-2275	TIME - 094 NAME OF AII DEPARTURE GULFPOR	RPORT - FREEMASON POINT F,MISS	PIPER PA-22 N5905D DAMAGE-SUBSTANTIAL IS INTENDED DESTINATION NEW ORLEANS,LA	PX- 0	0	3 P	LEASURE/PERSONAL TRAN	PRIVATE, AGE 25, 253 ISP TOTAL HOURS, 56 IN TYPE, NOT INSTRUMENT RATED.
	PILOT IN MISCELLAN FACTOR(S) MISCELLAN	T LAPSED AUSE(S) COMMAND - MISJUDGI COMMAND - FAILED NEDUS ACTS,CONDITI(ED DISTANCE AND SPEED FO INITIATE GO-AROUND INS - INTENTIONAL GROU INS - OVERLOAD FAILURE	ND-WATER	L AN L AN	DING DING	DPERATION LEVEL OFF/TOUCHDOWN ROLL	I

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N ['] PURPOSE _____ _____ ______
 3-2107
 6/20/72
 ELTON,LA
 BOEING A-75N1
 CR 0
 1
 COMMERCIAL
 COMMERCIAL, AGE 53,

 TIME - 0730
 N59378
 PX 0
 0
 ASSOC CROP CTL ACTIVITY
 15000 TOTAL HOURS, 1500 IN
 DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. ~ NAME OF AIRPORT - AG STRIP DEPARTURE POINT INTENDED DESTINATION ELTON, LA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB NOSE OVER/DOWN LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION POWERPLANT - IGNITION SYSTEM SPARK PLUG TERRAIN - WET, SOFT GROUND COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - UNKNOWN/NOT REPORTED KIND OF OPERATION - FERTILIZING (DUST) KIND OF CROP - GRAIN FIELDS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED GOGGLES - USED CRASH HELMET - AVAILABLE-USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - OTHER TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 30 SWATH RUN-HOW FLOWN - CROSSWIND REMARKS- BADLY DETERIORATED SPARK PLUGS. LNDD IN FLOODED RICE FLD.

PAGE 1067

well Units in must be an a firm of expected distance information and a second second based and well and and the

a a second in success and the Correl of the State and an and a second second second second second second second

an some of The The The The The Control of the Contr

FILE	DATE	LOCATION	AIRCRAFT DATA	INJU	RIES		FLIGHT PURPOSE	PILOT DATA		
		FERRIDAY, LA	PIPER PA-25 N8719L DAMAGE-DESTROYED	CR- (1	 0		COMMERCIAL, AGE 37, 3500 TOTAL HOURS, 2100 IN TYPE, NOT INSTRUMENT RATED.		
	DEPARTURE FERRIDAN TYPE OF AC STALL	Y,LA	INTENDED DESTINATION LOCAL	PHASE OF OPERATION IN FLIGHT PROCEDURE TURNAROUND						
			D TO OBTAIN/MAINTAIN FL	YING SPI	ED					
	WEATHER BE	- TURBULENCE IN RIEFING - NO BRIE DRECAST - UNKNOWN	FING RECEIVED							
	SKY CONDI CLEAR	CEILING AT ACCIDENT SITE UNLIMITED								
	VISIBILITY 5 OR OVI	PRECIPITATION AT ACCIDENT SITE								
		ACCIDENT SITE				URE-F				
	WIND DIRE				VEL	OCITY-KNOTS				
	TYPE OF WE VFR		TYPE OF FLIGHT PLAN NONE							
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 45 KIND OF CROP - BEANS PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GOGGLES - NOT USED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 52 PROCEDURE TURNAROUND - SECOND 1/3 OF TURN REMARKS- WIND GUSTING 18K.PLT REPORTED MDT TURBC.				SWATH RUN-HOW FLOWN - UPWIND					

.

FILE	DATE	LOCATION	AIRCRAFT DATA	I NJUR F	IES S M/N	FLIGHT PURPOSE	PILOŤ DATA
3-2403	TIME - 1400 DEPARTURE P EUNICE,LA TYPE OF ACC ENGINE FA	OINT	SNOW S2C N1624S DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL ION	PX- 0	0 0 HASE (IN FI	COMMERCIAL ASSOC CROP CTL AC OF OPERATION IGHT EN ROUTE TO ING ROLL	TYPE, INSTRUMENT RATED
	MISCELLAN TERRAIN - PARTIAL POW	T - ENGINE STRUCT EOUS ACTS,CONDITI OTHER ER LOSS - PARTIAL	URE CYLINDER ASSEMBLY ONS - MATERIAL FAILURE LOSS OF POWER - 1 ENG RCED LANDING OFF AIRPO	INE	ND		
	KIND OF C PILOT'S S GOGGLES - COCKPIT C TANK/HOPP ELEVATION	RS IN CROP CONTRO ROP - RICE EAT BELT - UNKNOW NOT USED RASHPAD - INSTALL ER-LOCATION - FOR -AREA BEING TREAT	N/NOT REPORTED ED WARD OF PILOT	T G C C T S	YPE OF LOVES RASH F RASH E ERRAIN WATH F	- USED HELMET - AVAILABLE- BAR - INSTALLED H-TYPE - LEVEL,FLAT RUN-HOW FLOWN - CRO	DRY CHEMICAL-NONTOXIC USED NT
⁻ 3–2108	6/29/72 TIME - 1920 DEPARTURE P HOUMA,LA TYPE OF ACC COLLIDED NOSE OVER	DINT Ident With object	CESSNA 180H N3461Y DAMAGE-SUBSTANTIAL INTENDED DESTINATION HOUMA,LA	PX- 0	0 0 AST EN GARE HASE C TAXI	NONCOMMERCIAL BUSINESS ROUTE STOP DEN CITY BAY JF OPERATION TO TAKEOFF TO TAKEOFF	COMMERCIAL, AGE 36, 430 TOTAL HOURS, 3900 IN TYPE, INSTRUMENT RATED
	PROBABLE CA PILOT IN TERRAIN -	USE(S) COMMAND - INADEQU HIDDEN OBSTRUCTI	ATE PREFLIGHT PREPARAT DNS R_SUBMERGED UNDER ABT		OR PL4	NNING	E WAS OUT.

PAGE 1069

and the state of the state of the state of the state of the state of the state of the state of the state of the

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-2479 7/14/72 FERRIDAY,LA GRUMMAN G-164A CR- 0 0 1 COMMERCIAL AIRLINE TRANSPORT, AGE TIME - 0730 N7355 PX- 0 0 0 AERIAL APPLICATION 55, 14000 TOTAL HOURS, 3 DAMAGE-SUBSTANTIAL IN TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION CLAYTON . LA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT STARTING SWATH RUN NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1500 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - COTTON TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - FASTENED-PROPERLY GLOVES - NOT USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE-USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - LEVEL, FLAT ELEVATION-AREA BEING TREATED-FEET - 60 SWATH RUN-HOW FLOWN - WIND CALM PROCEDURE TURNAROUND - THIRD 1/3 OF TURN

BRIEFS OF ACCIDENTS

			BRIEFS	OF ACC					
FILE	DATE LOC	ATION	AIRCRAFT DATA	INJU	RIE	S	FLIGHT		PILOT DATA
	7/17/72 ALEXAND TIME - 1230			CR- 0	0	1	COMMERCIAL		COMMERCIAL, AGE 28, 3000 TOTAL HOURS, 2300 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - DEPARTURE POINT ALEXANDRIA,LA TYPE OF ACCIDENT		NTENDED DESTINATION LOCAL				F OPERATION		
	COLLISION WITH G	ROUND/WATER	UNCONTROLLED				FF INITIAL		
	FACTOR(S) PILOT IN COMMAND WEATHER - HIGH T) - IMPROPER EMPERATURE	D OBTAIN/MAINTAIN FLY COMPENSATION FOR WIN NS - DISREGARD OF GOC	ID CONDI	тю		ACTICE		
	SKY CONDITION						AT ACCIDEN	T SITE	
	OVERCAST VISIBILITY AT ACCI 3 MILES OR LESS				PRE	DNE	•	CCIDENT SITE	
	OBSTRUCTIONS TO VI NONE	IDENT SITE		8	5	TURE-F			
	WIND DIRECTION-DEG 180	REES			WIN 1		LOCITY-KNOT	S	
	TYPE OF WEATHER CO VFR	NDITIONS				E OF DNE	FLIGHT PLA	N	
	SPECIAL DATA TOTAL HOURS IN C KIND OF CROP - C PILOT'S SEAT BEL GOGGLES - NOT US COCKPIT CRASHPAD TANK/HOPPER-LOCA REMARKS- PILOT FAI	COTTON .T - FASTENE GED) - INSTALLE NTION - FORW	D-PROPERLY		TYP GLO CRA CRA ELE	E OF VES SH H SH B VATI	CHEMICAL U - NOT USED ELMET - AVA AR - INSTAL ON-AREA BEI	IALABLE-NOT USE LED NG TREATED-FEET	HEMICAL-NONTOXIC
-2650	12/28/72 NEW ORL TIME - 1232	EANS,LA	BEECH B95 N635B				NONCOMMERC PLEASURE/P		COMMERCIAL, AGE 23, 1154 TOTAL HOURS, 250 IN TYPE
	NAME OF AIRPORT - DEPARTURE POINT SHREVEPORT,LA TYPE OF ACCIDENT		DAMAGE-SUBSTANTIAL NTENDED DESTINATION NEW ORLEANS,LA				F OPERATION		INSTRUMENT RATED.
	WHEELS-UP							FF/TOUCHDOWN	
	AIRFRAMÉ - LANDI	ING GEAR GE	VICING,INSPECTION IN AR LOCKING MECHANISM D AND UP-LOCK DID NOT					INSPECTION	

			BRIEFS								
FILE	DATE	LOCATION	AIRCRAFT DATA		INJU F	JR I S	ES M/N	N	FLIGHT PURPOSE		PILOT DATA
	5/27/72 TIME - 1730 NAME OF AIR	N.NEW PORTLAND, ME Port - private str	N8951T DAMAGE-SUBSTANTIAL	CR	- (С	0 1	L NC	NCOMMERCIAL	RANSP	PRIVATE, AGE 47, 900 TOTAL HOURS, 300 IN TYPE, NOT INSTRUMENT RATED.
	LINCOLN TYPE OF ACC OVERSHOOT NOSE OVER	RI IDEN⊤	LEXINGTON, ME					DING	PERATION LEVEL OFF/TOUCHD ROLL	OWN	
	FACTOR(S) AIRPORTS/	COMMAND - MISJUDGE AIRWAYS/FACILITIES	D DISTANCE AND SPEED - AIRPORT CONDITIONS RIP BYND TRACKS CROSS				WY A	APRX	500FT FRM APCH EN	ID •	
3-2109	7/8/72 TIME - 1330	WISCASSET, ME	PIPER PA-24 N666TS DAMAGE-SUBSTANTIAL	F A	- ())	0	1 NC 1 PL	NCOMMERCIAL EASURE/PERSONAL T	RANSP	PRIVATE, AGE 50, 144 TOTAL HOURS, 9 IN TYPE, NOT INSTRUMENT RATED.
		E,MD IDENT	NTENDED DESTINATION WISCASSET,ME				LANC	DING	PERATION LEVEL DFF/TOUCHD ROLL	OWN	
	PILOT IN FACTOR(S)	COMMAND - MISJUDGE COMMAND - FAILED TO	D DISTANCE AND SPEED D INITIATE GO-AROUND NS - OVERLOAD FAILURE	E							
3-2491	7/18/72 TIME - 1345	FT.FAIRFIELD,ME	BOEING E-75 N9058h DAMAGE-SUBSTANTIAL						NCOMMERCIAL SINESS		COMMERCIAL, AGE 47, 9127 TOTAL HOURS, 6000 IN TYPE, INSTRUMENT RATED.
	DEPARTURE PO FRYEBURG TYPE OF ACC		D NTENDED DESTINATION FT.FAIRFIELD,ME						PERATION T DESCENDING		
	MISCELLAN	COMMAND - PHYSICAL EOUS ACTS,CONDITIO) FL	OWN	13	•5 H	HR AE	RIAL APPLICATION	PRIOR	DAY

FILE	DATE	LOCATION	AIRCRAFT DATA					FLIGH T PURPOSE			PILOT	DATA
3-2593	7/23/72 TIME - 102	MINOT,ME O	BOEING A-75 N57849 DAMAGE-SUBSTANTIAL	CR- PX-	0	0 0	L)	COMMERCIAL ASSOC CROP	CTL	ΑCTIVITY	COMMERCIAL, AGE 44, 2845 636 IN, TYPE, RATED.	TOTAL HOURS
		RPORT - PRIVATE S POINT	TRIP INTENDED DESTINATION MINOT,ME									
		CIDENT ATER LOOP-SWERVE WITH TREES				TAKE	OF	OPERATION F RUN F RUN				
	PILOT IN FACTOR(S) WEATHER WEATHER BR	COMMAND - FAILED	ING RECEIVED									
		NOT REPORTED				UNK	10 W	AT ACCIDENT N/NOT REPOR	TED			
	UNKNOWN/ OBSTRUCTIO	AT ACCIDENT SITE NOT REPORTED NS TO VISION AT A	CCIDENT SITE		RE	UNK	IOW VE	ATION AT AC N/NOT REPOR BEARING OF	TED WI	ND		
	NONE WIND DIREC 270	TION-DEGREES			WI			CROSS WIND OCITY-KNOTS		-112 DEGREE	S	
	TYPE OF WE VFR	ATHER CONDITIONS				PE ON NONE		FLIGHT PLAN	I			
	KIND OF PILOT'S GOGGLES COCKPIT	URS IN CROP CONTR CROP - POTATOES SEAT BELT - UNKNO	WN/NOT REPORTED		TY GL CR	PE C OVES ASH)F ; <u>–</u> HE	CHEMICAL US USED	ED ALA	BLE-NOT USE	EMICAL-TOXIC	

				S OF A					
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	JUR F	IES S M	/N	FLIGHT PURPOSE	PILOT DATA
3-2559	7/29/72 TIME - 143 NAME OF AI DEPARTURE OXFORD,M TYPE OF AC COLLIDEC GEAR COL PROBABLE C PERSONNE POWERPLA MISCELLA MISCELLA FACTOR(S) MISCELLA	OXFORD,ME O RPORT - KIMBALL POINT E CIDENT WITH OBJECT LAPSED AUSE(S) L - MAINTENANCE,SE NT - ENGINE CONTRO NEOUS ACTS,CONDITI NEOUS ACTS,CONDITI	CESSNA 210D N3940Y DAMAGE-SUBSTANTIAL INTENDED DESTINATION BEVERLY,MASS RVICLNG,INSPECTION IN DUS-COCKPIT THROTTLE-F ONS - JAMMED ONS - IMPROPERLY INST ONS - OVERLOAD FAILURE	CR- PX- NADEQU POWER I	0 0 P	O O HAS TAI TAI	1 2 E O KEO KEO	NONCOMMERCIAL PLEASURE/PERSONAL TRANS F OPERATION FF ABORTED FF ABORTED ENANCE AND INSPECTION	COMMERCIAL, AGE 35, 316 P TOTAL HOURS, 54 IN TYPE, NOT INSTRUMENT RATED.
3-2625	TIME - 091 NAME OF AI DEPARTURE TURNER,M TYPE OF AC HARD LAN GEAR COL PROBABLE C PILOT IN FACTOR(S)	7 RPORT - TWITCHELL POINT E CIDENT DING LAPSED AUSE(S) COMMAND - IMPROPE COMMAND - IMPROPE	INTENDED DESTINATION LOCAL	PX-	0 P	0 HAS LA LA	0 E O NDI	NONCOMMERCIAL PLEASURE/PERSONAL TRANS F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL	STUDENT, AGE 32, 16 TOTAL P HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
3-2670	TIME - 081 NAME OF AI DEPARTURE GAITHERS TYPE OF AO GROUND-W GEAR COL PROBABLE O PILOT IN FACTOR(S)	RPORT - MONTGOMERY POINT BURG,MD CIDENT ATER LOOP-SWERVE LAPSED AUSE(S) COMMAND - IMPROPE COMMAND - FAILED NEOUS ACTS,CONDIT	CESSNA 150 N5439Q DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL R OPERATION OF FLIGHT TO MAINTAIN DIRECTION CONS - OVERLOAD FAILURE	PX- Contri Al Con	0 P 0ĻS	O HAS LA LA	1 E O NDI	NONCOMMERCIAL PRACTICE F OPERATION NG ROLL NG ROLL	STUDENT, AGE 36, 33 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RÅTED.

			BRIEFS U	CIDENTS			
FILE	DATE LOCA	TION AIRCRAFT		NJURIES F S M/N	FLIGHT PURPOSE		PILOT DATA
-2332	7/2/72 RIDGELY; TIME - 1600		CR- PX-	0 0 1	NONCOMMERCIAL	TRANSP	COMMERCIAL, AGE 33, 590 TOTAL HOURS, 405 IN TYPE, NOT INSTRUMENT RATED.
·	NAME OF AIRPORT - PO DEPARTURE POINT RIDGELY,MD TYPE OF ACCIDENT NOSE OVER/DOWN	ELICAN INTENDED DEST LOCAL	INATION		F OPERATION. NG ROLL		
	FACTOR(S) AIRPORTS/AIRWAYS/F AIRPORTS/AIRWAYS/F	- INADEQUATE PREFLIGHT FACILITIES - AIRPORT C FACILITIES - AIRPORT C INSP PRIOR TO TKOF.MUD	ONDITIONS WE ONDITIONS SO	T RUNWAY FT RUNWAY	NN ING		
-2392	7/9/72 COLLEGE F TIME - 1720	N30027 DAMAGE-DES	РХ .		NONCOMMERCIAL Pleasure/Personal	TRANSP	PRIVATE, AGE 31, 200 TOTAL HOURS, 132 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - CO DEPARTURE POINT COLLEGE PARK,MD TYPE OF ACCIDENT STALL MUSH COLLIDED WITH TRE	INTENDED DEST CATSKILL,N		ΤΑΚΕΟ	F OPERATION FF INITIAL CLIMB FF INITIAL CLIMB		
	FACTOR(S)	STRUCTIONS NO BRIEFING RECEIVED			NN ING		
	SKY CONDITION SCATTERED VISIBILITY AT ACCIDE 5 OR OVER OBSTRUCTIONS TO VISI .UNKNOWN/NOT REPORT WIND DIRECTION-DEGRE 120 TYPE OF WEATHER CONE VFR	ION AT ACCIDENT SITE TED EES		UNLIM PRECIPI NONE TEMPERA 79 WIND VE 9	TATION AT ACCIDENT	SITE	

		1	BRIEF					· · · · · · · · · · · · · · · · · · ·	
FILE		LOCATION	AIRCRAFT DATA	IN	JUF F	RIES S M	5 4/N		PILOT DATA
		OCEAN CITY,MD	CHAMPION 7GCAA	CR- PX-	0	1	0		PRIVATE, AGE 20, 106 TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE	IRPORT - OCEAN CITY POINT IN ILLE,DEL	TENDED DESTINATION						
	TYPE OF A ENGINE					١N	N FL	DF OPERATION IGHT NORMAL CRUISE ING ROLL	
	PILOT I MISCELL TERRAIN COMPLETE EMERGENCY	CAUSE(S) N COMMAND - INADEQUAT N COMMAND - MISMANAGG ANEOUS ACTS,CONDITION - WET,SOFT GROUND POWER LOSS - COMPLETE ' CIRCUMSTANCES - FORC ENROUTE TO FUEL ACFT.	MENT OF FUEL IS - FUEL EXHAUSTION E ENGINE FAILURE/FLA CED LANDING OFF AIRP	MEOUT-	1 6	ENG		ANN ING	
-2477	7/15/72 TIME - 02	SPARROWS POINT,MD 25	CESSNA 150K N6442G DAMAGE-SUBSTANTIAL		0 0	0 0	1 0	NONCOMMERCIAL Pleasure/personal trans	COMMERCIAL, FL.INSTR., P AGE 23, 821 TOTAL HOURS, 340 IN TYPE, NOT INSTRU-
	MORRIS TYPE OF A ENGINE		COLLGE PARK, MD		F	I١	N FL	DF OPERATION IGHT NORMAL CRUISE ING ROLL	MENT RAȚED.
	PILOT I MISCELL TERRAIN COMPLETE EMERGENCY	CAUSE(S) N COMMAND - INADEQUA N COMMAND - MISMANAGG ANEOUS ACTS,CONDITION - ROUGH/UNEVEN POWER LOSS - COMPLET CIRCUMSTANCES - FORG LNDD ON NARROW RD. SI	MENT OF FUEL IS - FUEL EXHAUSTION E ENGINE FAILURE/FLA CED LANDING OFF AIRP	MEOUT- ORT ON	18	ENG		ANNING	

FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	RIES S M	1/N	FLIGHT PURPOSE		PILO	T DATA
-2586		KEYMAR, MD		CR- 0 PX- 0					COMMERCIAL, AGE 45, 576 60 IN TYPE, RATED.	FL.INSTR., Total Hours,
	DEPARTURE F KEYMAR,MI TYPE OF ACC ENGINE F	CIDENT AILURE OR MALFUNG			ΤA	KEO	= OPERATION FF INITIAL NG OTHER			
	PILOT IN COMPLETE PO EMERGENCY (COMMAND - FAILED COMMAND - FAILED DWER LOSS - COMPI CIRCUMSTANCES - F	D TO USE OR INCORRECTLY D TO FOLLOW APPROVED PRO LETE ENGINE FAILURE/FLAM FORCED LANDING ON AIRPOR LECTRIC BOOST PUMP FOR 1	CEDURES EOUT-1 T/SEAPL	, DIR Engi Ane	ECT NE BASI	IVES,ETC. E/HELIPT.			
-2688		LOTHIAN, MD	PIPER PA-18 N236T DAMAGE-SUBSTANTIAL					CTL ACTIVITY	TOTAL HOURS	AGE 54, 6000 , 1192 IN UMENT RATED.
	DEPARTURE I LOTHIAN,	10			TA	KEO	F OPERATION FF RUN FF ABORTED			
	MISCELLAN MISCELLAN FACTOR(S) PILOT IN WEATHER -	COMMAND - INADEC NEOUS ACTS,CONDI NEOUS ACTS,CONDI COMMAND - DELAYI - CONDITIONS CON	QUATE PREFLIGHT PREPARAT FIONS - ANTI-ICING/DEIC FIONS - ICE-CARBURETOR ED ACTION IN ABORTING TA DUCIVE TO CARB./INDUCTION AL LOSS OF POWER - 1 ENG	NG EQUI KEOFF IN SYSTE	PMEN	IT-I	MPROPER OPE	RATION OF/OR FA	AILED TO USE	
	5 OR OVE	AT ACCIDENT SIT			UN PREC NC	NLIM CIPI DNE		T SITE CCIDENT SITE		
	HAZE	NS TO VISION AT A	AULIDENT SITE		78 Type	3	TURE-F FLIGHT PLA	N		
		FA JRS IN CROP CONTR CROP - OTHER	ROL - 1830					- SPRAYING CROP	PS HEMICAL-TOXIC	

- Kiner --

				S OF AC					
FILE	DATE		AIRCRAFT DATA	INJ	UR	IES S M		FLIGHT	PILOT DATA
		STEVENSVILLE, MD		CR- PX-					PRIVATE, AGE 53, 2070
	DEPARTURE D DOWINGTO TYPE OF ACC	DWN, PA	NTENDED DESTINATION MITCHELLVILLE,MD			ΙN	FL	F OPERATION IGHT DESCENDING NG FINAL APPROACH	
	PILOT IN MISCELLAN FACTOR(S) TERRAIN - COMPLETE PO EMERGENCY (NT - MISCELLANEOUS COMMAND - FAILED T NEOUS - EVASIVE MAN - HIGH OBSTRUCTIONS DWER LOSS - COMPLET JIRCUMSTANCES - FOR	POWERPLANT FAILURE (TO OBTAIN/MAINTAIN FL IEUVER TO AVOID COLLIS E ENGINE FAILURE/FLAI CED LANDING OFF AIRPO DO LOW TO CLR WIRES,PI	YING SPI SION MEOUT-1 DRT ON I	EE(EN	D NGII ND	NE		
-1977	5/12/72 TIME - 0558	ACCORD, MASS	BELL 47D N177B DAMAGE-DESTROYED					COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, FL.INSTR., AGE 52, 16871 TOTAL HOURS, 4271 IN TYPE, NO INSTRUMENT RATED.
	DEPARTURE I ACCORD,M TYPE OF ACC ENGINE F	455	NTENDED DESTINATION LOCAL			IN	FL	F OPERATION IGHT EN ROUTE TO RELOADI NG POWER-OFF AUTOROTATIV	NG AREA
	MISCELLA MISCELLA TERRAIN - COMPLETE PO	COMMAND - MISMANAG NEOUS ACTS,CONDITIC NEOUS ACTS,CONDITIC - HIGH OBSTRUCTIONS OWER LOSS - COMPLET	DNS - MISCALCULATED FU DNS - FUEL EXHAUSTION	1EOUT-1	E١	NGII			
	KIND OF (PILOT'S S GOGGLES - COCKPIT (TANK/HOPI	URS IN CROP CONTROL	D-PROPERLY ALLED OF PILOT		T GL CF CF TE	YPE LOVI RASI RASI ERR	OF ES H H H B AIN	OPERATION - SPRAYING FOR CHEMICAL USED - LIQUID C - USED ELMET - AVAILABLE-USED AR - NOT INSTALLED -TYPE - SWAMPY/WATER UN-HOW FLOWN - WIND CALM	

FILE			AIRCRAFT DATA					FLIGHT PURPOSE	PILOT DATA
		MARSHFIELD MASS	LUSCOMBE 8A	CR-	0	0	1	NONCOMMERCIAL	
	DEPARTURE P	PORT - MARSHFIELD DINT : D MASS	INTENDED DESTINATION						
	TYPE OF ACC GROUND-WA GEAR COLL	TER LOOP-SWERVE				LAN	١DI	F OPERATION NG ROLL NG ROLL	
	PROBABLE CAU PILOT IN (FACTOR(S)		TO MAINTAIN DIRECTIONA	L CON	TRO	L			
	PILOT IN MISCELLAN		FAMÍLIARITY WITH AIRC DNS - OVERLOAD FAILURE CONDITIONS						
		DN DT REPORTED AT ACCIDENT SITE				300	00	AT ACCIDENT SITE	
	5 OR OVER OBSTRUCTION HAZE	S TO VISION AT ACC	CIDENT SITE				ΓIV	E BEARING OF WIND CROSS WIND 248-292 DEGREE	S
	WIND VELOCI 15 TYPE OF FLIC				Т	YPE VFF		WEATHER CONDITIONS	
	NONE								
	6/11/72 TIME - 1730		PIPER PA-24 N10 DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	PRIVATE, AGE 45, 780 TOTAL HOURS, 104 IN TYP! NOT INSTRUMENT RATED.
		PORT - HOPEDALE-DR DINT I MASS							
	TYPE OF ACC WHEELS-UP	IDENT						E OPERATION NG LEVEL OFF/TOUCHDOWN	
	PROBABLE CAU PILOT IN (FACTOR(S)		O EXTEND LANDING GEAR						

PAGE 1079

- and the state of

		BRIEFS	OF ACCIDENTS		
FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/M		PILOT DATA
3-2272	6/17/72 HOPEDALE,MASS TIME - 1300	PIPER PA-24 N7825P DAMAGE-SUBSTANTIAL	CR- 0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 50, 1004 TOTAL HOURS, 450 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - HOPEDALE DEPARTURE POINT HOPEDALE,MASS TYPE OF ACCIDENT WHEELS-UP	DRAPER INTENDED DESTINATION NORWOOD,MASS		OF OPERATION NG LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED FACTOR(S) AIRFRAME - LANDING GEAR I MISCELLANEOUS ACTS,CONDIT	LANDING GEAR WARNING AN			
3-2186	6/24/72 NORFOLK,MASS TIME - 1515	AERONCA 7BCM N1965E DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL PRACTICE	PRIVATE, AGE 40, 113 TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - NORFOLK AF DEPARTURE POINT NORFOLK,MASS TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN	RPT INTENDED DESTINATION LOCAL	LAND	OF OPERATION DING ROLL DING GO-AROUND	
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPE FACTOR(S) WEATHER - UNFAVORABLE WING WEATHER BRIEFING - NO BRIEF WEATHER FORECAST - UNKNOWN/M	D CONDITIONS ING RECEIVED	ID CONDITIONS		
	SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT AC NONE WIND DIRECTION-DEGREES 270 TYPE OF WEATHER CONDITIONS		UNL PRECIF NONE RELAT RIGF WIND 12	IG AT ACCIDENT SITE MITED ITATION AT ACCIDENT SITE VE BEARING OF WIND IT CROSS WIND 068-112 DEGRE VELOCITY-KNOTS DF FLIGHT PLAN	ES

PAGE 1080 .

-

FILE	DATE LOC	CATION	AIRCRAFT DATA		JUR F		5 4/N	FLIGHT PURPOSE		PILOT DATA
3-2333	7/2/72 GROTON, TIME - 1430		CESSNA 150J N5549G Damage-Substantial	CR- PX-				INSTRUCTIONAL TRAINING		STUDENT, AGE 19, 18 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - DEPARTURE POINT BEDFORD,MASS TYPE OF ACCIDENT STALL	GROTON	INTENDED DESTINATION LOCAL		P			DF OPERATION DFF INITIAL CLI	мв.	
	PROBABLE CAUSE(S) PILOT IN COMMAND	D - FAILED	RE LIFT-OFF TO OBTAIN/MAINTAIN FL'	ING S	PEE	•				
-2328	7/2/72 FITCHBU TIME - 0830	URG,MASS	PIPER PA-28 N601FL DAMAGE-SUBSTANTIAL	CR- PX-				INSTRUCTIONAL DUAL		ATR,FLIGHT INSTR., AGE 31, 2855 TOTAL HOURS, 600 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - DEPARTURE POINT WORCESTER,MASS TYPE OF ACCIDENT STALL MUSH COLLIDED WITH T		INTENDED DESTINATION LOCAL		Ρ	T	AKE)F OPERATION DFF INITIAL CLI DFF ABORTED	мв	
	FACTOR(S) DUAL STUDENT - F	PREMATURE L	ATE SUPERVISION OF FL IFT-OFF ONS - TOUCH AND GO LAI							
8-2110	7/8/72 HALIFAX TIME - 1130	X,MASS	PIPER J3C-65 N42186 Damage-Substantial					NONCOMMERCIAL PLEASURE/PERSO	NAL TRANSP	IN TYPE, INSTRUMENT
	NAME OF AIRPORT - DEPARTURE POINT HALIFAX,MASS TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED		POND INTENDED DESTINATION LOCAL		Ρ	L	AND)F OPERATION (NG LEVEL OFF/T (NG LEVEL OFF/T		RATED.
	AIRFRAME - LANDI MISCELLANEOUS AC	DUCTION-DES ING GEAR F CTS,CONDITI	IGN POOR/INADEQUATE (E	ΩP	108	2019	SF.		

.....

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ _____ _____ 3-2381 7/14/72 STERLING, MASS CESSNA 172E CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 36, 120 N3689S PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 24 IN TYPE, TIME - 2015 DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - STERLING DEPARTURE POINT INTENDED DESTINATION STERLING MASS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) . PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH AIRPORTS/AIRWAYS/FACILITIES - AIRPORT FACILITIES RUNWAY LIGHTING REMARKS- HIT TREES 70-80 FT AGL ABOUT 600 FT SHORT OF RWY.LDG RWY 16, ONLY NORTH HALF OF RWY LTD DUE CONSTR. AMER AVCO AA1 3-2616 7/28/72 MANSFIELD, MASS CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 21, 44 TOTAL TIME - 1215 N93821 PX- 0 0 0 SOLO HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - MANSFIELD DEPARTURE POINT INTENDED DESTINATION MANSFIELD, MASS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S)MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE

PAGE 1082

L.

			BRIEFS	5 OF ACCI	DENTS	-	
FILE			AIRCRAFT DATA	INJUR F			PILOT DATA
		NE FALLS,MICH		CR- 0	04	NONCOMMERCIAL CORP/EXEC	ATR,FLIGHT INSTR., AGE 37, 9475 TOTAL HOURS, 735 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPOR DEPARTURE POIN BOYNE FALLS, TYPE OF ACCIDE GROUND-WATER COLLIDED WIT						
	PILOT IN COM WEATHER - OB FACTOR(S) WEATHER - IC MISCELLANEOU WEATHER BRIEFI	MAND - INADEQUA MAND - FAILED T STRUCTIONS TO V ING CONDITIONS- S ACTS,CONDITIO NG - BRIEFED BY	TE PREFLIGHT PREPARAT O MAINTAIN DIRECTIONA 'ISION FINCLUDES SLEET,FREEZI NIS - ICE-WINDSHIELD ' FLIGHT SERVICE PERSC UBSTANTIALLY CORRECT	NG RAIN,	ETC.		
	SKY CONDITION UNKNOWN/NOT VISIBILITY AT 3 MILES QR L OBSTRUCTIONS T NONE	ACCIDENT SITE	IDENT SITE	Ρ	EILIN 2500 RECIP SNOW EMPER		
	WIND DIRECTION 270 TYPE OF WEATHE				IND V	ELOCITY-KNOTS = FLIGHT PLAN	
	VFR		ROST ON WINDSHIELD.OP		IFR	HIS HEAD OUT SIDE WIND	DW DURING ROLL.
3-1928	1/30/72 ATL TIME - 1100	ANTA,MICH	LUSCOMBE 8A N72008 DAMAGE-SUBSTANTIAL			NONCOMMERCIAL PLEASURE/PERSONAL TRAN	COMMERCIAL, FL.INSTR., SP AGE 31, 410 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPOR DEPARTURE POIN ATLANTA,MICH TYPE OF ACCIDE NOSE OVER/DO	T I	NTENDED DESTINATION LOCAL	Ρ		DF OPERATION ING ROLL	INSIKUMENI KATED.
	PROBABLE CAUSE MISCELLANEOU REMARKS- NO WI	D Report of How Acont (OCCURRED				

BRIEFS OF ACCIDENTS

			BRIEF	S OF 4		DEN	TS		
FILE	DATE	LOCATION	AIRCRAFT DATA		F	S M	/N	FLIGHT PURPOSE	PILOT DATA
	5/15/72 TIME - 09	UTICA,MICH	STINSON 108-2 N900D DAMAGE-DESTROYED	CR-	1	0	0) NONCOMMERCIAL) PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 45, 905 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - BERZ DEPARTURE POINT INTENDED DESTINATION UTICA+MICH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL IN FLIGHT OTHER								
	MISCELL FIRE AFTE	N COMMAND - FAILÈD ANEOUS ACTS,CONDIT R IMPACT) TO OBTAIN/MAINTAIN FL IONS - UNWARRANTED LOW T MANEUVER NEAR FRIEND	FLYIN	IG	D			
3-2663	5/16/72 TIME - 19	CLINTON,MICH 20	CESSNA 150L N6841G DAMAGE-DESTROYED					NONCOMMERCIAL Pleasure/Personal transf	PRIVATE, AGE 25, 101 TOTAL HOURS, 99 IN TYPE NOT INSTRUMENT RATED.
	ANN AR	EPARTURE POINT INTENDED DESTINATION ANN ARBOR,MICH LOCAL YPE OF ACCIDENT							
	MISCELL	N COMMAND - FAILED ANEOUS ACTS, CONDIT) TO OBTAIN/MAINTAIN FL' IONS - UNWARRANTED LOW NEAR FRIENDS FARM THEN	FLYIN	IG		CL	IMBING L TURN.	
3-1828	5/21/72 TIME - 09	MILLINGTON,MICH	AERONCA 15AC N1082H DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	PRIVATE, AGE 25, 202 TOTAL HOURS, 22 IN TYPE NOT INSTRUMENT RATED.
	DEPARTURE MILLING TYPE OF A ENGINE	TON,MICH	INTENDED DESTINATION OTTISVILLE,MICH TION		Ρ	ΤA	KEŌ	F OPERATION FF INITIAL CLIMB NG OTHER	
	PILOT I MISCELL TERRAIN COMPLETE EMERGENCY	N COMMAND - INADEG N COMMAND - MISMAN ANEOUS ACTS,CONDIT - HIGH OBSTRUCTIC POWER LOSS - COMPL	IONS - FUEL EXHAUSTION INS ETE ENGINE FAILURE/FLAM ORCED LANDING OFF AIRPO	4EOUT-	-1 E	NGI		NNING	

BRIEFS OF ACCIDENTS INJURIES LOCATION AIRCRAFT DATA FLIGHT PLIDT DATA FILE DATE F S M/N PURPOSE _____ 3-1897 5/25/72 DETROIT.MICH BELL 47G-5 CR- 0 0 2 MISCELLANEOUS COMMERCIAL, AGE 33, 900 N7979.I PX- 0 0 0 POLICE PATROL TOTAL HOURS, 190 IN TYPE, TIME - 2230 NOT INSTRUMENT RATED. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DETROIT CITY DEPARTURE POINT INTENDED DESTINATION DETROIT,MICH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR FAILURE TAIL ROTOR IN FLIGHT NORMAL CRUISE HARD LANDING LANDING POWER-OFF AUTOROTATIVE LANDING PROBABLE CAUSE(S) ROTORCRAFT - TRANSMISSION ROTOR DRIVE SYSTEM TAIL ROTOR GEAR BOX MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY INSTALLED PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION MISCELLANEOUS - EVASIVE MANEUVER TO AVOID COLLISION EMERGENCY CIRCUMSTANCES - FORCED LANDING ON AIRPORT/SEAPLANE BASE/HELIPT. REMARKS- T/R SYS FAILED DUE OMISSION OF RETAINING NUT ON PITCH CHNG MECHANISM. HAD TO AVOID PARKED ACFT. 3-1901 5/28/72 TRAVERSE CTY, MICH STINSON 108-1 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL, FL.INSTR., TIME - 1430 N8874K PX- 0 0 0 PLEASURE/PERSONAL TRANSP AGE 39, 993 TOTAL HOURS. DAMAGE-SUBSTANTIAL 62 IN TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - CHERRY CAPITAL DEPARTURE POINT INTENDED DESTINATION TRAVERSE CTY, MICH BELLAIRE, MICH TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED REMARKS- FLOAT EQPD ACFT LNDD TWD BEACH, UN STOP, RAN UP ONTO BEACH, HIT RR TIE. 3-1900 5/28/72 DETROIT.MICH BEECH J35 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 37, 245 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 75 IN TYPE, TIME - 1310 N7224B DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - DETROIT CITY DEPARTURE POINT INTENDED DESTINATION DETROIT, MICH GREGORY, MICH TYPE OF ACCIDENT PHASE OF OPERATION STALL TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - PREMATURE LIFT-OFF PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED

			BRIEFS						
FILE	DATE	LOCATION	AIRCRAFT DATA	IN. F	JUR =	IES S N	; 1/N	FLIGHT PURPOSE	PILOT DATA
	5/28/72	TRAVERSE CTY,MICH		CR- PX-				INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 29, 1249 TOTAL HOURS, 325 IN TYPE, INSTRUMENT RATED.
	DEPARTURE ACME,MI TYPE OF AC	СН	NTENDED DESTINATION LOCAL		Ρ	е Анч Т Т	SE C NKEC	ROUTE STOP DF OPERATION DFF INITIAL CLIMB IGHT OTHER	
	PILOT IN PILOT IN DUAL STU	ANEOUS ACTS,CONDITIO N COMMAND - FAILED T N COMMAND - INADEQUA JDENT - FAILED TO OB	NS - SIMULATED CONDIT O FOLLOW APPROVED PRO TE SUPERVISION OF FLI TAIN/MAINTAIN FLYING TKOF. COR ACTN NOT IM	DCEDURE IGHT SPEED				IVES,ETC. Aftr Airspeed fell off.	
3-1891	5/29/72 TIME - 150	BRIGHTON,MICH	BEECH M35 N9986R DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Pleasure/Personal transp	PRIVATE, AGE 61, 240 TOTAL HOURS, 26 IN TYPE, NOT INSTRUMENT RATED.
-	DEPARTURE	CCIDENT NDING	RIP		Ρ	L	AND I	DF OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL	
	FACTOR(S) MISCELLA MISCELLA	N COMMAND - IMPROPER	NS - OVERLOAD FAILURE NS - DOWNWIND	3					
3-1941	5/29/72 TIME - 144	BARK RIVER,MICH ⊧5	PIPER J5A N30882 DAMAGE-SUBSTANTIAL	РХ-				NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 34, 316 TOTAL HOURS, 15 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AD DEPARTURE ESCANAE TYPE'OF AC GROUND-V COLLIDE	NTENDED DESTINATION BARK RIVER,MICH		Ρ	T a	١XA	DF OPERATION FROM LANDING FROM LANDING		
	MISCELLA AIRFRAME MISCELLA PILOT IN	E - LANDING GEA&, TA ANEOUS ACTS,CONDITIO E - LANDING GEAR BR ANEOUS ACTS,CONDITIO N COMMAND - MISJUDGE	NS - MATERIAL FAILUR AKING SYSTEM (NORMAL NS - PRESSURE TOO LO D SPEED	SYSTEN N		SURI	E IN	N R BRAKE CYL. WG HIT TREE	•

FILE	DATE	LOÇATION	AIRCRAFT DATA	INJUR F	IES S M/N		IGHT IRPOSE	PILOT DATA
9-1845	6/4/72 TIME - 123		CESSNA 182C N8477T DAMAGE-SUBSTANTIAL	CR- 0 PX- 0			LLANEOUS JUMP	PRIVATE, AGE 26, 284 TOTAL HOURS, 33 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AI DEPARTURE SALINE,M		INTENDED DESTINATION					
	TYPE OF AC	CIDENT AILURE OR MALFUN	· · · · ·	P	LAND		RATION INAL APPROACH DLL	
	PILOT IN MISCELLA TERRAIN COMPLETE PI	COMMAND - IMPRO COMMAND - MISMA NEDUS ACTS,CONDI - ROUGH/UNEVEN DWER LOSS - COMP	TIONS - FUEL EXHAUSTION LETE ENGINE FAILURE/FLA	1EOUT-1 E	NGINE	E		
	EMERGENUY	LIRCUMSTANCES -	FORCED LANDING OFF AIRP	JRI UN LA	AND			· · · ·
-2111	6/7/72 TIME - 143	GOBLES,MICH D	PIPER PA-28 N9559W DAMAGE-SUBSTANTIAL	CR- 0 PX- 0			RUCTIONAL	COMMERCIAL, FL.INSTR., AGE 26, 877 TOTAL HOURS, 111 IN TYPE, INSTRUMENT RATED.
	DEPARTURE PLAINWE TYPE OF AC GROUND-W	LL,MICH	INTENDED DESTINATION PLAINWELL,MICH		GOBL HASE TAKE	NROUTE ES,MICH OF OPER OFF RU	H RATION JN	
		DENT - FAILED TO	MAINTAIN DIRECTIONAL C QUATE SUPERVISION OF FL					
			TANDING OF ORDERS OR IN: INSTRTN TO RDC PWR AFT					
-2469	6/9/72 TIME - 152	MIDLAND, MICH	BEECH 95 N274C DAMAGE-SUBSTANTIAL	CR- 0 PX- 0			DMMERCIAL SURE/PERSONAL TRANSP	PRIVATE, AGE 45, 1837 TOTAL HOURS, 485 IN TYPE INSTRUMENT RATED.
	NAME OF AI DEPARTURE DETROIT TYPE OF AC WHEELS-U	,MICH CIDENT	RSTOW INTENDED DESTINATION MIDLAND,MICH	P		OF OPER DING LE	ATION VEL OFF/TOUCHDOWN	
	PROBABLE C PILOT IN FACTOR(S)		D TO EXTEND LANDING GEA	र				

FILE	DATE	LOCATION	AIRCRAFT DATA		F	RIES S M	/N	FLIGHT PURPOSE	PILOT DATA
		wAGO, MICH	CESSNA 210 N7389E DAMAGE-SUBSTANTIAL	CR-	0	· 0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 31, 345 TOTAL HOURS, 32 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPO DEPARTURE POI NEWAGO,MICH TYPE OF ACCID WHEELS-UP	INTENDED DESTINATION LOCAL	PHASE OF OPERATION Landing level off/touchdown						
	FACTOR(S)	MMAND - FAILED	TO EXTEND LANDING GEAF ONS - CHECKLIST-FAILED		SE				
3-2114	6/18/72 PL TIME - 0815	YMOUTH,MICH	PIPER PA⊷24 N6753P DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PRACTICE	STUDENT, AGE 36, 26 TOTAL Hours, All In Type, not Instrument rated.
	NAME OF AIRPO DEPARTURE POI PLYMOUTH,MI TYPE OF ACCID OVERSHOOT COLLIDED WI	NT CH ENT	INTENDED DESTINATION LOCAL		P	LΑ	NDI	F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL -	
	PROBABLE CAUS PILOT IN CO FACTOR(S)		GED DISTANCE AND SPEED						
	MISCELLANEO	US ACTS,CONDITI AILWIND, HIT CH	ONS - DOWNWIND IUCKHOLE.						
3-2113	6/18/72 IO TIME - 1115	NIA,MICH	PIPER PA-18 N4185Z DAMAGE-SUBSTANTIAL					MISCELLANEOUS Towing gliders	COMMERCIAL, FL.INSTR., AGE 31, 1017 TOTAL HOURS, 12 IN TYPE, INSTRUMENT
	NAME OF AIRPORT - IONIA COUNTY TYPE OF ACCIDENT HARD LANDING				Ρ			F OPERATION NG LEVEL OFF/TOUCHDOWN	RATED.
	PROBABLE CAUS PILOT IN CO	E(S) MMAND - IMPROPE	R LEVEL OFF						

· .

FILE		LOCATION	AIRCRAFT DATA	IN	JURIES FSN	/N	FLIGHT PURPOSE		PILOT DATA	
3-2116	6/22/72	AC ME, MICH .55	CESSNA 180	C P	0 0	1	NONCOMMERCIAL	TRANSP	PRIVATE, AGE 51, 1800 TOTAL HOURS, 786 IN TYPE NOT INSTRUMENT RATED.	
		IRPORT - ACME SKYPC	IRT						NOT INSTRUMENT NATED.	
	DEPARTURE		INTENDED DESTINATION ACME, MICH							
		CCIDENT FAILURE OR MALFUNCT D WITH TREES	ION		I	I FL	F OPERATION IGHT DESCENDING NG OTHER			
			POWERPLANT FAILURE	FOR UN	DETER	INE	DREASONS			
	COMPLETE	POWER LOSS - COMPLE	TE ENGINE FAILURE/FLA RCED LANDING OFF AIRP			NE				
3- 2115		CHANNING, MICH							PRIVATE, AGE 25, 290	
	TIME - 11	.30	N5618P DAMAGE-DESTROYED	PX-	0 0	2	PLEASURE/PERSONAL	TRANSP	TOTAL HOURS, 202 IN TYPE NOT INSTRUMENT RATED.	
	DEPARTURE	IG_MICH								
	TYPE OF A COLLIDE	CCIDENT D WITH TREES					F OPERATION FF INITIAL CLIMB			
	PILOT I	N COMMAND - FAILED N COMMAND - MISUSED	TO FOLLOW APPROVED PR OR FAILED TO USE FLA		ES,DI	ест	IVES,ETC.			
	TERRAIN	N COMMAND - FAILED I - HIGH OBSTRUCTION		AR						
	WEATHER B	<pre>k - DOWNDRAFT,UPDRAF RIEFING - NO BRIEFI ORECAST - UNKNOWN/N</pre>	NG RECEIVED							
	SKY CONDI CLEAR	TION					AT ACCIDENT SITE			
		Y AT ACCIDENT SITE		UNLIMITED Precipitation at accident site None						
		IONS TO VISION AT AC	CIDENT SITE		REL	TIV	E BEARING OF WIND QUARTERING HEAD W	TND 023-	067 DECREES	
	TEMPERATU 62	IRE-F				DI	RECTION-DEGREES	110 025-	-UGT DEGREES	
	WIND VELC 20	CITY-KNOTS Light Plan				OF	WEATHER CONDITION	S		
	NONE									

_		BRIEFS	3 OF ACCIDENTS							
FILE			INJURIES F S M/N	FLIGHT	PILOT DATA					
3-2363	7/6/72 LANSING,MICH TIME - 1945	BEECH D55 N725M DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 C	MISCELLANEOUS FERRY	COMMERCIAL, AGE 23, 3118 TOTAL HOURS, 903 IN TYPE, NOT INSTRUMENT RATED.					
	NAME OF AIRPORT - CAPITAL CITY DEPARTURE POINT INTENDED DESTINATION DOWAGIAC,MICH LANSING,MICH TYPE OF ACCIDENT PHASE OF OPERATION GEAR RETRACTED LANDING ROLL									
	PROBABLE CAUSE(S) PERSONNEL - MAINTENANCE,SERVICING,INSPECTION IMPROPER MAINTENANCE (MAINTENANCE PERSONNEL) AIRFRAME - LANDING GEAR NORMAL RETRACTION/EXTENSION ASSEMBLY MISCELLANEOUS ACTS,CONDITIONS - IMPROPERLY SECURED MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - PREVIOUS DAMAGE REMARKS- MAINT FERRY,GR EXTDD,R GR SECURED WITH 1/2IN SOFT STEEL ROD.EXTDNG RODS DISCNCTD,PREVIOUS ACDNT.									
3-2386	7/13/72 MUNGER,MICH TIME - 0930	PIPER PA-25 N7200Z DAMAGE-SUBSTANTIAL	PX- 0 0 0	COMMERCIAL AERIAL APPLICATION	1675 IN TYPE, NOT INSTRU-					
	DEPARTURE POINT MUNGER,MICH TYPE OF ACCIDENT COLLIDED WITH CROP	INTENDED DESTINATION LOCAŁ		OF OPERATION LIGHT SWATH RUN	MENT RATED.					
	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED CLEARANCE									
	GOGGLES - NOT USED COCKPIT CRASHPAD - IN TANK/HOPPER-LOCATION ELEVATION-AREA BEING	NKNOWN/NOT REPORTED STALLED - FORWARD OF PILOT	TYPE C GLOVES CRASH CRASH TERRAI SWATH	DF OPERATION - SPRAYING F CHEMICAL USED - LIQU - NOT USED HELMET - AVAILABLE-USE BAR - NOT INSTALLED N-TYPE - MOUNTAINOUS RUN-HOW FLOWN - WIND C G MELONS.	ID CHEMICAL-NONTOXIC					

FILE			AIRCRAFT DATA					FLIGHT	PILOT DATA
					_	C N	4 / NI	PURPOSE	
	7/16/72 TIME - 1819 NAME OF AIR	ALLEGAN,MICH 5 RPORT - WAYLAND		CR-	0	1	0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 46, 576
	DEPARTURE I ALLEGAN, TYPE OF ACC HARD LAND								
	PILOT IN FACTOR(S) PILOT IN PILOT IN	COMMAND - IMPROPER COMMAND - IMPROPER COMMAND - INADEQUA	LEVEL OFF RECOVERY FROM BOUNCE TE PREFLIGHT PREPARAT FAMILIARITY WITH AIRC	ION A			PLA	NNING	
-2460	7/21/72 TIME - 1417	GRAND RAPIDS,MICH 7	CESSNA 337 N2291X DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1 1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	COMMERCIAL, AGE 31, 2459 TOTAL HOURS, 15 IN TYPE, INSTRUMENT RATED.
		AICH CIDENT			Ρ			F OPERATION NG LEVEL OFF/TOUCHDOWN	
	FACTOR(S) MISCELLAN	COMMAND - FAILED T	O ASSURE THE GEAR WAS NS - CHECKLIST-FAILED TS REQUEST.			ID L	.0C K	ED	
-2681	8/1/72 TIME - 1100	LANSING,MICH	BEECH 23 N6992Q DAMAGE-SUBSTANTIAL					INSTRUCTIONAL SOLO	STUDENT, AGE 26, 21 TOTA Hours, all in type, not Instrument pated
	DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - CAPITAL CITY DEPARTURE POINT INTENDED DESTINATION LANSING,MICH LANSING,MICH TYPE OF ACCIDENT HARD LANDING GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN								
	PILOT IN FACTOR(S) MISCELLAN	COMMAND - IMPROPER COMMAND - IMPROPER NEOUS ACTS;CONDITIO	LEVEL OFF RECOVERY FROM BOUNCE NS - OVERLOAD FAILURE NS - TOUCH AND GO LAN		IDIN	G			

BRIEFS OF ACCIDENTS LOCATION AIRCRAFT DATA PTINT DATA FILE DATE INJURIES FLIGHT F S M/N PURPOSE _____ _____ 3-2513 9/23/72 GAYLORD, MICH BEECH H35 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 48, 603 N5524D PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 97 IN TYPE, TIME - 1335 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - OTSEGO COUNTY INTENDED DESTINATION DEPARTURE POINT GAYLORD • MICH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING RODS MISCELLANEOUS ACTS, CONDITIONS - OIL CONTAMINATION MISCELLANEOUS ACTS, CONDITIONS - LACK OF LUBRICATION-SPECIFIC PART, NOT SYSTEM MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- WEAR CK 25HRS PRIOR SHOWED ABNORMALLY HI ENG WEAR.NR6 CON ROD FAILED.FILTER SCREENS FOUND CLOGGED. 3-2608 9/28/72 LAINGSBURG, MICH AFRO COMDR 100 CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 41, 66 TOTAL N2951T PX- 0 0 0 DTHER HOURS, O IN TYPE, NOT TIME - 1025 DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - LAINGSBURG DEPARTURE POINT INTENDED DESTINATION LAINGSBURG, MICH TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION LANDING GO-AROUND COLLIDED WITH TREES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUCTION SYSTEM ICING TERRAIN - HIGH OBSTRUCTIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF 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 NONE 72 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR 3 NONE

FILE	DATE	LOCATION	AIRCRAFT DATA		JURIES F S.M		FLIGHT PURPOSE		PILOT DATA
3-2545	TIME - 1530 NAME OF AIRPO DEPARTURE POI	INT	INTENDED DESTINATION	CR- PX-	0 0 0 0		NONCOMMERCIA PLEASURE/PER		PRIVATE, AGE 39, 316 Total Hours, 43 IN Type, Not Instrument Rated.
	LAKEVILLE TYPE OF ACCIU Collided Wi		SEBEWAING.MICH S				OPERATION		
	FACTOR(S)	MMAND - FAILED	TO SEE AND AVOID OBJEC Ions - Sunglare	TS OR	OBSTR	UĊŦI	ONS		
•	•						•		
-2637	10/2/72 GF TIME - 1230	REENVILLE,MICH	AERO COMDR 100 N3898X DAMAGE-SUBSTANTIAL	CR- PX-			INSTRUCTIONA SOLO	.I.	STUDENT, AGE 39, 24 TOTAI Hours, all in type, not Instrument rated.
	DEPARTURE POI GREENVILLE	MICH	LE MUNI INTENDED DESTINATION LOCAL						
	TYPE OF ACCID HARD LANDIN	1		•			OPERATION	/TOUCHDOWN	
	PROBABLE CAUS PILOT IN CO FACTOR(S)		ER RECOVERY FROM BOUNCE	D LAN	DING		· ·		
	MISCELLANEC	OUS ACTS,CONDIT	IONS - POORLY PLANNED A	PPROA	CH .				
8-2519	12/31/72 BE TIME - 0945	LLEVILLE,MICH	LUSCOMBE 8A N1468K DAMAGE-SUBSTANTIAL				NONCOMMERCIA Pleasure/Per	L Sonal Transp	PRIVATE, AGE 33, 249 Total Hours, 1 In Type, Not Instrument Rated.
	NAME OF AIRPO DEPARTURE POI BELLEVILLE, TYPE OF ACCID	MICH	INTENDED DESTINATION LOCAL		PHAS	E OF	OPERATION		
	STALL				LA	NDIN	IG TRAFFIC P	ATTERN-CIRCL	ING
		MMAND - FAILED	TO OBTAIN/MAINTAIN FLY FTR TURNING RIGHT BASE			FD P			END -

DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FILE PURPOSE F S M/N 3-2117 1/11/72 FERGUS FALLS, MINN PIPER PA-28 CR- 0 0 1 COMMERCIAL COMMERCIAL, EL.INSTR... TIME - 2230 N2952R PX- 0 0 2 AIR TAXI-PASSG AGE 28, 1637 TOTAL HOURS, 326 IN TYPE, INSTRUMENT DAMAGE-SUBSTANTIAL RATED. NAME OF AIRPORT - FERGUS FALLS MUNI DEPARTURE POINT INTENDED DESTINATION BISMARK N DAK FERGUS FALLS, M.INN TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER - SNOW AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS ICE/SLUSH ON RUNWAY AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SNOW ON RUNWAY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY RADIO WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 2 MILES OR LESS SNOW OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND BLOWING SNOW RIGHT CROSS WIND 068-112 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 90 20 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 30 TER TYPE OF FLIGHT PLAN IFR REMARKS- WIND GUSTING 35K. HIT SNOWBANK AT EDGE OF RWY. 3-2118 1/26/72 NR.WALKER,MINN BELL 206A CR- 0 0 1 COMMERCIAL AIRLINE TRANSPORT, AGE TIME - 1254 N2502M PX- 0 0 2 MAPPING/PHOTO 29, 2990 TOTAL HOURS, 480 OT- 1 0 0 DAMAGE-MINOR IN TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION WALKER,MINN LOCAL TYPE DE ACCIDENT PHASE OF OPERATION PROPELLER/ROTOR ACCIDENT TO PERSON STATIC IDLING ROTORS PROBABLE CAUSE(S) PERSONNEL - MISCELLANEOUS-PERSONNEL SPECTATOR FACTOR(S) PERSONNEL - MISCELLANEOUS-PERSONNEL OTHER REMARKS- SNOW MOBILE RACE SPECTATOR RAN INTO T/R.WAS WEARING HOODED PARKA.GRND SAFETY PRECAUTIONS IMPROPER.

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA		F	SΜ	/N	FLIGHT PURPOSE	PILOT DATA
	5/3/72 TIME - 1 NAME OF DEPARTUR SO.ST. TYPE OF	SO.ST.PAUL,MINN 130 AIRPORT - FLEMING FI	BEECH V35 N2798T DAMAGE-SUBSTANTIAL ELD. INTENDED DESTINATION	CR-	0 0	0 0 9 9 HAS	1 1 E 0	NONCOMMERCIAL	
3-1840	PROBABLE CAUSE(S) PILOT IN COMMAND - INADVERTENTLY RETRACTED GEAR 5/25/72 MINNEAPOLIS, MINN N. AMERICAN NA-265 CR- 0 0 2 NONCOMMERCIAL TIME - 1000 PX- 0 0 6 CORP/EXEC DAMAGE-SUBSTANTIAL								40, 10049 TOTAL HOURS, 1946 IN TYPE, INSTRUMENT
	NAME OF AIRPORT - MINNEAPOLIS-ST.PA DEPARTURE POINT INTENDED DESTINATION BENTON HARBOR,MICH ST.PAUL,MINN TYPE OF ACCIDENT PHASE OF OPERATION WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN								
	AIRFRA AIRFRA MISCEL MISCEL EMERGENC	ME - LANDING GEAR EN LLANEOUS ACTS,CONDITI LLANEOUS ACTS,CONDITI LLANEOUS ACTS,CONDITI CY CIRCUMSTANCES - PR SU	DRMAL RETRACTION/EXTEN MERGENCY/EXTENSION ASS DNS - JAMMED DNS - MATERIAL FAILURE ECAUTIONARY LANDING ON PFECTED MECHANICAL DIS BE FAILED,JAMMED DOOR	SEMBLY AIRP SCREPA	PORT	T		L GR UP.	

PAGE 1095

A STREET AND A STREET AND A STREET AND A STREET AND A STREET AND A STREET AND A STREET AND A STREET AND A STREET

		-	BRIEFS	OF ACCIDENTS		
FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2197	TYPE OF A	E POINT Fon,minn	CESSNA 140 N3577V DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	PX- 0 0 1 PHASE D TAKED	NONCOMMERCIAL PLEASURE/PERSONAL TRAN F OPERATION FF RUN FF INITIAL CLIMB	STUDENT, AGE 32, 43 TOTAL NSP HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	PILOT PILOT POWERPL FACTOR(S) TERRAIN WEATHER COMPLETE WEATHER F	IN COMMAND - SELECTE ANT - MISCELLANEOUS N - HIGH VEGETATION R - HIGH DENSITY ALT POWER LOSS - COMPLE BRIEFING - NO BRIEFI FORECAST - FORECAST	TE ENGINE FAILURE/FLAM	OR UNDETERMINE		
	5 OR ON OBSTRUCTI NONE TYPE OF V VFR	TY AT ACCIDENT SITE VER IONS TO VISION AT AC VEATHER CONDITJONS		UNLIM PRECIPI NONE TEMPERA 80 TYPE OF NONE	TATION AT ACCIDENT SITE	
3-2369	DEPARTURE FARGO TYPE OF A COLLIDE	AIRPORT - BARNSVILL E POINT N DAK	INTENDED DESTINATION LOCAL	PX- 0 0 1 PHASE n LANDI	NONCOMMERCIAL PLEASURE/PERSONAL TRAN F OPERATION NG ROLL NG ROLL	PRIVATE, AGE 25, 111 NSP TOTAL HOURS, 6 IN TYPE, NOT INSTRUMENT RATED.
	AIRPORT AIRPORT FACTOR(S) MISCELL EMERGENCY	NEL - AIRPORT SUPERV [S/AIRWAYS/FACILITIE [S/AIRWAYS/FACILITIE] ANEOUS ACTS,CONDITI Y CIRCUMSTANCES - PR PH	ION	•		

-

.

			BRIEFS						
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	IJUR F	RIES S M	/N		PILOT DATA
		ITE BAR LK,MINN		CR- PX-	0	0	1	NONCOMMERCIAL	PRIVATE, AGE 26, 150 TOTAL HOURS, 31 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POI ST PAUL,MI TYPE OF ACCIC GROUND-WATE	NAME OF AIRPORT - BENSON DEPARTURE POINT INTENDED DESTINATION ST PAUL,MINN WHITE BAR LK,MINN TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH DIRT BANK LANDING ROLL							
	MISCELLANEC	LANDING GEAR BR US ACTS,CONDITIO	AKING SYSTEM (NORMAL NS - MATERIAL FAILURE EEN AND HEARD COMING	E		AK E	MAS	TER CYL OF LEFT BRAKE SY	STEM.
3-2013	6/15/72 ED TIME - 1833	EN PRAIRIE,MINN	BEECH H35 N5436D DAMAGE-SUBSTANTIAL	РХ-				NONCOMMERCIAL PRACTICE	PRIVATE, AGE 51, 475 Total Hours, 33 in type, Not instrument rated.
	NAME OF AIRPO DEPARTURE POI EDEN PRAIRI TYPE OF ACCID GEAR RETRAC	E,MINN ENT	ITENDED DESTINATION LOCAL PHASE OF OPERATION TAKEOFF RUN						
	FACTOR(S)	MMAND - INADVERT	ENTLY RETRACTED GEAR NS - TOUCH AND GO LAN	NDING					
3-2196	6/15/72 FE TIME - 1715	RGUS FLS,MINN	PIPER PA-30 N7573Y DAMAGE-SUBSTANTIAL					NONCOMMERCIAL BUSINESS	COMMERCIAL, AGE 41, 286 TOTAL HOURS, 17 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPO DEPARTURE POI FARGO,N DA TYPE OF ACCID	ĸ			P	рнас	FO	F OPERATION	
	WHEELS-UP							NG LEVEL OFF/TOUCHDOWN	
	FACTOR(S) PILOT IN CO MISCELLANEO EMERGENCY CIR	MMAND - FAILED T MMAND - DIVERTED US ACTS,CONDITIO CUMSTANCES - PRE SUSI	D ASSURE THE GEAR WAS ATTENTION FROM OPER/ NS - CHECKLIST-FAILED CAUTIONARY LANDING ON PECTED MECHANICAL DIS I OIL PRESSURE L ENG.	TION TO UN AIRF	OF ISE ORT	AIR			

PAGE 1097

			BRIEFS			DEN	15						
FILE		LOCATION	AIRCRAFT DATA		F	S M	/N	PURPOSE	PILOT DATA				
	6/28/72 TIME - 113 DEPARTURE ROLAND,M TYPE OF AC	ROLAND,MINN O POINT INN	GRUMMAN G164A N52 ⁷ 75 DAMAGE-SUBSTANTIAL INTENDED DESTINATION LOCAL	CR- PX-	0 0	0 0 HAS	1 0 E 0	COMMERCIAL	COMMERCIAL, AGE 34, 1500 TY TOTAL HOURS, 325 IN TYPE, NOT INSTRUMENT RATED.				
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) MISCELLANEOUS ACTS,CONDITIONS - JETTISONED LOAD												
	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 450 KIND OF CROP - CORN PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED CRASH BAR - INSTALLED TERRAIN-TYPE - LEVEL,FLAT SWATH RUN-HOW FLOWN - UNKNOWN/NOT REPORTED REMARKS- PILOT DELAYED JETTISONING LOAD.						KIND OF OPERATION - FERTILIZING (DUST) TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT ELEVATION-AREA BEING TREATED-FEET - 1100						
3-2119	TIME - 182 NAME OF AI	RPORT - JOURNEYS E POINT	N7649R DAMAGE-SUBSTANTIAL ND INTENDED DESTINATION	CR- PX-	0 0	1 0	0 0	INSTRUCTIONAL SOLO	STUDENT, AGE 52, 130 TOTAL HOURS, 115 IN TYPE, NOT INSTRUMENT RATED.				
	ANOKA,MINN FOREST LAKE,MINN TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH WIRES/POLES						PHASE OF OPERATION LANDING LEVEL OFF/TOUCHDOWN LANDING GO-AROUND						
	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - DELAYED IN INITIATING GO-AROUND FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS REMARKS- HIT PWR LINES												

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES FLIGHT F S M/N PURPOSE	PILOT DATA
3-2414	7/18/72 TWO HARBORS,MINN TIME - 1825	AERONCA 11AC N3289E DAMAGE-SUBSTANTIAL	CR- 0 0 2 INSTRUCTIONAL PX- 0 0 0 DUAL	COMMERCIAL, FL.INSTR., AGE 34, 691 TOTAL HOURS, 10 IN TYPE, NOT INSTRUMEN RATED.
	NAME OF AIRPORT - TWO HARBORS DEPARTURE POINT I TWO HARBORS,MINN TYPE OF ACCIDENT GEAR COLLAPSED	NTENDED DESTINATION LOCAL	PHASE OF OPERATION LANDING ROLL	
	MISCELLANEOUS ACTS, CONDITIO		ING ASSY,STRUTS,ATTACHMENTS,ETC.	
	FACTOR(S) MISCELLANEOUS ACTS,CONDITIO REMARKS- BOLT HOLES LEFT FRON		IG LUG SLIGHTLY ELONGATED & CRACKE	PRIOR TO ACCIDENT
3-2600	MISCELLANEOUS ACTS, CONDITIO		NG LUG SLIGHTLY ELONGATED & CRACKED CR- 0 0 2 INSTRUCTIONAL PX- 0 0 1 DUAL	COMMERCIAL, FL.INSTR., AGE 31, 1050 TOTAL HOURS, 40 IN TYPE, INSTRUMENT
3-2600	MISCELLANEOUS ACTS,CONDITIO REMARKS- BOLT HOLES LEFT FRON 7/19/72 EDEN PRAIRIE,MINN TIME - 1800	T LANDING GEAR FITTIN PIPER PA-22 N2331P DAMAGE-SUBSTANTIAL NTENDED DESTINATION LOCAL	CR- 0 0 2 INSTRUCTIONAL	COMMERCIAL, FL.INSTR., AGE 31, 1050 TOTAL HOURS,

and the THEFT Concerns to the second

and a filler

A DESCRIPTION OF A DESC

FILE	DATE I	OCATION	AIRCRAFT DATA					FLIGHT PURPOSE	PILOT DATA					
3-2458	7/21/72 DULU TIME - 1944	Ή, MINN						ONCOMMERCIAL LEASURE/PERSONAL TRANSP	PRIVATE, AGE 30, 285 TOTAL HOURS, 52 IN TYPE INSTRUMENT RATED.					
	NAME OF AIRPORT DEPARTURE POINT CHICAGO,ILL TYPE OF ACCIDENT WHEELS-UP	INSTRUMENT KATED.												
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO EXTEND LANDING GEAR FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS,CONDITIONS - CHECKLIST-FAILED TO USE WEATHER - LOW CEILING WEATHER - RAIN WEATHER - THUNDERSTORM ACTIVITY WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT													
	SKY CONDITION OVERCAST			C	EILI 300	IG A	T ACCIDENT SITE							
	VISIBILITY AT AC 2 MILES OR LES			P١	RECI		TION AT ACCIDENT SITE OWERS, THUNDERSTORM							
	OBSTRUCTIONS TO VISION AT ACCIDENT SITE							BEARING OF WIND ND 338-022 DEGREES						
	NONE	TEMPERATURE-F					WIND DIRECTION-DEGREES							
					T	90 YPE (IFR	IF W	EATHER CONDITIONS						

BRIEFS OF ACCIDENTS										
FILE		OCATION	AIRCRAFT DATA	F	S M/	'n	FLIGHȚ PURPOSE	PILOT DATA		
	7/22/72 NR.MARS TIME - 1300 DEPARTURE POINT MARSHALL,MINN TYPE OF ACCIDENT ENGINE FAILURE COLLISION WITH	HALL,MINN I OR MALFUNCTI	LUSCOMBE 8A N1459K DAMAGE-SUBSTANTIAL NTENDED DESTINATION LOCAL ON	CR- 0 PX- 0	PRIVATE, AGE 42, 1467 TOTAL HOURS, 17 IN TYPE, NOT INSTRUMENT RATED.					
	PROBABLE CAUSE(S) POWERPLANT - IGNITION SYSTEM MAGNETOS POWERPLANT - IGNITION SYSTEM LEADS MISCELLANEOUS ACTS, CONDITIONS - CORRODED/CORROSION MISCELLANEOUS ACTS, CONDITIONS - ERATIC PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) TERRAIN - ROUGH/UNEVEN WEATHER - UNFAVORABLE WIND CONDITIONS PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND									
	SKY CONDITION UNKNOWN/NOT RE VISIBILITY AT AC 5 OR OVER OBSTRUCTIONS TO NONE WIND DIRECTION-D 180 TYPE OF WEATHER VFR REMARKS- ENG LOS	AT ACCIDENT SITE ATION AT ACCIDENT'SITE URE-F OCITY-KNOTS FLIGHT PLAN N LEADS.PLT CLOSED THROT	TLE, IND ON HILL.							
-2547	7/24/72 THEF TIME - 1800 NAME OF AIRPORT DEPARTURE POINT BAUDETTE,MINN TYPE OF ACCIDENT GEAR RETRACTED	- THIEF RIVER	N8470N DAMAGE-SUBSTANTIAL	PX- 0	0 PHASE	2 0F	NONCOMMERCIAL CORP/EXEC OPERATION G ROLL	COMMERCIAL, AGE 54, 7139 TOTAL HOURS, 2025 IN TYPE, INSTRUMENT RATED.		
	PROBABLE CAUSE(S PILOT IN COMMA		ENTLY RETRACTED GEAR							

		·	BRIEF	S OF A	ссі	DENT	5		
FILE	DATE	LOCATION	AIRCRAFT DATA			IES S M/I	۰	FLIGHT PURPOSE	PILOT DATA
3-2560	7/29/72 TIME - 12	PERHAM, MINN	PIPER PA-28 N7406W DAMAGE-SUBSTANTIAL					ONCOMMERCIAL LEASURE/PERSONAL TRANSP	PRIVATE, AGE 41, 62 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE PERHAM, TYPE OF A COLLIDE	POINT : MINN	INTENDED DESTINATION VERGAS,MINN		Ρ	TAK	OFF	OPERATION ABORTED ABORTED	
	FACTOR(S)	N COMMAND - DELAYED	ACTION IN ABORTING TA	AKEOFF					
	MISCELL		DNS - OVERLOAD FAILUR D-150FT FM END OF RWY		FF	RWY	END,	ACROSS HWY.	
3-2267	8/ 24/7 2 TIME - UN	NR.ÀNOKA,MINN K/NR	CESSNA 180B N5271E DAMAGE-DESTROYED					ONCOMMERCIAL LEASURE/PERSONAL TRANSP	AIRLINE TRANSPORT, AGE 47, 4647 TOTAL HOURS, 50 IN TYPE, INSTRUMENT RATED.
	TYPE OF A	PINES, MINN	INTENDED DESTINATIÓN EVELETH,MINN R UNCONTROLLED					OPERATION HT UNCONTROLLED DESCEN	
	FACTOR(S) INSTRUM MISCELL WEATHER WEATHER WEATHER B	N COMMAND - SPATIAL IENTS/EQUIPMENT AND A ANEOUS ACTS,CONDITIO - LOW CEILING - FOG RIEFING - BRIEFED B	ACCESSORIES - FLIGHT /					STRUMENTS OTHER	
	SKY CONDI PARTIAL VISIBILIT		CEILING AT ACCIDENT SITE 500 PRECIPITATION AT ACCIDENT SITE						
	OBSTRUCTI FOG	OR LESS ONS TO VISION AT ACC LIGHT PLAN	CIDENT SITE		т	NON YPE IFR	-	EATHER CONDITIONS	

			BRIEFS									
FILĘ			AIRCRAFT DATA		F	SΜ	/N	PURPOSE	PILOT DATA			
-1808	9/4/72 TIME - 10	PRINCETON, MINN 155	PIPER PA-22 N3365Z DAMAGE-DESTROYED	С R Р X	1 3	0 0	0 0	NONCOMMERCIAL PLEASURE/PERSONAL	TRANSP	CERTIFICATE UNKNOWN, AGE 35, 70 TOTAL HOURS, 14 IN TYPE, UNK/NR INSTRUMENT RATED.		
	DEPARTURE PRINCET TYPE OF A	NAME OF AIRPORT - PRINCETON DEPARTURE POINT INTENDED DESTINATION PRINCETON, MINN TYPE OF ACCIDENT COLLISION WITH GROUND/WATER UNCONTROLLED						F OPERATION FF INITIAL CLIMB				
	PILOT I PILOT I FACTOR(S) WEATHER WEATHER WEATHER B	N COMMAND - ATTEMPT N COMMAND - INITIAT N COMMAND - SPATIAL - LOW CEILING - FOG REIEFING - BRIEFED B	ED OPERATION BEYOND EX ED FLIGHT IN ADVERSE W DISORIENTATION Y FLIGHT SERVICE PERSO SUBSTANTIALLY CORRECT	IEATHE	RC	OND	ITI	DNS				
	SKY CONDITION OVERCAST VISIBILITY AT ACCIDENT SITE 1 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG WIND VELOCITY-KNOTS				CEILING AT ACCIDENT SITE 100 PRECIPITATION AT ACCIDENT SITE NONE WIND DIRECTION-DEGREES 180 TYPE OF WEATHER CONDITIONS							
•	NONE FIRE AFTE		IED TO DISSUADE PLT.FS	SS SAI	d V			MINIMUMS NOT RECOMMENDED.NC	OFFIC	AL RECORD OF PLT.		
-2673	12/21/72 TIME - 17	ST. CLOUD,MINN 00	CESSNA 180B N5095E DAMAGE-SUBSTANTIAL					NONCOMMERCIAL BUSINESS		PRIVATE, AGE 28, 514 TOTAL HOURS, 241 IN TYPE, NOT INSTRUMENT RATED.		
	DEPARTURE OPOLE, TYPE OF A	MINN	INTENDED DESTINATION ST. CLOUD,MINN	TENDED DESTINATION								
	MISCELL AIRFRAM MISCELL	N COMMAND - EXERCIS ANEOUS - FOREIGN MA E - LANDING GEAR O ANEOUS ACTS,CONDITI	TERIAL AFFECTING NORMA					500750				

\$

FILE	DATE	LOCATION	AIRCRAFT DATA	IN	JUR	IES		FLIGHT	PILOT DATA	
		COON RAPIDS,MINN	BEFCH Δ60	CR-			I N		COMMERCIAL, AGE 29, 791	
	TIME - 19 DEPARTURE	POINT	N176D DAMAGE-SUBSTANTIAL INTENDED DESTINATION	PX-	0	0 0) E	BUSINESS	TOTAL HOURS, 9 IN TYPE, INSTRUMENT RATED.	
	CRYSTAL,MINN COON RAPIDS,MINN TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH AUTOMOBILE					LAND	ING	OPERATION 5 LEVEL OFF/TOUCHDOWN 5 ROLL		
	PILOT I	N COMMAND - MISJUDG	ED DISTANCE AND SPEED TO INITIATE GO-AROUND							
3-2021	2/12/72 TIME - 14	PICAYUNE,MISS 30	PIPER PA-28 N5509U DAMAGE-SUBSTANTIAL	CR- PX-				NSTRUCTIONAL GOLO	STUDENT, AGE 35, 30 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.	
		IRPORT - PICAYUNE POINT GO,LA	INTENDED DESTINATION PICAYUNE,MISS							
		CCIDENT WATER LOOP-SWERVE D WITH DITCHES			Ρ	TAKE	OFF	OPERATION RUN RUN		
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL WEATHER - UNFAVORABLE WIND CONDITIONS FACTOR(S)									
	MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED									
	SKY CONDITION SCATTERED VISIBILITY AT ACCIDENT SITE					UNLI		AT ACCIDENT SITE TED ATION AT ACCIDENT SITE		
	5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT SITE NONE				NONE RELATIVE BEARING OF WIND RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES					
		CITY-KNOTS				.310 YPE (EATHER CONDITIONS		
	VFR	LIGHT PLAN				VFR				
	KEMAKKS-	WIND GUSTING 20K.								

FILE	DATE LOCATION	AIRCRAFT DATA	INJUR F		FLIGHT PURPOSE		PILOT DATA
3-2270	4/30/72 MONTICELLO,MIS TIME - 1600	SS CESSNA 411	CR- 0 PX- 0	0 1	COMMERCIAL AIR TAXI-PASSG		COMMERCIAL, FL.INSTR., AGE 31, 3700 TOTAL HOURS, 37 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT ATLANTA,GA TYPE OF ACCIDENT Engine Failure or Malfu Wheels-UP	ALEXANDRIA, LA		IN FL	DF OPERATION IGHT NORMAL CRUIS NG LEVEL OFF/TOUC		
	MISCELLANEOUS ACTS,CONU PERSONNEL - MAINTENANCE PILOT IN COMMAND - IMPR	RUCTURE VALVE ASSEMBLIES DITIONS - FATIGUE FRACTUU 5.SERVICING,INSPECTION II ROPER OPERATION OF POWERPI ED TO ASSURE THE GEAR WAS	RE NADEQUATE LANT & PO	WERPLA	NT CONTROLS	ION	
	MISCELLANEOUS ACTS,CON PERSONNEL - OPERATIONAL COMPLETE POWER LOSS - COM EMERGENCY CIRCUMSTANCES -	DITIONS - IMPROPER EMERGEN SUPERVISORY PERSONNEL APLETE ENGINE FAILURE/FLAN FORCED LANDING OFF AIRPO HAUST VALVES R ENG FAILED	INADEQUAT MEOUT-1 E DRT ON LA	E FLIG NGINE ND			PLT NOT CKD OUT.
-1869	5/26/72 LAUREL,MISS TIME - 1810 DEPARTURE POINT VAN BUREN,ARK TYPE OF ACCIDENT PROPELLER/ROTOR FAILURE COLLISION WITH GROUND/W		PX- O L P	0 1 AST EN LAUF HASE C IN FL	NONCOMMERCIAL BUSINESS ROUTE STOP EL,MISS F OPERATION IGHT CLIMB TO CRU NG LEVEL OFF/TOUC		COMMERCIAL, AGE 41, 798 TOTAL HOURS, 350 IN TYPE, NOT INSTRUMENT RATED.
	PROBABLE CAUSE(S)						

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA PURPOSE F S M/N _____ _____ ------3-2370 6/10/72 GREENWOOD, MISS AFRO COMDR 560A CR- 0 1 0 NONCOMMERCIAL ATR, FLIGHT INSTR., AGE TIME - 0620 N2754B PX- 0 0 0 BUSINESS 53, 30070 TOTAL HOURS. DAMAGE-DESTROYED 120 IN TYPE, INSTRUMENT RATED NAME OF AIRPORT - GREENWD LEFLORE DEPARTURE POINT INTENDED DESTINATION GREENWOOD • MISS LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED REMARKS- SINGLE ENG TKOF. 3-2319 6/17/72 BOYLE • MISS CESSNA 172K CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 17, 27 TOTAL TIME - 1630 N78249 PX- 0 0 0 SOLO HOURS, 2 IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - AG STRIP DEPARTURE POINT INTENDED DESTINATION GREENVILLE, MISS BOYLE, MISS TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN COLLIDED WITH WIRES/POLES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED FACTOR(S)AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND REMARKS- SMALL AG STRIP, OBST BOTH ENDS. 3-1966 7/6/72 NR.TUNICA, MISS CESSNA 172 CR- 1 0 0 NONCOMMERCIAL PRIVATE, AGE 35, 1850 TIME - UNK/NR N3965L PX- 0 0 0 DTHER TOTAL HOURS, UNK/NR IN DAMAGE-DESTROYED TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION MEMPHIS. TENN UNKNOWN/NOT REPORTED TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES IN FLIGHT OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - PSYCHOLOGICAL CONDITION MISCELLANEOUS ~ SUICIDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER MISSING AIRCRAFT - LATER RECOVERED REMARKS- DARK NGT, NO MOON.IGN SWITCH OFF. INCAPACITATING DOSE OF SEDATIVE INGESTED BUT NOT ABSORBED AT DEATH

BRIEFS OF ACCIDENTS

FILE	DATE	LOCATION	AIRCRAFT DATA		F	SΜ	/N	PURPOSE		PILOT DATA	
3 - 2503	9/26/72 TIME - 12	MONTICELLO, MISS	GRUMMAN G-164 N10245 DAMAGE-SUBSTANTIAL	CR-	0	0	1	COMMERCIAL		COMMERCIAL, FL.INSTR., AGE 31, 2600 TOTAL HOURS, 500 IN TYPE, INSTRUMENT RATED.	
	NAME OF A DEPARTURE MONTICE TYPE OF A STALL	ELLO,MISS ACCIDENT	INTENDED DESTINATION LOCAL		F			IF OPERATION			
	FACTOR(S) WEATHER WEATHER B	IN COMMAND - FAILED		ING S	PE	D.					
	SKY CONDI BROKEN	ITION			CEILING AT ACCIDENT SITE						
		Y AT ACCIDENT SITE			F	REC		TATION AT A	CCIDENT SITE		
	OBSTRUCTI	IONS TO VISION AT AC	CIDENT SITE		V	INC	DI	RECTION-DEG	REES		
	6	DCITY-KNOTS Flight Plan			٦	18 TYPE VF	OF	WEATHER CO	DND I T I ON S		
	KIND OF GLOVES CRASH F	HOURS IN CROP CONTROL CROP - OTHER			· 1 (TYPE GOGG COCK	OF LES PIT	CHEMICAL U - USED CRASHPAD -	- SEEDING CROP SED - DRY CHEM INSTALLED ON - FORWARD C	1ICAL-NONTOXIC	

" websychol "

			BRIEFS							
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	IJUR F	IE S	S M∕N	FLIGHT PURPOSE	· · ·	PILOT DATA
		HOLLY SPRNGS,MISS 30		CR- PX-				COMMERCIAL ASSOC CROP		COMMERCIAL, FL.INSTR., AGE 36, 3982 TOTAL HOURS, 400 IN TYPE, INSTRUMENT RATED.
	DEPARTURE HOLLY SE TYPE OF AG		RIP NTENDED DESTINATION LOCAL					DF OPERATION NG ROLL		
	FACTOR(S)	N-COMMAND - FAILED T	D MAINTAIN DIRECTIONA - AIRPORT CONDITIONS				AINT	AINED RUNWAY	Y SURFACE	
	KIND OF GLOVES - CRASH H	ATA DURS IN CROP CONTROL CROP - COTTON - NOT USED ELMET - AVAILABLE-US AR - INSTALLED	,		T G C	YP 60 G 50 C	E OF GLES KPI1	CHEMICAL US 5 - NOT USED 7 CRASHPAD -	- SPRAYING CROF SED - LIQUID CF INSTALLED DN - FORWARD OF	HEMICAL-TOXIC
3-1810	TIME - 113		PIPER PA-28 N8378₩₂ DAMAGE-SUBSTANTIAL	PX-						PRIVATE, AGE 39, 79 TOTAL HOURS, 16 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE ST-PAUI TYPE OF AU GROUND-N		NTENDED DESTINATION GRAND GLAIZE,MO		P	L	AND	DF OPERATION ING ROLL ING ROLL		
	PROBABLE (PILOT II	CAUSE(S) N COMMAND - FAILED T	O MAINTAIN DIRECTION	AL CO	İTRC)L				
3-1804	5/25/ 7 2 TIME - 14	POPLAR BLUFF,MO 15	PIPER PA-32 N4001R DAMAGE-SUBSTANTIAL		0 0	0 0	י 3	SUMMERCIAL AIR TAXI-P/	ASSG	COMMERCIAL, FL.INSTR., AGE 21, 1179 TOTAL HOURS, 48 IN TYPE, INSTRUMENT RATED.
	DEPARTURE FARMINO TYPE OF AO ENGINE D		NTENDED DESTINATION POPLAR BLUFF,MO		F	I	N FI	DF OPERATION IGHT FLARE(ING ROLL	DUT FOR SWATH F	RUN
	MISCELLA TERRAIN PARTIAL PO EMERGENCY	ANT - ENGINE STRUCTU ANEOUS ACTS,CONDITIO - HIDDEN OBSTRUCTIO DWER LOSS - PARTIAL CIRCUMSTANCES - FOR	RE MASTER AND CONNEG NS - MATERIAL FAILURI NS LOSS OF POWER - 1 EN CED LANDING OFF AIRPO LT FAILED. HIT MOUND	E GINE DRT OF	N LA	ND		GRASS.		

"wighter

	DATE LOCATION						PILOT DATA
3-1898	5/25/72 WAPPAPELLO,MO TIME - 1400	CESSNA 210B N9549X DAMAGE-SUBSTANTIAL	CR- C PX- C	1 0	0 2	NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	COMMERCIAL, AGE 46, 3310 P TOTAL HOURS, 140 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - DAVIS R DEPARTURE POINT CARBONDALE,ILL TYPE OF ACCIDENT ENGINE FAILURE OR MALFU COLLIDED WITH FENCE,FE	INTENDED DESTINATION CONWAY,ARK		11	FL	F OPERATION IGHT NORMAL CRUISE NG ROLL	
	MISCELLANEOUS ACTS,COND PERSONNEL - MAINTENANCE PILOT IN COMMAND - MISJ FACTOR(S) MISCELLANEOUS ACTS,COND	FORCED LANDING ON AIRPOR	RE ADEQUAT APPROACH 5 OTHER 5 INE RT/SEAPL	ANE	BAS	E/HELIPT.	
-1960	6/3/72 STOVER,MO TIME - 1945	CESSNA 172 N6892A DAMAGE-SUBSTANTIAL					TOTAL HOURS, 232 IN TYPE,
	NAME OF AIRPORT - IVY BEN						NOT INSTRUMENT RATED.
	NAME OF AIRPORT - IVY BEN DEPARTURE POINT STOVER,MO TYPE OF ACCIDENT GROUND-WATER LOOP-SWERV COLLIDED WITH TREES	INTENDED DESTINATION INDEPENDENCE,MO		ТA	KEO	F OPERATION FF ABORTED FF ABORTED	NUT INSTRUMENT RATED.
	DEPARTURE POINT STOVER,MO TYPE OF ACCIDENT GROUND-WATER LOOP-SWERV COLLIDED WITH TREES PROBABLE CAUSE(S) PILOT IN COMMAND - DELA MISCELLANEOUS ACTS,COND FACTOR(S)	INTENDED DESTINATION INDEPENDENCE,MO	AKEOFF JND-WATE	T/ T/ R-L(KEO KEO	FF ABORTED FF ABORTED	NUT INSTRUMENT RATED.

			BRIEFS						
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	JUR =	IES S №	; 1/N	FLIGHT PURPOSE	PILOT DATA
3-1922	6/4/72 TIME - 14 NAME OF A DEPARTURE ST JOSE TYPE OF A	ST JOSEPH,MO 00 IRPORT - ROSECRANS POINT PH,MO	CESSNA 182L N42472 DAMAGE-SUBSTANTIAL MEM INTENDED-DESTINATION LOCAL	CR- PX-	0 0 P	0 0 HAS	1 2 5E C	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP DF OPERATION OTHER	PRIVATE, AGE 63, 119 TOTAL HOURS, 25 IN TYPE, NOT INSTRUMENT RATED.
	PILOT I FACTOR(S) TERRAIŅ	N COMMAND - IMPROPE N COMMAND - SPONTAN		_ANT &	PO	WER	PLA	NNT CONTROLS	
3-2278		DORENA, MO 00	BELL 47D1G N3111G DAMAGE-SUBSTANTIAL		0 0	1 0	0 0	COMMERCIAL ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 40, 8200 TOTAL HOURS, 8000 IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF A	CCIDENT ER/ROTOR FAILURE N	INTENDED DESTINATION LOCAL AIN ROTOR			ΤA	KEC	DF OPERATION DFF VERTICAL ING POWER-OFF AUTOROTATIV	-
	ROTORCR MISCELL EMERGENCY	N COMMAND - IMPROPE AFT - ROTOR ASSEMBL ANEOUS ACTS,CONDITI CIRCUMSTANCES - FC	RCED LANDING OFF AIRPO	ASSEMBI DRT ON	LA	S	SHE 4	RED.ALT TOO LOW TO RECOVE	۶.
3-2372		TYRONE,MO 30	PIPER PA-24 N5909P DAMAGE-SUBSTANTIAL		0 0	0 0	1 3	NONCOMMERCIAL Pleasure/Personal transp	COMMERCIAL, FL.INSTR., AGE 26, 2597 TOTAL HOURS, 52 IN TYPE, INSTRUMENT
	TYRONE ۲YPE OF A	POINT • MO CCIDENT D WITH WIRES/POLES	INTENDED DESTINATION LOCAL					DF OPERATION IGHT BUZZING	RATED.
	PILOT I MISCELL	N COMMAND - EXERCIS N COMMAND - FAILED ANEOUS ACTS,CONDITI CIRCUMSTANCES - FO	ED POOR JUDGMENT TO SEE AND AVOID OBJE(ONS - UNWARRANTED LOW RCED LANDING OFF AIRP(ISPECTED OR KNOWN AIRC)	FLYIN	; LA	ND	RUC T	TIONS	

FILE	DATE LOCATION	AIRCRAFT DATA		URIES				
FILE	DATE LOCATION	AIRCRAFT DATA		S M	/N	FLIGHT PURPOSE	,	PILOT DATA
-2316	6/13/72 CAMDENTON,MO TIME - 1600 DEPARTURE POINT OLATHE,KANS TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNC COLLIDED WITH DITCHES	CESSNA 182G N3778U DAMAGE-SUBSTANTIAL INTENDED DESTINATION LEBANON,MO	PX-	O O PHAS IN	2 B E OF FLIG	IONCOMMERCIAL SUSINESS OPERATION GHT CLIMB TO 5 ROLL	CRUISE	PRIWATE, AGE 21, 92 TOTAL Hours, 38 IN TYPE, NOT INSTRUMENT RATED.
	PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOU TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPL EMERGENCY CIRCUMSTANCES - F	ETE ENGINE FAILURE/FLA	MEOUT-1	ENG I		REASONS		
-2016	6/15/72 SCOTT CITY,MO TIME - 1920	CESSNA 150 N1282Q DAMAGE-SUBSTANTIAL	PX-	0 0 0 0		NSTRUCTIONAL DUAL		COMMERCIAL, FL.INSTR., AGE 21, 402 TOTAL MOURS, 309 IN TYPE, NOT INSTRU-
	NAME OF AIRPORT - CAPE GIRA DEPARTURE POINT SCOTT CITY,MO TYPE OF ACCIDENT UNDERSHOOT COLLIDED WITH CROP	RDEAU INTENDED DESTINATION LOCAL		LA	NDING	OPERATION FINAL APPR LEVEL OFF/		MENT RATED.
	PROBABLE CAUSE(S) DUAL STUDENT - MISJUDGED PILOT IN COMMAND - INADEC FACTOR(S) MISCELLANEOUS ACTS,CONDIT TERRAIN - HIGH VEGETATION REMARKS- LND IN TALL WHEAT	UATE SUPERVISION OF FL IONS - POORLY PLANNED	APPROAC	н		•		
-1967 [,]	6/18/72 SEDALIA,MO TIME - 1630 DEPARTURE POINT	TAYLORCRAFT DC-65 N47587 DAMAGE-DESTROYED INTENDED DESTINATION	CR- PX-		-	IONCOMMERCIAL PRACTICE		STUDENT, AGE 42, 50 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	SEDALIA,MO TYPE OF ACCIDENT COLLIDED WITH TREES	TAHLEQUA, MO				OPERATION INITIAL CL	IMB	
	PROBABLE CAUSE(S) PILOT IN COMMAND - SELECT TERRAIN - HIGH VEGETATION FIRE AFTER IMPACT REMARKS- HAD LNDD TO CHECK		IN HIGH	•		•		

~4c2:525~

FILE		LOCATION	`AIRCRAFT DATA		F	S M	/N	PURPOSE	PILOT DATA
3-2207	6/24/72			С R- Р X-					PRIVATE, AGE 48, 435 TOTAL HOURS, 85 IN TYPE NOT INSTRUMENT RATED.
	DEPARTURE COSBY,M TYPE OF A	D CCIDENT			P			F OPERATION	
	COLLIDE	O WITH DIRT BANK				ŢА	KEC	IFF ABORTED	
	PROBABLE (PILOT I FACTOR(S)		ACTION IN ABORTING T	AKEOFF	:				
	PILOT I AIRPORT	S/AIRWAYS/FACILITIE	OR FAILED TO USE FLA S - AIRPORT CONDITION OOFT FRESH CUT GRASS	s от⊢					
3-2322	7/3/72 TIME - 112	NR.₩ILLIAMSBURG,MO 30	RYAN ST-A N17364	CR- PX-	0	0	1	NONCOMMERCIAL Pleasure/Personal transp	COMMERCIAL, AGE 47, 195 Y TOTAL HOURS, 10 IN TYPE
			DAMAGE-SUBSTANTIAL		Ũ	Ŭ	Ũ		INSTRUMENT RATED.
	NAME OF A	IRPORT - ECKERT POINT	INTENDED DESTINATION						
(COLUMB	IA,MO	INTENDED DESTINATION CASEY,ILL		_				
	PROPELL	CCIDENT ER/ROTOR FAILURE P D WITH FENCE,FENCE	ROPELLER			IN	I FL	IF OPERATION IGHT NORMAL CRUISE NG ROLL	
	MISCELL TERRAIN EMERGENCY	ANT - PROPELLER AND ANEOUS ACTS,CONDITI - OTHER	ONS - MATERIAL FAILUR RCED LANDING OFF AIRP		I LA	ND			
3-2208	7/15/72 TIME - 12	NR + BR AN SON + MO 15	CESSNA 177 N3474T DAMAGE-DESTROYED	CR - PX-	1 0	0 0	0	NONCOMMERCIAL Pleasure/Personal Transf	COMMERCIAL, AGE 32, 414 TOTAL HOURS, 37 IN TYPE INSTRUMENT RATED.
			INTENDED DESTINATION						INSTROMENT RATED.
	TYPE OF A	NTAS,ARK CCIDENT E FAILURE IN FLIGH						OF OPERATION IGHT UNCONTROLLED DESCEN	١T
	PILOT I	N COMMAND - SPATIAL N COMMAND - EXCEEDE ANEOUS ACTS,CONDITI	DISORIENTATION D DESIGNED STRESS LIM ONS - OVERLOAD FAILUR ONS - SEPARATION IN F	E	AI	RCF	AFI		

FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	S	M/N	1	FLIGHT PURPOSE ,	PILOT DATA
		WENTZVILLE,MO	CESSNA 150H N50395 DAMAGE-SUBSTANTIAL	CR- () (5 2	2 1	NSTRUCTIONAL UAL	AIRLINE TRANSPORT, AGE 46, 6182 TOTAL HOURS, IN TYPE, INSTRUMENT RATED.
	NAME OF AIR DEPARTURE P	PORT - WENTZVILL	INTENDED DESTINATION						
	WENTZVILL	E,MO	LOCAL						
	TYPE OF ACC	IDENT ILURE OR MALFUNCT	FON					OPERATION RUN	
		WITH OBJECT						ABORTED	
	AIRPORTS/ MISCELLAN PARTIAL POW EMERGENCY C	COMMAND - INADEQU AIRWAYS/FACILITIE EOUS - FOREIGN MA ER LOSS - PARTIAL IRCUMSTANCES - FO	ATE PREFLIGHT PREPARAT S - AIRPORT CONDITIONS FERIAL AFFECTING NORMA LOSS OF POWER - 1 ENG RCED LANDING OFF AIRPO DING WATER.PWR LOSS CA	OTHER L.OPERA INE IRT ON L		зиs С	-		IAY .
}− 2542	9/30/72 TIME - 1430	LEES SUMMIT,MO	CESSNA 150 N8050S DAMAGE-SUBSTANTIAL					IONCOMMERCIAL PLEASURE/PERSONAL TRA	PRIVATE, AGE 22, 74 TO NSP HOURS, 55 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE P INDEPEND	ENCE, MO	INTENDED DESTINATION LK WINNEBAGO,MO						
		IDENT ILURE OR MALFUNCT WITH TREES	ION			IN F	=L10	OPERATION HT DESCENDING FINAL APPROACH	
	MISCELLAN WEATHER - MISCELLAN PILOT IN	COMMAND - IMPROPE EOUS ACTS,CONDITI CONDITIONS CONDU EOUS ACTS,CONDITI COMMAND - MISJUDG	R OPERATION OF POWERPL DNS - ANTI-ICING/DEICI CIVE TO CARB./INDUCTIC DNS - ICE-CARBURETOR ED DISTANCE,SPEED,AND	NG EQU N SYSTI ALTITU	IPM EM DE	ENT-	-IMF		R FAILED TO USE
	MISCELLAN FACTOR(S)	IEOUS ACTS, CONDITI	ONS - POORLY PLANNED A	PPROACE	4				
		HIGH OBSTRUCTION	-						N.,
			TE ENGINE FAILURE/FLAN RCED LANDING OFF AIRPO				E		
	SKY CONDITI	ON			CE	ILIN	NG A	AT ACCIDENT SITE	
		AT ACCIDENT SITE						ED TION AT ACCIDENT SIT	
	5 OR OVER					NON		ATION AT ACCIDENT SIT	E
	NONE	IS TO VISION AT AC	CIDENT SITE			PE (VFR	OF W	EATHER CONDITIONS	
	TYPE OF FLI NONE	GHT PLAN	· ·						
			2			•			
			· .			•			
			F	PAGE 11	13				

			BRIEFS	S OF AC	CIDE	VTS			
FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F	URIES		FLIGHT PURPOSE		PILOT DATA
3-1958	TYPE OF A ENGINE HARD LA PROBABLE POWERPL MISCELL PILOT I PARTIAL P EMERGENCY	POINT CON, MONT CCCIDENT FAILURE OR MALFUNC NDING CAUSE(S) ANT - ENGINE STRUC ANEOUS ACTS, CONDIT N COMMAND - FAILED OWER LOSS - PARTIAI	TURE PISTON, PISTON RIN IONS - MATERIAL FAILURE TO MAINTAIN ADEQUATE F LOSS OF POWER - 1 ENG DRCED LANDING OFF AIRPO	PX-	0 0 PHAS IN L/	O SE O N FL ANDI	COMMERCIAL MAPPING/PHOTO F OPERATION IGHT NORMAL CRU NG POWER-OFF AU		COMMERCIAL, AGE 28, 2610 TOTAL HOURS, 325 IN TYPE, NOT INSTRUMENT RATED. E LANDING
3-1890	DEPARTURE BUTTE,M TYPE OF A HARD LA GEAR CO PROBABLE	NIRPORT - SILVER BON POINT CONT CCCIDENT NDING NLLAPSED CAUSE(S)	TAILWIND DOWER N7804C DAMAGE-SUBSTANTIAL COUNTY INTENDED DESTINATION LOCAL	PX-	O O PHAS L4 L4	1 SE OI AND II	NONCOMMERCIAL PLEASURE/PERSON = OPERATION NG LEVEL OFF/TO NG LEVEL OFF/TO	JCHDOWN	COMMERCIAL, FL.INSTR., AGE 30, 1065 TOTAL HOURS, 43 IN TYPE, INSTRUMENT RATED.
	FACTOR(S) MISCELL WEATHER B WEATHER B WEATHER F SKY CONDI CLEAR VISIBILIT 5 OR OVI OBSTRUCTI NONE TEMPERATU 45 WIND VELO 20	ANEOUS ACTS,CONDITJ - UNFAVORABLE WIND RIEFING - NO BRIEFJ ORECAST - FORECAST TION Y AT ACCIDENT SITE ER ONS TO VISION AT AC	NG RECEIVED SUBSTANTIALLY CORRECT	E	CEIL UN PREC NC RELA HE WINC 34	NLIM DNE ATIVI EAD N DDI FO E OF	AT ACCIDENT SIT TTED TATION AT ACCIDE E BEARING OF WIN VIND 338-022 DEG RECTION-DEGREES WEATHER CONDITIO	NT SITE D REES	

			BRIEF	S OF A	CC I	DEN	TS ,	:	
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	IJUR F	IES S M	/N	FLIGHT	PILOT DATA
	5/29/72 TIME - 1130	SHELBY,MONT	CESSNA 180 N8679X DAMAGE-SUBSTANTIAL	С R — Р X —					PRIVATE, AGE 58, 3172 TOTAL HOURS, 1136 IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE P SHELBY,MO TYPE OF ACC	NT IDENT TER LOOP-SWERVE	INTENDED DESTINATION SUNBURST,MONT		Ρ	ΤA	KEOI	= OPERATION =F RUN =F ABORTED	
	AIRFRAME MISCELLAN FACTOR(S) MISCELLAN	COMMAND - INADEQU - FUSELAGE SEATS EOUS ACTS,CONDITI	ATE PREFLIGHT PREPARA ONS - IMPROPERLY SECUI ONS - OVERLOAD FAILURI	RED	ND/	OR I	PLAI	NN ING	
2002	TIME - 1100	PORT - RANCH STRI	BELLANCA 7GCBC N9183L DAMAGE-SUBSTANTIAL P INTENDED DESTINATION		0 0	0 0	1 0	NONCOMMERCIAL BUSINESS	PRIVATE, AGE 46, 395 TOTAL HOURS, 44 IN TYPE, NOT INSTRUMENT RATED.
	HOGELAND, TYPE OF ACC	MONT	HAVRE, MONT		Ρ			F OPERATION	
	PILOT IN FACTOR(S) WEATHER - MISCELLAN AIRPORTS/ WEATHER BRI	COMMAND - INADEQU COMMAND - FAILED HIGH DENSITY ALT EOUS ACTS,CONDITI AIRWAYS/FACILITIE EFING - NO BRIEFI	ITUDE ONS - IMPROPERLY LOAD S - AIRPORT CONDITION:	ED AIR	CRA				
	5 OR OVER OBSTRUCTION NONE WIND DIRECT	AT ACCIDENT SITE S TO VISION AT AC	CIDENT SITE		P T	UNI REC NOI EMPI 75 IND	LIM IPI NE ERA	AT ACCIDENT SITE ITED IATION AT ACCIDENT SIT IURE-F .OCITY-KNOTS	E
	180 TYPE DE WEA	THER CONDITIONS			т	5	05	FLIGHT PLAN	

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M	FLIGHT /N PURPOSE	PILOT DATA .
3-2012	6/16/72 ANACONDA,MONT TIME - 1510	CESSNA 180 N4679A DAMAGE-SUBSTANTIAL	CR- 0 0 PX- 0 0	1 NONCOMMERCIAL 2 BUSINESS	COMMERCIAL, FL.INSTR., AGE 37, 984 TOTAL HOURS, 225 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - ANACONDA DEPARTURE POINT BUTTE,MONT TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN	INTENDED DESTINATION LIBBY,MONT	TA	E OF OPERATION KEOFF RUN KEOFF ABORTED	
	PROBABLE CAUSE(S) PILOT.IN COMMAND - IMPRO FACTOR(S) WEATHER - UNFAVORABLE WI WEATHER BRIEFING - BRIEFED WEATHER FORECAST - FORECAS	ND CONDITIONS BY FLIGHT SERVICE PERSI			
	SKY CONDITION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT ∜IT 5 OR OVER OBSTRUCTIONS TO VISION AT NONE		50 PREC NO TEMP 75	IPITATION AT ACCIDENT SITE NE ERATURE-F	
	WIND DIRECTION-DEGREES 165 TYPE OF WEATHER CONDITIONS VFR REMARKS- WIND GUSTING 25K.		20	OF FLIGHT PLAN	
3-2318	6/17/72 VIRGINIA CTY,MO TIME - 0545	DAMAGE-SUBSTANTIAL		1 COMMERCIAL O ASSOC CROP CTL ACTIVITY	COMMERCIAL, AGE 49, 5774 TOTAL HOURS, 3000 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - AG STRIP DEPARTURE POINT VIRGINIA CTY,MONT TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE NOSE OVER/DOWN	INTENDED DESTINATION LOCAL	TA	E OF OPERATION KEOFF RUN KEOFF ABORTED	
	PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR MISCELLANEOUS ACTS,CONDI FACTOR(S) TERRAIN - OTHER		Ę		
	SPECIAL DATA TOTAL HOURS IN CROP CONT KIND OF CROP - UNKNOWN/N PILOT'S SEAT BELT - UNKN GOGGLES - NOT USED COCKPIT CRASHPAD - NOT I TANK/HOPPER-LOCATION - B 'REMARKS- TKOF FROM NARROW	QT REPORTED OWN/NOT REPORTE' NSTALLED ELLY	TYPE GLOV CRAS CRAS	DF OPERATION - SPRAYING CRU OF CHEMICAL USED - LIQUID ES - NOT USED H HELMET - AVAILABLE-USED H BAR - NOT INSTALLED H RUN-HOW FLOWN - UNKNOWN/NU	CHEMICAL-TOXIC

FILE	DATE LOCATION AI			IGHT RPOSE	PILOT DATA
3-2209	TIME - 1915 N545		0 0 1 INSTRU 0 0 0 SOLO	JCTIONAL	STUDENT, AGE 20, 22 TOTA Hours, All IN Type, Not Instrument Rated.
	NAME OF AIRPORT - LAUREL MUNICIPAL DEPARTURE POINT INTENDE	D DESTINATION			
	TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE COLLIDED WITH OBJECT		PHASE OF OPERA LANDING ROI LANDING ROI	.L	·
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAIN FACTOR(S)	TAIN DIRECTIONAL COM	NTROL		
-	PERSONNEL - FLIGHT INSTRUCTOR IN WEATHER - UNFAVORABLE WIND CONDIT		FSTUDENT	·	• • • • •
	WEATHER BRIEFING - OTHER WEATHER FORECAST - UNKNOWN/NOT REPO	RTED			
	CKY CONDITION		CEILING AT ACC	IDENT SITE	
	SKY CONDITION CLEAR		UNLIMITED		
				AT ACCIDENT SITE	
	CLEAR VISIBILITY AT ACCIDENT SITE	STTE	PRECIPITATION NONE RELATIVE BEAR		-067 DEGREES
	CLEAR VISIBILITY AT ACCIDENT SITE 5 OR OVER OBSTRUCTIONS TO VISION AT ACCIDENT	STTE	PRECIPITATION NONE RELATIVE BEAR	ING OF WIND Ering head wind 023	-067 DEGREES

FILE	DATE	LOCATION	AIRCRAFT DATA				/N		PILOT DATA		
3-2481	7/14/72 TIME - 124	RUDYARD,MONT 40	CESSNA 172 N78628 DAMAGE-SUBSTANTIAL	CR- PX-				NONCOMMERCIAL PLEASURE/PERSONAL TRANS	PRIVATE, AGE 32, 355 P TOTAL HOURS, 155 IN TYPE NOT INSTRUMENT RATED.		
	NAME OF AIRPORT - PRIVATE STRIP DEPARTURE POINT INTENDED DESTINATION MISSOULA,MONT RUDYARD,MONT										
	TYPE OF AC GROUND-1 NOSE OVE	VATER LOOP-SWERVE ER/DOWN			Ρ	LA	NDIN	= OPERATION NG ROLL NG ROLL			
		N COMMAND - FAILED - LOCAL WHIRLWIND	TO MAINTAIN DIRECTIONA	L CON	ITRC	IL					
	WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED										
	SKY CONDIT BROKEN	T I ON			С						
	VISIBILITY AT ACCIDENT SITE 5 OR OVER					10000 PRECIPITATION AT ACCIDENT SITE NONE					
	OBSTRUCTIO NONE	INS TO VISION AT A	CCIDENT SITE	WIND DIRECTION-DEGREES							
			Т	YPE	0F	WEATHER CONDITIONS					
	WIND VELOO 14	, I 1 - KNO 15				VF	R				

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-2417 7/16/72 TWIN BRIDGES, MONT PIPER PA-28 STUDENT, AGE 40, 39 TOTAL CR- 0 0 1 INSTRUCTIONAL N7805W PX- 0 0 0 SOLO HOURS, ALL IN TYPE, NOT TIME - 1930 DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - TWIN BRIDGES DEPARTURE POINT INTENDED DESTINATION DILLON,MONT TWIN BRIDGES, MONT PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH FENCE, FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - EXERCISED POOR JUDGMENT WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, IN PERSON WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT 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 RELATIVE BEARING OF WIND NONE HEAD WIND 338-022 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 70 360 TYPE OF WEATHER CONDITIONS WIND VELOCITY-KNOTS 30 VFR TYPE OF FLIGHT PLAN VFR REMARKS- WIND GUSTING 40K.STRONG WIND WITH LITTLE OR NO WARNING NOT FORECAST. 3-2297 8/6/72 EUREKA, MONT CESSNA 182 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 41, 665 TIME - 1000 N9279X PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 318 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - EUREKA DEPARTURE POINT INTENDED DESTINATION LINCOLN.MONT EUREKA, MONT TYPE OF ACCIDENT PHASE OF OPERATION NOSE OVER/DOWN LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND ALTITUDE TERRAIN - ROUGH/UNEVEN REMARKS- LEFT WG HIT THE GRND.LNDD IN ROUGH FIELD, TOUCHED DOWN SHORT OF USUAL, MORE LEVEL, LDG AREA.

BRIEFS OF ACCIDENTS

				OF ACCIDEN		ه که یک کو چې کې کې کو که کې که کې کو کې کې کې کې کې کې کې کې کې کې کې کې کې	
FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M		FLIGHT PURPOSE	PILOT DATA
-2502	9/26/72 N TIME - 072	R.MILES CITY, MONT	CESSNA 150F N8094F DAMAGE-SUBSTANTIAL	CR- 0 0 PX- 0 0	-	INSTRUCTIONAL DUAL	COMMERCIAL, EL.INSTR., AGE 54, 11920 TOTAL HOURS, 287 IN TYPE, INSTRUMENT RATED.
	MILES CI TYPE OF AC ENGINE F	TY,MONT	NTENDED DESTINATION LOCAL	IN	FLI	OPERATION GHT NORMAL CRUISE G LEVEL OFF/TOUCHDO	WN
	MISCELLA MISCELLA TERRAIN FACTOR(S) WEATHER COMPLETE P	I COMMAND - IMPROPER NEOUS ACTS,CONDITIC NEOUS ACTS,CONDITIC - ROUGH/UNEVEN - CONDITIONS CONDUC POWER LOSS - COMPLET	OPERATION OF POWERPI DNS - ANTI-ICING/DEIC DNS - ICE-CARBURETOR LIVE TO CARB./INDUCTIO E ENGINE FAILURE/FLAN CED LANDING OFF AIRPO	NG EQUIPMEN IN SYSTEM IC IEOUT-1 ENGI	T-IM ING		OR FAILED TO USE
	VISIBILITY	NOT REPORTED AT ACCIDENT SITE		UN	LIMI IPIT	AT ACCIDENT SITE FED ATION AT ACCIDENT SI	TE
	5 OR OVE OBSTRUCTIO NONE TYPE OF FL NONE	INS TO VISION AT ACC	CIDENT SITE	NO TYPE VF	OF 1	WEATHER CONDITIONS	

FILE			AIRCRAFT DATA				PILOT DATA				
	3/30/72 TIME - U DEPARTUR	NR•KIMBALL•NEBR NK/NR E POINT	BEECH F35 N3368C DAMAGE-DESTROYED INTENDED DESTINATION	CR- 1	0 (NONCOMMERCIAL	PRIVATE, AGE 62, 413 TOTAL HOURS, 128 IN TYPE NOT INSTRUMENT RATED.				
	TYPE OF	SBLUFF;NEBR ACCIDENT ME FAILURE IN FLIG				OF OPERATION LIGHT. UNCONTRO	LLED DESCENT				
	PILOT IN COMMAND - CONTINUED VFR FLIGHT INTO ADVERSE WEATHER CONDITIONS PILOT IN COMMAND - SPATIAL DISORIENTATION PILOT IN COMMAND - EXCEEDED DESIGNED STRESS LIMITS OF AIRCRAFT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE FACTOR(S) PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT										
	WEATHER - SNOW WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC. WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS MISCELLANEOUS ACTS,CONDITIONS - SEPARATION IN FLIGHT										
	WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT										
	SKY COND UNKNOW	ITION N/NOT REPORTED			CEILII UNKI	IG AT ACCIDENT S IOWN/NOT REPORTE	ITE D				
	UNKNOW	N/NOT REPORTED			SNO	ITATION AT ACCI SHOWERS F WEATHER CONDI					
	NONE	IONS TO VISION AT A	CIDENT SITE		IFR	IF WEATHER CONDI	TIUNS				
	VFR		ROUTE SNOW SHWRS. EXTE	NSIVE IN	-FLT (REAKUP.ACFT NOT	EQUIPPED WITH PITOT HEATER.				

			BRIEF							
FILE	DATE	LOCATION	AIRCRAFT DATA	I	NJUR F	IES S M	/N	FLIG PURP	OSE	PILOT DATA
	5/5/72 TIME - 05 DEPARTURE	AMHERST,NEBR 15 : POINT 7 FIELD (PVT)	BOEING 75N1 N61247 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL	CR-	1 0	0 0 HAS	0 0 E 0	COMMERC	IAL APPLICATION ION	COMMERCIAL, AGE 31, 947
	MISCELL FACTOR(S) WEATHER	PROBABLE CAUSE(S) MISCELLANEOUS - UNDETERMINED FACTOR(S) WEATHER - CONDITIONS CONDUCIVE TO CARB./INDUC MISCELLANEOUS ACTS,CONDITIONS - JETTISONED LO								
	SKY CONDI BROKEN VISIBILIT 5 OR OV OBSTRUCTI NONE WIND VELC CALM TYPE OF F NONE	CCIDENT SITE	CEILING AT ACCIDENT SITE 2800 PRECIPITATION AT ACCIDENT SITE RAIN TEMPERATURE-F 76 TYPE OF WEATHER CONDITIONS VFR							
	TOTAL H KIND OF PILOT'S GOGGLES COCKPIT TANK/HO	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 450 KIND OF CROP - PASTURE PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - NOT USED COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT REMARKS- POSSIBLY LOST CTL DUMPING LOAD.WASNT WE						CHEMICA - NOT US ELMET -		ROPS CHEMICAL-NONTOXIC
3-1819	DEPARTURE ARAPAHO TYPE OF A HARD LA	IRPORT - ARAPAHOE POINT E,NEBR CCIDENT NDING	CESSNA 150H N22009 DAMAGE-DESTROYED INTENDED DESTINATION LOCAL		0	0 HAS LA	0 E O NDI			
	GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS,CONDITZONS - OVERLOAD FAILUR REMARKS- ACFT NOSED OVER,RECEIVED EXTENSIVE AIRFR									

-

BRIEFS OF ACCIDENTS

FILE	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT 🔍 PURPOSE	PILOT DATA
3-1854	5/21/72 LINCOLN, NEBR TIME - 1915 NAME OF AIRPORT - EDEN SKY DEPARTURE POINT LINCOLN, NEBR TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNG STALL PROBABLE CAUSE(S) POWERPLANT - MISCELLANEOU PILOT IN COMMAND - FAILED PARTIAL POWER LOSS - PARTIAL EMERGENCY CIRCUMSTANCES - F REMARKS- STALLED DURG FLAT	INTENDED DESTINATION LOCAL TION JS POWERPLANT FAILURE D TO OBTAIN/MAINTAIN FL L LOSS OF POWER - 1 EN ORCED LANDING OFF AIRP	PX- 0 1 1 PHASE O TAKEO LANDI FOR UNDETERMINE YING SPEED GINE	NONCOMMERCIAL PLEASURE/PERSONAL TRANSP F OPERATION FF INITIAL CLIMB NG OTHER D REASONS	PRIVATE, AGE 29, 1635 TOTAL HOURS, 70 IN TYPE, NOT INSTRUMENT RATED.
8-2123	5/24/72 OMAHA,NEBR TIME - 1032	CESSNA 337B N5471S DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 1	NONCOMMERCIAL BUSINESS	COMMERCIAL, FL.INSTR., AGE 36, 1598 TOTAL HOURS 86 IN TYPE, INSTRUMENT RATED.
	NAME OF AIRPORT - EPPLEY DEPARTURE POINT WEBSTER,IOWA TYPE OF ACCIDENT WHEELS-UP			= OPERATION NG LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED FACTOR(S) PILOT IN COMMAND - DIVERT MISCELLANEOUS ACTS, CONDIT REMARKS- OTR TRAFFIC.	ED ATTENTION FROM OPER	ATION OF AIRCRA	-T	
-1894	5/25/72 LINCOLN,NEBR TIME - 1910	BEECH S35 N215Q DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	NONCOMMERCIAL BUSINESS	STUDENT, AGE 37, 43 TOTAL HOURS, 2 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - LINCOLN DEPARTURE POINT ARKANSAS CITY,KANS TYPE OF ACCIDEÑT HARD LANDING GEAR COLLAPSED	INTENDED DESTINATION LINCOLN,NEBR	LANDI	- OPERATION NG LEVEL OFF/TOUCHDOWN NG LEVEL OFF/TOUCHDOWN	
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROP PILOT IN COMMAND - IMPROP FACTOR(S) MISCELLANEOUS ACTS,CONDIT PILOT IN COMMAND - LACK O REMARKS- PORPOISED.	ER RECOVERY FROM BOUNCE IONS - OVERLOAD FAILURE			

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-18885/26/72WEEPNG WATER, NEBRPIPER PA-30CR-010NONCOMMERCIALPRIVATE, AGE 35, 634TIME - 2205N7112ÝPX-010PLEASURE / PÉRSONAL TRANSPTOTAL HOURS, 213 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - BROWNS DEPARTURE POINT INTENDED DESTINATION PIERRE,S DAK KANSAS CITY,MO TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALEUNCTION IN FLIGHT NORMAL CRUISE COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FAILURE OF TWO OR MORE ENGINES TERRAIN - HIGH OBSTRUCTIONS COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-2 ENGINES EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- 10-15 GALS IN L MAIN TANK. OTHER TANKS EMPTY. 3-1889 5/26/72 NR.BROKEN BOW, NEBR PIPER PA-25 · CR- 0 0 1 COMMERCIAL COMMERCIAL, AGE 22, 1261 N4895Y PX- 0 0 0 AERIAL APPLICATION TIME - 1530 TOTAL HOURS, 532 IN TYPE. DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION BROKEN BOW, NEBR LOCAL TYPE OF ACCIDENT PHASE OF OPERATION STALL IN FLIGHT PROCEDURE TURNAROUND PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 532 KIND OF OPERATION - OTHER KIND OF CROP - OTHER TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - USED GOGGLES - NOT USED CRASH HELMET - AVAILABLE-USED COCKPIT CRASHPAD - INSTALLED CRASH BAR - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT TERRAIN-TYPE - ROLLING ELEVATION-AREA BEING TREATED-FEET - 2530 SWATH RUN-HOW FLOWN - CROSSWIND PROCEDURE TURNAROUND - SECOND 1/3 OF TURN REMARKS- SPRAYING TREES FOR CANKERWORMS.

FILE	DATE	LOCATION	AIRCRAFT DATA	F	URIES S M/N	I PURPOSE	PILOT DATA			
3-1991	5/28/72 TIME - 103	LINCOLN,NEBR 5	CESSNA 150 N60771 DAMAGE-SUBSTANTIAL	CR-	0 0 1	NONCOMMERCIAL PLEASURE/PERSONAL TRAN	PRIVATE, AGE 65, 151 NSP TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.			
	NAME OF AI DEPARTURE LINCOLN; TYPE OF AC HARD LAN	NEBR CIDENT	RPORT INTENDED DESTINATION LOCAL			OF OPERATION	N			
	GEAR COL					ING LEVEL OFF/TOUCHDOWN				
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING									
		•••••					-			
	FACTOR(S)		TIONS - OVERLOAD FAILURE							
3-2122	FACTOR(S)	NEOUS ACTS,CONDI Blair,nebr	TIONS - OVERLOAD FAILURE CESSNA 150 N7974Z	CR-		INSTRUCTIONAL TRAINING	HOURS, ALL IN TYPE, NOT			
3-2122	FACTOR(S) MISCELLAN 5/31/72 TIME - 1919 NAME OF AII DEPARTURE	NEOUS ACTS,CONDI BLAIR,NEBR 5 RPORT - BLAIR MU POINT	TIONS - OVERLOAD FAILURE CESSNA 150 N7974Z DAMAGE-SUBSTANTIAL NICIPAL INTENDED DESTINATION	CR-			STUDENT, AGE 30, 18 TOTAL Hours, all in type, not Instrument rated.			
3-2122	FACTOR(S) MISCELLAN 5/31/72 TIME - 191 NAME OF AIN	NEOUS ACTS,CONDI BLAIR,NEBR 5 RPORT - BLAIR MU POINT BR CIDENT DING	TIONS - OVERLOAD FAILURE CESSNA 150 N7974Z DAMAGE-SUBSTANTIAL NICIPAL	CR-	O O O PHASE LAND		HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.			
3-2122	FACTOR(S) MISCELLAN 5/31/72 TIME - 1919 NAME OF AII DEPARTURE BLAIR,NEI TYPE OF ACC HARD LANIN GEAR COLL PROBABLE C. PILOT IN MISCELLAN	NEOUS ACTS, CONDI BLAIR, NEBR 5 RPORT - BLAIR MU POINT BR CIDENT DING LAPSED AUSE(S) COMMAND - INADE NEOUS ACTS, CONDI	TIONS - OVERLOAD FAILURE CESSNA 150 N7974Z DAMAGE-SUBSTANTIAL NICIPAL INTENDED DESTINATION	CR- PX-	0 0 0 PHASE LAND LAND D/OR PL) TRAINING OF OPERATION JING LEVEL OFF/TOUCHDOWN JING LEVEL OFF/TOUCHDOWN ANNING	HOURS, ÁLL IN TÝPE, NOT Instrument rated.			

FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F				FLIGHT PURPOSE	PILOT DATA			
3-2121	6/2/72 TIME - 11	CRAWFORD,NEBR 130	PIPER PA-25 N4997Y DAMAGE-DESTROYED	-		-	_	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 34, 2020 TOTAL HOURS, 750 IN TYPE, INSTRUMENT RATED.			
		E POINT BLUFF,NEBR	INTENDED DESTINATION LOCAL	PHASE OF OPERATION								
		ED WITH FENCE, FENC	EPOSTS					IGHT MANEUVER TO AVOI	D OBSTRUCTION			
	PILOT 1 FACTOR(S) WEATHER TERRAIN TERRAIN	IN COMMAND - IMPROP IN COMMAND - MISJUD R - HIGH DENSITY AL N - HIGH OBSTRUCTIO N - OTHER	TITUDE		NN]	ING						
	SKY COND'			CE	ILI	NG	AT ACCIDENT SITE					
	CLEAR VISIBILIT 5 OR OV	UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE										
	OBSTRUCT		TE			TURE-F						
	TYPE OF V VFR		T١			FLIGHT PLAN						
	TOTAL F KIND OF CRASH F CRASH F	SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 950 KIND OF CROP - GRAIN FIELDS CRASH HELMET - AVAILABLE-USED CRASH BAR - INSTALLED TERRAIN-TYPE - ROLLING					KIND OF OPERATION - DEFOLIATION (DUST) TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC COCKPIT CRASHPAD - INSTALLED TANK/HOPPER-LOCATION - FORWARD OF PILOT SWATH RUN-HOW FLOWN - WIND CALM PROCEDURE TURNAROUND - FIRST 1/3 OF TURN					
	REMARKS-	HILLY UN CLEAR RISING TE	RRAIN N OF FLD,TURNED	W,UN CL								
3-1852	6/3/72 TIME - 12	OMAHA,NEBR 230	PIPER PA-22 N3377A DAMAGE-DESȚROYED						PRIVATE, AGE 34, 62 TOTAL NSP HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.			
	NAME OF A DEPARTURE OMAHA,		HA INTENDED DESTINATION LOCAL									
	TYPE OF A OVERSHO	ACCIDENT				LAN	DI	F OPERATION NG LEVEL OFF/TOUCHDOW NG ROLL	IN			
	MISCELL	ANT - ENGINE CONTR ANEOUS ACTS,CONDIT	OLS-COCKPIT THROTTLE- IONS - DISCONNECTED LAMP CAME LOOSE. COULD					EMBLIES				

FILE	DATE LOCAT	ION AIRCRAFT DATA							PILOT DATA	
	7/8/72 PENDER,NEE TIME - 1915 NAME OF AIRPORT - PEN DEPARTURE POINT	AR CESSNA 182 N272OF DAMAGE-SUBSTANTIAN NDER MUNI INTENDED DESTINATION PENDER,NEBR	С R — Р X —	0 0 P H	0 0 HASE LAN	1 0	NONCOMMERCIAL	RANSP	PRIVATE, AGE 24, 113 TOTAL HOURS, 20 IN TYPE, NOT INSTRUMENT RATED.	
		MISJUDGED DISTANCE AND SPEED FAILED TO INITIATE GO-AROUND								
-2124	7/9/72 GENEVA,NER TIME - 1000	SR CESSNA 185 N4061Y DAMAGE-SUBSTANTIAI		0 0	0 · 0	1 0	NONCOMMERCIAL PLEASURE/PERSONAL T	RANSP	COMMERCIAL, AGE 44, 1064 TOTAL HOURS, 225 IN TYPE, NOT INSTRUMENT RATED.	
	NAME OF AIRPORT - WAF DEPARTURE POINT GENEVA,NEBR TYPE OF ACCIDENT NOSE OVER/DOWN			PHASE OF OPERATION LANDING ROLL						
	PILOT IN COMMAND - AIRPORTS/AIRWAYS/F#	INADEQUATE PREFLIGHT PREPARA SELECTED UNSUITABLE TERRAIN CILITIES - AIRPORT CONDITION T IN RWY OF PLTS PVT STRIP.	IS SOF	T RL	INWA	Y		MIN E	FR THIS LDG.	
÷2601	7/19/72 ONEILL,NEE TIME - 1142	R BEECH V35 N3705Q DAMAGE-SUBSTANTIAL	PX-				NONCOMMERCIAL BUSINESS		PRIVATE, AGE 46, 2075 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT	
	DEPARTURE POINT DENVER COLO TYPE OF ACCIDENT ENGINE FAILURE OR M FIRE OR EXPLOSION	MINNEAPOLIS MINN			IN	FL	= OPERATION IGHT NORMAL CRUISE IGHT NORMAL CRUISE		RATED.	
	PROBABLE CAUSE(S) POWERPLANT - LUBRIC MISCELLANEOUS ACTS, MISCELLANEOUS ACTS, MISCELLANEOUS ACTS, EMERGENCY CIRCUMSTANC REMARKS- ALUM ALLOY N	TING I	N OIL FIRE.							

·	BRIEFS	OF ACCI	DENT	5	
DATE LOCATION	AIRCRAFT DATA	F	S M/	N PURPOSE	PILOT DATA
7/22/72 NR.HYANNIS,NEBR TIME - 1645	PIPER PA-18 N4077Z DAMAGE-SUBSTANTIAL	CR- 0	0	1 NONCOMMERCIAL	STUDENT, AGE 23, 31 TOTAL
		F	LAN	DING LEVEL OFF/TOUCHDOW	IN
PILOT IN COMMAND - FAIL FACTOR(S) AIRPORTS/AIRWAYS/FACILI	ED TO INITIATE GO-AROUND TIES - AIRPORT CONDITION				
			THEN	LND HALFWAY DOWN RWY AND) FORCED ACFT ON GRND.
7/23/72 LINCOLN,NEBR TIME - 1150	NAVAL FCTY N3N-3 N44758 DAMAGE-SUBSTANTIAL		-		COMMERCIAL, FL.INSTR., AGE 30, 3927 TOTAL HOURS, 150 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT LINCOLN,NEBR TYPE OF ACCIDENT GROUND-WATER LOOP-SWERV	INTENDED DESTINATION LOCAL	. F	LAN	DING ROLL	
7/29/72 PAPILLION,NEBR TIME - 1415	LUSCOMBE 11A N1631B DAMAGE-SUBSTANTIAL				COMMERCIAL, FL.INSTR., AGE 48, 7517 TOTAL HOURS, 14 IN TYPE, INSTRUMENT RATED.
DEPARTURE POINT PAPILLION,NEBR TYPE OF ACCIDENT	INTENDED DESTINATION LOCAL	ſ	ΤΑΚ	EOFF RUN	
PILOT IN COMMAND - FAIL PILOT IN COMMAND - IMPR FACTOR(S) AIRFRAME - LANDING GEAR	ED TO MAINTAIN DIRECTION OPER OPERATION OF BRAKES WHEELS,TIRES,AXLES	AL CONTRO	DL .		
	7/22/72 NR.HYANNIS,NEBR TIME - 1645 NAME OF AIRPORT - BRENNEM DEPARTURE POINT HYANNIS,NEBR TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - MISJ PILOT IN COMMAND - FAIL FACTOR(S) AIRPORTS/AIRWAYS/FACILI MISCELLANEOUS ACTS,COND REMARKS- PLT ABORTED FIRS 7/23/72 LINCOLN,NEBR TIME - 1150 NAME OF AIRPORT - WARBONN DEPARTURE POINT LINCOLN,NEBR TYPE OF ACCIDENT GROUND-WATER LOOP-SWERV COLLIDED WITH PARKED A PROBABLE CAUSE(S) PILOT IN COMMAND - FAIL REMARKS- HIT CALLAIR A9 R 7/29/72 PAPILLION,NEBR TIME - 1415 NAME OF AIRPORT - S.OMAHA DEPARTURE POINT APPILLION,NEBR TYPE OF ACCIDENT GROUND-WATER LOOP-SWERV GEAR COLLAPSED PROBABLE CAUSE(S) PROBABLE 7/22/72 NR.HYANNIS,NEBR PIPER PA-18 TIME - 1645 N40772 DAMAGE-SUBSTANTIAL NAME OF AIRPORT - BRENNEMANN RANCH DEPARTURE POINT INTENDED DESTINATION HYANNIS,NEBR LOCAL TYPE OF ACCIDENT OVERSHOOT COLLIDED WITH OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED A REMARKS- PLT ABORTED FIRST 2 APCHS TO HIS OWN SHOP 7/23/72 LINCOLN,NEBR NAME OF AIRPORT - WARBONNET STRIP DEPARTURE POINT INTENDED DESTINATION LINCOLN,NEBR LOCAL TYPE OF ACCIDENT GROUND-WATER 'GROUND-WATER LOOP-SWERVE COLLIDED WITH PARKED AIRCRAFT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTION, PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTION, 7/29/72 PAPILLION,NEBR LUSCOMBE 11A TIME - 1415 INTENDED DESTINATION TIME - 1415 DAMAGE-SUBSTANTIAL NAME OF AI	7/22/72 NR.HYANNIS,NEBR PIPER PA-18 CR-0 TIME - 1645 NA0772 PX-0 NAME OF AIRPORT - BRENNEMANN RANCH DEPARTURE POINT INTENDED DESTINATION HYANNIS,NEBR LOCAL TYPE OF ACCIDENT UCCAL OVERSHOOT COLLIDED WITH OBJECT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER MISCELLANEOUS ACTS, CONDITIONS - POORLY PLANNED APPROACH REMARKS- PLT ABORTED FIRST 2 APCHS TO HIS OWN SHORT FLD. 7/23/72 LINCOLN,NEBR NAME OF AIRPORT - WARBONNET STRIP DEPARTURE POINT INTENDED DESTINATION LINCOLN,NEBR LOCAL TYPE OF ACCIDENT GOUND-WATER LOOP-SWERVE GOUND-WATER LOOP-SWERVE COLLIDED WITH PARKED AIRCRAFT PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTRI REMARKS- HIT CALLAIR A9 REGISTRATION NR NOT REPORTED,SUB O 7/29/72 PAPILLION,NEBR LUSCOMBE 11A CR-0 TIME - 1415 NI631B PX-0 DAMAGE-SUBSTANTIAL NAME OF AIRPORT - S-OMAHA DEPARTURE POINT INTENDED DESTINATION <td>FSM/7/22/72NR.HYANNIS,NEBRPIPERPA-18CR-000TIME - 1645N40772PX-00NAME OF AIRPORT - BRENNEMANN RANCHDEPARTURE POINTINTENDED DESTINATIONDEPARTURE POINTINTENDED DESTINATIONPHASEUVERSMOOTLOCALPHASEOULLDED WITH OBJECTLOCALPHASEPROBABLE CAUSE(S)PILOT IN COMMAND - FAILED TO INITIATE GO-AROUNDFACTOR(S)AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHERMISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACHME C AIRPORT - WARBONNET STRIPDEPARTURE POINTINTENDED DESTINATION1/23/72LINCOLN,NEBRNAVAL FCTY N3N-3CR-00T/23/72LINCOLN,NEBRNAVAL FCTY N3N-3CR-00TIME - 1150N44758PX-000DAMAGE-SUBSTANTIALNAME OF AIRPORT - WARBONNET STRIPDEPARTURE POINTINTENDED DESTINATIONLINCOLN,NEBRLOCALPHASEGROUND-WATER LOOP-SWERVELANCOLLIDED WITH PARKED AIRCRAFTLANCOLLIDED WITH PARKED AIRCRAFTLANPROBABLE CAUSE(S)PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROLREMARKS- HIT CALLAIR A9 REGISTRATION NR NOT REPORTED, SUB DMG.7/29/72PAPILLION,NEBRLUSCOMBE 11ACR-00OTIME - 1415DAMAGE-SUBSTANTIALDAMAGE-SUBSTANTIALNAME OF AIRPORT - S.OMAHADEPARTURE POINTDEPARTURE POINTINTENDED DESTINATIONLOCALPHASETYPE OF ACCIDENTMAGESEDTAKGROUND-WATER LOOP-SWERVETAKGROUNNEL</td> <td>F S M/M PURPOSE 7/22/72 NR.HYANNIS,NEBR PIPER PA-18 CR-0001 NONCOMMERCIAL NAME OF AIRPORT - BRENNEMANN RANCH DAMAGE-SUBSTANTIAL PX-0000 0 PLEASURE/PERSONAL TR/DAMOT MAME OF AIRPORT - BRENNEMANN RANCH LOCAL PASE O 0 PLEASURE/PERSONAL TR/DAMOT MAME OF AIRPORT - BRENNEMANN RANCH LOCAL PHASE OF OPERATION LOCAL MYPE OF ACCIDENT INTENDED DESTINATION HANDING LEVEL OFF/TOUCHOOP OULDED WITH OBJECT LOCAL PHASE OF OPERATION PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER HISCELLAREOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH REMARKS- PLT ABORTED FIRST 2 APCHS TO HIS OWN SHORT FLD. THEN LND HALFWAY DOWN RWY AND 7/23/72 LINCOLN,NEBR NAVAL FCTY N3N-3 CR-00 0 AERIAL APPLICATION DEPARTURE POINT INTENDED DESTINATION LOCAL PHASE OF OPERATION CAMAGE-SUBSTANTIAL NAME OF AIRPORT - WARBONNET STRIP DESTINATION LANDING ROLL LANDING ROLL COLLIDED WITH PARKED AIRCRAFT LOCAL PHASE OF OPERATION</td>	FSM/7/22/72NR.HYANNIS,NEBRPIPERPA-18CR-000TIME - 1645N40772PX-00NAME OF AIRPORT - BRENNEMANN RANCHDEPARTURE POINTINTENDED DESTINATIONDEPARTURE POINTINTENDED DESTINATIONPHASEUVERSMOOTLOCALPHASEOULLDED WITH OBJECTLOCALPHASEPROBABLE CAUSE(S)PILOT IN COMMAND - FAILED TO INITIATE GO-AROUNDFACTOR(S)AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHERMISCELLANEOUS ACTS,CONDITIONS - POORLY PLANNED APPROACHME C AIRPORT - WARBONNET STRIPDEPARTURE POINTINTENDED DESTINATION1/23/72LINCOLN,NEBRNAVAL FCTY N3N-3CR-00T/23/72LINCOLN,NEBRNAVAL FCTY N3N-3CR-00TIME - 1150N44758PX-000DAMAGE-SUBSTANTIALNAME OF AIRPORT - WARBONNET STRIPDEPARTURE POINTINTENDED DESTINATIONLINCOLN,NEBRLOCALPHASEGROUND-WATER LOOP-SWERVELANCOLLIDED WITH PARKED AIRCRAFTLANCOLLIDED WITH PARKED AIRCRAFTLANPROBABLE CAUSE(S)PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROLREMARKS- HIT CALLAIR A9 REGISTRATION NR NOT REPORTED, SUB DMG.7/29/72PAPILLION,NEBRLUSCOMBE 11ACR-00OTIME - 1415DAMAGE-SUBSTANTIALDAMAGE-SUBSTANTIALNAME OF AIRPORT - S.OMAHADEPARTURE POINTDEPARTURE POINTINTENDED DESTINATIONLOCALPHASETYPE OF ACCIDENTMAGESEDTAKGROUND-WATER LOOP-SWERVETAKGROUNNEL	F S M/M PURPOSE 7/22/72 NR.HYANNIS,NEBR PIPER PA-18 CR-0001 NONCOMMERCIAL NAME OF AIRPORT - BRENNEMANN RANCH DAMAGE-SUBSTANTIAL PX-0000 0 PLEASURE/PERSONAL TR/DAMOT MAME OF AIRPORT - BRENNEMANN RANCH LOCAL PASE O 0 PLEASURE/PERSONAL TR/DAMOT MAME OF AIRPORT - BRENNEMANN RANCH LOCAL PHASE OF OPERATION LOCAL MYPE OF ACCIDENT INTENDED DESTINATION HANDING LEVEL OFF/TOUCHOOP OULDED WITH OBJECT LOCAL PHASE OF OPERATION PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER HISCELLAREOUS ACTS,CONDITIONS - POORLY PLANNED APPROACH REMARKS- PLT ABORTED FIRST 2 APCHS TO HIS OWN SHORT FLD. THEN LND HALFWAY DOWN RWY AND 7/23/72 LINCOLN,NEBR NAVAL FCTY N3N-3 CR-00 0 AERIAL APPLICATION DEPARTURE POINT INTENDED DESTINATION LOCAL PHASE OF OPERATION CAMAGE-SUBSTANTIAL NAME OF AIRPORT - WARBONNET STRIP DESTINATION LANDING ROLL LANDING ROLL COLLIDED WITH PARKED AIRCRAFT LOCAL PHASE OF OPERATION	

-

		BRIEF	S UF ACCIDENTS									
FILE'	DATE LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT RATA							
3-2311	8/11/72 PAXTON≠NEBR TIME - 0815	PIPER PA-18 N1894A DAMAGE-SUBSTANTIAL	CR- 0 0 1 PX- 0 0 0	COMMERCIAL Assoc Crop CTL Activ	COMMERCIAL, AGE 62,- ITY 25000 TOTAL HOURS, 300 I TYPE, INSTRUMENT RATED.							
	NAME OF AIRPORT - AG STRIP Departure point North platte,Nebr Type of Accident Collided with Wires/Poles	INTENDED DESTINATION PAXTON,NEBR		F OPERATION Ng final approach								
	PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S)											
	TERRAIN - HIGH OBSTRUCTION MISCELLANEOUS ACTS,CONDITI											
	SPECIAL DATA TOTAL HOURS IN CROP CONTRO KIND OF CROP - CORN CRASH HELMET - AVAIALABLE- CRASH BAR - NOT INSTALLED TERRAIN-TYPE - ROLLING REMARKS- PLT DID NOT SURVEY	NOT USED	GOGGLES Cockpit Tank/Ho	OPERATION - SEEDING (- USED CRASHPAD - NOT INSTAI PPER-LOCATION - AFT O	LLED							
3-2463	2/4/72 BATTLE MNTN,NEV TIME - 1900	BEECH S35 N8933U DAMAGE-DESTROYED	CR- 1 0 0	COMMERCIAL AIR TAXI-PASSG	COMMERCIAL, AGE 68, 30000 TOTAL HOURS, 20000 In Type, Instrument							
	DEPARTURE POINT GALLUP,N MEX TYPE OF ACCIDENT COLLISION WITH GROUND/WATE	INTENDED DESTINATION BATTLE MNTN,NEV R CONTROLLED		F OPERATION IGHT DESCENDING	RATED.							
	PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDG FACTOR(S) PILOT IN COMMAND - PHYSICA MISCELLANEOUS ACTS,CONDITI TERRAIN - HIGH OBSTRUCTION MISSING AIRCRAFT - LATER REC REMARKS- RECOVERY DATE 2/7/7	L IMPAIRMENT DNS - HYPOXIA S DVERED		ERIOSLEROSIS.NO OXYGEN	N SYS ABD ACFT.							

BRIEFS OF ACCIDENTS

			BRIEFS									
FILE	DATE	LOCATION	AIRCRAFT DATA	IN	JUR F	IES S M.	/N	FLIGHT PURPOSE	PILOT DATA			
3-1969	5/3/72 TIME - 130	FALLON, NEV	GRUMMAN G-164A N7933 DAMAGE-SUBSTANTIAL	CR- PX-	0 0	0 0	1 0	COMMERCIAL AERIAL APPLICATION	COMMERCIAL, AGE 23, 1500 TOTAL HOURS, 1500 IN TYPE, NOT INSTRUMENT RATED.			
	DEPARTURE POINT INTENDED DESTINATION FALLON,NEV LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT SWATH RUN NOSE OVER/DOWN LANDING ROLL											
	MISCELLA MISCELLA TERRAIN COMPLETE P	ANT - FUEL SYSTEM ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT - WET,SOFT GROUND POWER LOSS - COMPL	IONS - MATERIAL FAILURE IONS - FUEL STARVATION	EOUT-			NE					
	PILOT'S GOGGLES COCKPIT TANK/HOF ELEVATIC	DURS IN CROP CONT CROP - GRAIN FIEL SEAT BELT - UNKNO - NOT USED CRASHPAD - NOT IN PPER-LOCATION - FO	ROL – 700 DS JWN/NOT REPORTED ISTALLED RWARD OF PILOT ITED-FEET – 4000 TIONED.		G C C T	LOV RAS RAS ERR	ES H H H B AIN	- NOT USED ELMET - AVAILABLE-USE AR - INSTALLED -TYPE - LEVEL,FLAT	D			
3-1881		NR.ELKO,NEV 30	PIPER PA-18A N8993D DAMAGE-SUBSTANTIAL					MISCELLANEOUS OTHER	COMMERCIAL, AGE 64, 10000 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT			
	TYPE OF AC		INTENDED DESTINATION LOCAL					F OPERATION FF RUN	RATED.			
	FACTOR(S) MISCELLA	N COMMAND - SELECT ANEOUS ACTS,CONDIT	FED UNSUITABLE TERRAIN FIONS - DOWNWIND R WNG HIT GND DURG DWNW	IND TK	OF	ON .	CUR	VED RD.				

			BRIEF							
FILE	DATE LOCA	TION	AIRCRAFT DATA						PILOT DATA	
3-2399	5/13/72 WINNEMUC TIME - 1055	CA, NEV	CESSNA 210 N6513F DAMAGE-SUBSTANTIAL	С R — Р Х —	0 0	0 1 0 2	L IN 2 DU	STRUCTIONAL AL	COMMERCIAL, FL.INSTR., AGE 40, 2900 TOTAL HOURS, 510 IN TYPE, INSTRUMENT RATED.	
	NAME OF AIRPORT - DEPARTURE POINT		TENDED DESTINATION							
	WINNEMUCCA, NEV		LOCAL		_					
	TYPE OF ACCIDENT ENGINE FAILURE OR GEAR COLLAPSED	MALFUNCTIO	PERATION INITIAL CLIMB ROLL							
	PROBABLE CAUSE(S) POWERPLANT - FUEL MISCELLANEOUS ACT TERRAIN - ROUGH/U FACTOR(S)	S,CONDITION	THER NS - FUEL STARVATION							
	MISCELLANEOUS ACT COMPLETE POWER LOSS	- COMPLETE NCES - FOR	NS - OVERLOAD FAILURE E ENGINE FAILURE/FLAM CED LANDING OFF AIRPO	1EOUT-						
3-1883	5/29/72 OROVADA,	NEV	KAMAN K-600 N11119	-CR-	0	0 1	L CO	MMERCIAL	COMMERCIAL, AGE 58, 6700	
	TIME - 0530 DEPARTURE POINT		DAMAGE-SUBSTANTIAL	РХ-	0	0 0) AE	RIAL APPLICATION	TOTAL HOURS, 500 IN TYPE, NOT INSTRUMENT RATED.	
	OROVADA,NEV TYPE OF ACCIDENT		LOCAL				05 01			
	COLLIDED WITH WI	RES/POLES						PERATION T SWATH RUN		
	PROBABLE CAUSE(S) PILOT IN COMMAND FACTOR(S)	- FAILED TO) SEE AND AVOID OBJEC	TS OR	OB	STRUC	TION	5		
	PILOT IN COMMAND TERRAIN - HIGH OB		E PREFLIGHT PREPARAT	TION A	ND/	OR PL	ANNII	١G		
	SPECIAL DATA		- 5000		ĸ					
	KIND OF CROP - OT	TOTAL HOURS IN CROP CONTROL - 5000 KIND OF CROP - OTHER							JID CHEMICAL-TOXIC	
	PILOT'S SEAT BELT CRASH HELMET - AV				5 - U					
	CRASH BAR - NOT I				COCKPIT CRASHPAD - NOT INSTALLED TANK/HOPPER-LOCATION - AFT OF PILOT					
	TERRAIN-TYPE - LE SWATH RUN-HOW FLO		ALM					AREA BEING TREATED		
	REMARKS- HIT PWR LI									

BRIEFS OF ACCIDENTS

~

			BRIEF:	S OF A		DENTS				
FILE	DATE	LOCATION	AIRCRAFT DATA		F	IES S M/M		FLIGHT PURPOSE	PILOT	DATA
-2210	6/28/72 TIME - 114 NAME OF AI DEPARTURE PHOENIX TYPE OF AC STALL	RPORT - SCOTTYS JUN POINT I ARIZ	CESSNA 150J N61251 DAMAGE-SUBSTANTIAL ICTION NTENDED DESTINATION BEATTY,NEV	CR-	0 0 L	0 0 AST { NEE	NR DL OF	NONCOMMERCIAL PLEASURE/PERSONAL TRANS DUTE STOP ES;CALIF OPERATION G GO-AROUND	PRIVATE, AGE P TOTAL HOURS, NOT INSTRUME	114 IN TYPE
	FACTOR('S) PILOT IN PILOT IN WEATHER MISCELLA WEATHER BR WEATHER FO	I COMMAND - FAILED T I COMMAND - DELAYED COMMAND - INADEQUA - HIGH DENSITY ALTI INEOUS ACTS,CONDITIC RIEFING - BRIEFED BY NECAST - FORECAST S CIRCUMSTANCES - PRE	O OBTAIN/MAINTAIN FLY IN INITIATING GO-AROU TE PREFLIGHT PREPARAT TUDE INS - IMPROPERLY LOADE FLIGHT SERVICE PERSC UBSTANTIALLY CORRECT CAUTIONARY LANDING OD VERSE/UNFAVORABLE WEAT	JND FION AN ED AIR(DNNEL, N AIRP(ND/ CRA BY	'OR PI NFT-WE ' RAD]	IG			
	5 OR OVE OBSTRUCTIO NONE TYPE OF WE VFR	AT ACCIDENT SITE R INS TO VISION AT ACC ATHER CONDITIONS		ENROUTI	Р Т Т	UNL RECIF NONE EMPEF •90 YPE 0 VFR	MI IT AT	AT ACCIDENT SITE TED ATION AT ACCIDENT SITE URE-F FLIGHT-PLAN ALT ABOUT 6500 FT,OVER	MAX GROSS WT.	
-2360	TIME - 134	RPORT - MC CARRAN POINT I	CESSNA 150F N3533L DAMAGE-SUBSTANTIAL NTENDED DESTINATION LOCAL			0 1		INSTRUCTIONAL Solo	STUDENT, AGE HOURS, 6 IN INSTRUMENT R	
	TYPE OF AC HARD LAN GEAR COL	IC IDENT IDING			Ρ	LAND	IN	OPERATION G LEVEL OFF/TOUCHDOWN G LEVEL OFF/TOUCHDOWN		
	PILOT IN FACTOR(S) PERSONNE	I COMMAND - IMPROPER I COMMAND - IMPROPER L - FLIGHT INSTRUCT	LEVEL OFF RECOVERY FROM BOUNCE OR INADEQUATE SUPER\ NS - OVERLOAD FAILURE	IS ION			н т			

			BRIEFS	5 OF ACC						
FILE		LOCATION	AIRCRAFT DATA	INJU F	RIES S M	5 4/N	FLIGHT PURPOSE		PILOT DATA	
	7/7/72 TIME - 143 NAME OF AI DEPARTURE LATHROP	LATHROP WELLS,NEV 30 IRPORT – ASH MEADOW POINT I WELLS,NEV	PIPER PA-28 N5966U DAMAGE-SUBSTANTIAL	CR- 0 PX- 0	0 0	1	NONCOMMERCIAL PLEASURE/PERSONAL	. TRANSP	PRIVATE, AGE 31, 374 TOTAL HOURS, 46 IN TYPE, NOT INSTRUMENT RATED.	
	TYPE OF AC STALL M COLLIDEC PROBABLE C PILOT IN PILOT IN	CCIDENT AUSH) WITH OBJECT CAUSE(S) N COMMAND - PREMATUR N COMMAND - FAILED T		ING SPE	Т/ Т/	4K E O	F OPERATION FF INITIAL CLIMB FF ABORTED			
	SKY CONDIT CLEAR VISIBILITY 5 OR OVE OBSTRUCTIC NONE TYPE OF WE	AT ACCIDENT SITE		CEILING AT ACCIDENT SITE UNLIMITED PRECIPITATION AT ACCIDENT SITE NONE TEMPERATURE-F 112 TYPE OF FLIGHT PLAN						
	VFR REMARKS- D	DENS ALT APRX 5800FT	.HIT SAND PILE.		NU	DNE				
-2516	TIME - 165 NAME OF AI	RPORT - MCCARRAN I PDINT I	N326JA DAMAGE-SUBSTANTIAL				NONCOMMERCIAL PLEASURE/PERSONAL	. TRANSP	PRIVATE, AGE 35, 326 TOTAL HOURS, 35 IN TYPE, NOT INSTRUMENT RATED.	
	TYPE OF AC ENGINE F COLLIDED	PHASE OF OPERATION TAKEOFF INITIAL CLIMB LANDING LEVEL OFF/TOUCHDOWN								
	PROBABLE C POWERPLA TERRAIN COMPLETE P EMERGENCY REMARKS- P									
			F	PAGE 113	3					

			BRIEF	S OF AC	CI	DENTS	5				
FILE	DATE	LOCATION	AIRCRAFT DATA	INJ F	UR	IES S M/N	۰	FLIGHT PURPOSE	PILOT DATA		
3-2604	7/19/72	MINDEN, NEV	CONCEPT 70	CR-	0	0 3	L NO	DNCOMMERCIAL	COMMERCIAL, FL.INSTR., AGE 38, 5300 TOTAL HOURS, 65 IN TYPE, NOT INSTRUMENT RATED.		
	NAME OF AIR DEPARTURE P MINDEN,NE TYPE OF AGC AIRFRAME	INTENDED DESTINATION LOCAL									
	MISCELLAN MISCELLAN FACTOR(S) MISCELLAN EMERGENCY C	- WINGS WING AT EOUS ACTS,CONDIT EOUS ACTS,CONDIT EOUS ACTS,CONDIT IRCUMSTANCES - A	IONS – OVERLOAD FAILUR IONS – SEPARATION IN F IRFRAME BUFFET	E LIGHT	AR	TED I	=0LL(DWED BY RT THEN LEFT WIN	NG SEPARATION.		
3~2533	DEPARTURE P ROCK SPR TYPE OF ACC	OINT INGS,WYO IDENT ILURE OR MALFUNC	DAMAGE-SUBSTANTIAL INTENDED DESTINATION LAS VEGAS,NEV		Ρ	HASE LAN	OF (DING		PRIVATE, AGE 70, 3405 TOTAL HOURS, 400 IN TYPE, NOT INSTRUMENT RATED.		
	PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND										

PAGE 1134 .

Network

			BRIEFS	OF ACCIDENTS	• •	
FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES F S M/N	FLIGHT PURPOSE	PILOT DATA
3-2655	TIME - 11	IRPORT - CARSON CIT		CR- 0 0 1 PX- 0 0 0	INSTRUCTIONAL Solo	STUDENT, AGE 29, 59 TOTAL Hours, All in Type, Not Instrument Rated.
		CITY+NEV	INTENDED DESTINATION LOCAL			
	TYPE OF A Collide	CCIDENT D WITH FENCE, FENCE	POSTS		F OPERATION FF ABORTED	
	PILOT I WEATHER FACTOR(S) TERRAIN WEATHER B	N COMMAND - FAILED - UNFAVORABLE WIND	S NG RECEIVED			
	SKY CONDI Clear	TION		CEILING	AT ACCIDENT SITE	
		Y AT ACCIDENT SITE			TATION AT ACCIDEN	T SITE
	OBSTRUCTI NONE	ONS TO VISION AT AC	CIDENT SITE		E BEARING OF WIND CROSS WIND 248-29	
	WIND DIRE	CTION-DEGREES		WIND VE 20	LOCITY-KNOTS	
	VFR	WEATHER CONDITIONS		TYPE OF NONE	FLIGHT PLAN	

PAGE 1135

•

FILE	DATE	LOCATION	AIRCRAFT DATA	 T N		IES		FLIGHT		PILOT DATA
FILL	DATE	LOCATION	AIRCRAFT DATA			S M/		PURPOSE		FILDI DATA
3-2652	2 12/28/72 HENDERSON,NEV PIPER PA-15 CR- 0 1 NONCOMMERCIAL TIME - 1245 N4355H PX- 0 0 PLEASURE/PERSONAL DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL NAME OF AIRPORT - SKY HARBOR DESTINATION HENDERSON,NEV LOS ANGELES,CALIF TYPE OF ACCIDENT STALL MUSH DAKEOFF INITIAL CLIMB									PRIVATE, AGE 42, 179 TOTAL HOURS, 51 IN TYPE, NOT INSTRUMENT RATED.
	WEATHER WEATHER B	N COMMAND - FAILED - UNFAVORABLE WIN RIEFING - BRIEFED	TO OBTAIN/MAINTAIN FLY D CONDITIONS BY FLIGHT SERVICE PERSC SUBSTANTIALLY CORRECT)NE			
	VISIBILIT 5 OR OV OBSTRUCTIN NONE WIND DIRE 190 TYPE OF W VFR	/NOT REPORTED Y AT ACCIDENT SITE ER ONS TO VISION AT A CTION-DEGREES EATHER CONDITIONS		ROM A	P T W T	UNK RECI NON EMPE 51 IND 13 YPE NON	NO PI RA VE OF	AT ACCIDENT SITE WN/NOT REPORTED TATION AT ACCIDENT TURE-F LOCITY-KNOTS FLIGHT PLAN	SITE	
3-2268	4/26/72 TIME - 17	K INGS TON , NH 05	BEECH P35 N8900m DAMAGE-SUBSTANTIAL					INSTRUCTIONAL DUAL		COMMERCIAL, FL.INSTR., AGE 30, 1100 TOTAL HOURS UNK/NR IN TYPE, INSTRU-
	DEPARTURE BEDFORI TYPE OF A ENGINE STALL	PHASE OF OPERATION In Flight Other Landing Final Approach						MENT RATED.		
	DUAL ST PILOT II PARTIAL P EMERGENCY	CAUSE(S) ANT - MISCELLANEOU UDENT - FAILED TO N COMMAND - INADEQ OWER LOSS - PARTIA CIRCUMSTANCES - F OBS HEARD ENG CUTT	HEEL PC	DS TO STUDENT SIDE						

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT PILOT DATA -1853 5/21/72 FARMINGTON,NH CESSNA 150 CR- 0 0 NONCOMMERCIAL PRIVATE, AGE 21, 67 TOTA -1853 5/21/72 FARMINGTON,NH CESSNA 150 CR- 0 0 NONCOMMERCIAL PRIVATE, AGE 21, 67 TOTA TIME - 1050 N3509L PX- 0 0 PLEASURE/PERSONAL TRANSP HOURS, 9 IN TYPE, NOT DEPARTURE POINT INTENDED DESTINATION NTENDED DESTINATION NONCOMMENT RATED. INSTRUMENT RATED. ROCHESTER,NH LACONIA,NH PHASE OF OPERATION INSTRUMENT RATED. INSTRUMENT RATED. PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT MISCELLANEOUS ACTS,CONDITIONS - UNWARRANTED LOW FOR RECOVERY. -1860 5/22/72 KEENE,NH PIPER PA-28 CR- 0 1 INSTRUCTIONAL STUDENT, AGE 37, 26 TOT				BRIEFS	OF A	-		ITS		
-1853 5/21/72 FARMINGTON, NH CESSNA 150 CR 0 0 1 NONCOMMERCIAL PRIVATE, AGE 21, 67 TOT. TIME - 1050 N3509 PX 0 0 0 PLEASURE/PERSONAL TRANSP HOURS, 9 IN TYPE, NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION RCCHESTER, NH LACONIA, NH PHASE OF OPERATION TYPE OF ACCIDENT IN THENTED ATTENTION FROM OPERATION OF AIRCRAFT HISCELLAMEDDS ACT5, CONDITIONS - UNARRATET LOUN FOR RECOVERY. -1860 5/22/72 KEENE, NH PIPER PA-28 CR 0 0 1 INSTRUCTIONAL TYPE OF ACCIDENT INTENDED DESTINATION DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DILLANT HOPKINS DEPARTURE POINT INTENDED DESTINATION LACONIA, TO LOW FOR RECOVERY. -1860 5/22/72 KEENE, NH PIPER PA-28 CR 0 0 1 INSTRUCTIONAL DAMAGE-SUBSTANTIAL DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DILLANT HOPKINS DEPARTURE POINT INTENDED DESTINATION KEENE, NH LOCAL TYPE OF ACCIDENT HARD LANDING - HAPROPER LEVEL OFF FACTORS) PILOT IN COMMAND - INPROPER LEVEL OFF FACTORS) ANDING LEVEL OFF/TDUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - TOUCH AND GO LANDING REMARKS- PROP, ENG DMG. -2202 6/7/72 BROOKLINE, NH CESSNA 182 PX 0 0 0 PLEASURE/PERSONAL TRANSP NOT INSTRUMENT RATED. -2202 6/7/72 BROOKLINE, NH CESSNA 182 PX 0 0 0 PLEASURE/PERSONAL TRANSP PILOT IN COMMAND - INPROPER LEVEL OFF FACTORS) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING REMARKS- PROP, ENG DMG. -2202 6/7/72 BROOKLINE, NH CESSNA 182 PX 0 0 0 PLEASURE/PERSONAL TRANSP PRIVATE, AGE 32, 234 NTIGLE DATE NAME OF AIRPORT - BROOKLINE DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DROUCLINE DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DROUCLINE NOT INSTRUMENT RATED. PLOT IN COMMAND - FAILED TO SEE AND AVOID OB	FILE			AIRCRAFT DATA	IN	JUR	IES			_
PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT MISCELLAMEDDIS ACTS, CONDITIONS - UNMARRANTED LOW FLYING REMARKS- STALLED OVR FRIENDS HOUSE, ALT UNK, TOO LOW FOR RECOVERY. -1860 5/22/72 KEENE, NH PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL TIME - 0840 N6447R DAMAGE-SUBSTANTIAL MAGE-SUBSTANTIAL NAME OF AIRPORT - DILLAN HOPKINS DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DILLAN HOPKINS DEPARTURE POINT INTYPE OF ACCIDENT HORD LOCAL PROBABLE CAUSE(S) PHASE OF OPERATION PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLAMEDUS ACTS, CONDITIONS - TOUCH AND GO LANDING REMARKS - PROP, ENG DMG. DAMAGE-SUBSTANTIAL NAME OF AIRPORT - BROOKLINE, NH CESSNA 182 CR- 0 0 1 NONCOMMERCIAL NAME OF AIRPORT - BROOKLINE, NH CESSNA 182 CR- 0 0 1 NONCOMMERCIAL NAME OF AIRPORT - BROOKLINE, NH CESSNA 182 CR- 0 0 1 NONCOMMERCIAL NAME OF AIRPORT - BROOKLINE DAMAGE-SUBSTANTIAL NAME OF AIRPORT - BROOKLINE NAME OF AIRPORT - BROOKLINE	3-1853	5/21/72 TIME - 105 DEPARTURE ROCHEST TYPE OF AC	FARMINGTON, NH 50 POINT FER, NH	CESSNA 150 N3509L Damage-destroyed Intended destination		0	0 9449	0 5E 0	PLEASURE/PERSONAL TRANSP F OPERATION	PRIVATE, AGE 21, 67 TOTAL HOURS, 9 IN TYPE, NOT
TIME - 0840 N6447R PX- 0 0 0 TRAINING HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - DILLANT HOPKINS DEPARTURE POINT INTENDED DESTINATION KEENE,NH LOCAL PHASE OF OPERATION KEENE,NH LOCAL PHASE OF OPERATION HARD LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING REMARKS- PROP,ENG DMG. -2202 6/7/72 BROOKLINE,NH CESSNA 182 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 32, 234 TIME - 1715 N71618 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 31 IN TYPE DAMAGE-SUBSTANTIAL NAME OF AIRPORT - BROOKLINE DEPARTURE POINT INTENDED DESTINATION HARTFORD, CONN NASHUA, NH TYPE OF ACCIDENT LINTENDED DESTINATION HARTFORD, CONN NASHUA, NH TYPE OF ACCIDENT LINTENDED DESTINATION HARTFORD, CONN NASHUA, NH TYPE OF ACCIDENT LINTENDED DESTINATION HOULD BUTH OBJECT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER		PILOT IN FACTOR(S) PILOT IN MISCELLA	N COMMAND - FAILED N COMMAND - DIVERT ANEOUS ACTS,CONDIT	ED ATTENTION FROM OPERA IONS - UNWARRANTED LOW	TION (OF G	AIF			
NAME OF AIRPORT - DILLANT HOPKINS DEPARTURE POINT INTENDED DESTINATION KEENE,NH LUCAL PHASE OF OPERATION HARD LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING REMARKS- PROP,ENG DMG. -2202 6/7/72 BROOKLINE,NH CESSNA 182 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 32, 234 TIME - 1715 N71618 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 31 IN TYPE DAMAGE-SUBSTANTIAL NAME OF AIRPORT - BROOKLINE DEPARTURE POINT INTENDED DESTINATION HARTFORD,CONN NASHUA, NH TYPE OF ACCIDENT DESTINATION HARTFORD,CONN NASHUA, NH TYPE OF ACCIDENT LANDING ROLL NOSE OVER/DOWN PHASE OF OPERATION LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEOUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER	-1860			N6447R						STUDENT, AGE 37, 26 TOTAL Hours, all in type, not Instrument rated.
PILOT IN COMMAND - IMPROPER LEVEL OFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - TOUCH AND GO LANDING REMARKS- PROP, ENG DMG. -2202 6/7/72 BROOKLINE,NH CESSNA 182 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 32, 234 TIME - 1715 N71618 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 31 IN TYPE DAMAGE-SUBSTANTIAL NAME OF AIRPORT - BROOKLINE DEPARTURE POINT INTENDED DESTINATION MARTFORD, CONN NASHUA, NH TYPE OF ACCIDENT INTENDED DESTINATION MASHUA, NH TYPE OF ACCIDENT LANDING ROLL NOSE OVER/DOWN PHASE OF OPERATION NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER		DEPARTURE KEENE,NH TYPE OF AG	POINT H CCIDENT	OPKINS INTENDED DESTINATION				_		and the second se
TIME - 1715 N71618 PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 31 IN TYPE DAMAGE-SUBSTANTIAL NAME OF AIRPORT - BROOKLINE DEPARTURE POINT INTENDED DESTINATION HARTFORD,CONN NOT INSTRUMENT RATED. TYPE OF ACCIDENT INTENDED DESTINATION HARTFORD,CONN NASHUA, NH PHASE OF OPERATION LANDING ROLL COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER		PILOT IN FACTOR(S) MISCELL	N COMMAND - IMPROP ANEOUS ACTS,CONDIT		IDING	-				
DEPARTURE POINT INTENDED DESTINATION HARTFORD,CONN NASHUA, NH TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT LANDING ROLL NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER	-2202	TIME - 17	15	N71618 DAMAGE-SUBSTANTIAL						TOTAL HOURS, 31 IN TYPE,
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER		DEPARTURE HARTFOI Type of AC Collide	POINT RD,CONN CCIDENT D WITH OBJECT	INTENDED DESTINATION		F	L	ANDI	NG ROLL	
		PILOT IN PILOT IN FACTOR(S) AIRPORTS	N COMMAND - INADEQ N COMMAND - FAILED S/AIRWAYS/FACILITI	TO SEE AND AVOID OBJEC	TS OR	OE E R				

			BRIEF	SOFA	CCID	ENTS	·		· .
FILE	DATE	LOCATION	AIRCRAFT DATA		JURII F S		FLIGHT PURPOSE		PILOT DATA
2357	7/2/72 TIME - 16	DOVER,NH 00	SCHWEIZER 1-26 N679U DAMAGE-SUBSTANTIAL				NONCOMMERCIAL PLEASURE/PERSONAL	TRANSP	PRIVATE, AGE 37, 207 TOTAL HOURS, UNK/NR IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF A	NDON + NH	INTENDED DESTINATION DOVER,NH				F OPERATION NG ROLL		
	TERRAIN	N COMMAND - IMPROP - HIGH VEGETATION CIRCUMSTANCES - F	PER IN-FLIGHT DECISIONS ORCED LANDING OFF AIRPO DVERSE/UNFAVORABLE WEAT	DRT ON					
	REMARKS-		G CAUGHT IN TALL GRASS.		GE,VI	ERT S	TAB DMGD.		
2390	7/9/72 TIME - 14		AERONCA 7BCM N3944A DAMAGE-SUBSTANTIAL				NON COMMERCIAL Pleasure/Personal	TR ANSP	PRIVATE, AGE 25, 104 Total Hours, 31 IN TYPE, Not Instrument Rated.
	DEPARTURE JAFFRE TYPE OF A STALL	Y,NH	INTENDED DESTINATION LOCAL				F OPERATION IGHT OTHER		
	PILOT I WEATHER FACTOR(S)	N COMMAND - IMPROP N COMMAND - FAILED - DOWNDRAFT,UPDRA	PER IN-FLIGHT DECISIONS TO OBTAIN/MAINTAIN FL FTS			1G			
	5 OR OV OBSTRUCTI UNKNOWN TYPE OF F NONE	ED Y AT ACCIDENT SITE	CCIDENT SITE		PRE PRE TYI	JNLIM ECIPI NONE	AT ACCIDENT SITE ITED TATION AT ACCIDENT WEATHER CONDITIONS		

_			BRIEFS	0F #	CC I	DEN	тs		
FILE		LOCATION	AIRCRAFT DATA		F	RIES S M	¶∕N	PURPOSE	PILOT DATA
3-2613		MANCHESTER, NH		CR-	0	0	1	NONCOMMERCIAL BUSINESS	COMMERCIAL, FL.INSTR., AGE UNK/NR, 5650 TOTAL HOURS, 320 IN TYPE, INSTRUMENT RATED.
	DEPARTURE NORWOO TYPE OF A	ID + MASS	IELD INTENDED DESTINATION MANCHESTER,NH		P			F OPERATION Ng GO-Around	
	PILOT I FACTOR(S) MISCELL	N COMMAND - SPONTA N COMMAND - RETRAC							
3-2622	9/20/72 TIME - 13	WENTWORTH,NH 30	PIPER PA28 N5534F DAMAGE-SUBSTANTIAL					NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 26, 69 TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	DEPARTURE POST M TYPE OF A	ILLS VT	INN STRP INTENDED DESTINATION WENTWORTH,NH		Ρ			F OPERATION FF ABORTED	
	PILOT I FACTOR(S)	N COMMAND - MISUSE N COMMAND - DELAYE	D OR FAILED TO USE FLAF D ACTION IN ABORTING TA NS						
3-2455	4/26/72 TIME - 08	FAIRFIELD,NJ 36	AERD-COMDR 100 N3406X DAMAGE-SUBSTANTIAL					INSTRUCTIONAL DUAL	COMMERCIAL, FL.INSTR., AGE 23, 369 TOTAL HOURS, 11 IN TYPE, INSTRUMENT RATED.
	DEPARTURE	ORO • N J CCIDENT NDING	WRIGHT INTENDED DESTINATION FAIRFIELD,NJ		Ρ	LA	ND I	F OPERATION NG LEVEL OFF/TOUCHDOWN NG ROLL	
	PILOT I FACTOR(S) MISCELL MISCELL	UDENT - IMPROPER L N COMMAND - INADEQ ANEOUS ACTS,CONDIT	EVEL OFF UATE SUPERVISION OF FLI IONS - TOUCH AND GO LAN IONS - OVERLOAD FAILURE	IDING					

"Notastation"

12.06 \$ 1.06 \$

FILE	DATE	LOCATION	AIRCRAFT DATA			ES M/N	FLIGHT PURPOSE	PILOT DATA		
3-2136	5/23/72 CLA TIME - 1513		PIPER PA-28 N3545K DAMAGE-SUBSTANTIAL				NONCOMMERCIAL PLEASURE/PERSONAL TRANSI	PRIVATE, AGE 46, 790 > TOTAL HOURS, 90 IN TYPE NOT INSTRUMENT RATED.		
		т	INTENDED DESTINATION LOCAL ION			IN FL	DF OPERATION LIGHT NORMAL CRUISE ING LEVEL OFF/TOUCHDOWN			
	POWERPLANT - MISCELLANEOU MISCELLANEOU TERRAIN - OT COMPLETE POWER EMERGENCY CIRC	MAINTENANCE,SE LUBRICATING S S ACTS,CONDITI S ACTS,CONDITI HER LOSS - COMPLE UMSTANCES - FO	RVICING,INSPECTION IN YSTEM LINES,HOSES,FIT DNS - MATERIAL FAILURE ONS - OIL EXHAUSTION-E TE ENGINE FAILURE/FLAM RCED LANDING OFF AIRPO .AO72-4-3 NCW.CRASH LN	TING NGINE EOUT- RT ON	LUE 1 EN	R I C A 1 G I NE D				
3-2137	5/24/72 LIN TIME - 1800	ICOLN PARK, NJ	CESSNA 310H N1095Q	CR- PX-	0	01	NONCOMMERCIAL Pleasure/Personal trans	PRIVATE, AGE 41, 1093 P TOTAL HOURS, UNK/NR IN		
	NAME OF AIRPOR DEPARTURE POIN TRENTON, NJ T.YPE OF ACCIDE	NT	DF OPERATION	TYPE, INSTRUMENT RATED.						
	HARD LANDING LANDING LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE PILOT IN COMMAND - DIVERTED ATTENTION FROM OPERATION OF AIRCRAFT REMARKS- OTR TRAFFIC.WING,GR,PROP DMG.									

-

LE	DATE L	OCATION	AIRCRAFT DATA	THURSES F S H/H	PURPOSE	PPLOT DATA
	5/28/72 OCEAN TIME - 1350 NAME OF AIRPORT	CITY+NJ - OCEAN CITY	CHAMPION TECA N5148T DAMAGE-SUBSTANTIAL		NONCOMMERCIAL PLEASURE/PERSONAL TRAI	PRIVATE, AGE 29, 137 ISP TOTAL HOURS, 7 IN TYPE, NOT INSTRUMENT RATED,
	DEPARTURE POINT NEW HANOVER,P	A	INTENDED DESTINATION OCEAN CITY+NJ			
	TYPE OF ACCIDENT GROUND-WATER L Collided with	OOP-SWERVE		LANDI	F OPERATION Ng Roll Ng Roll	
	FACTOR(S) WEATHER - UNFA WEATHER BRIEFING	ND - IMPROPE VORABLE WIND - BRIEFED B	R OPERATION OF BRAKES Conditions Y flight Service Perso Substantially Correct			
	SKY CONDITION		· · · · ·	CEILING UNLIM	AT ACCIDENT SITE	
	VISIBILITY AT AC	CIDENT SITE			TATION AT ACCIDENT SIT	E
	OBSTRUCTIONS TO NONE	VISION AT AC	CIDENT SITE	RELATIV LEFT	E BEARING OF WIND Cross Wind 248-292 Degi	REES
	TEMPERATURE-F 68			WIND DI 140	RECTION-DEGREES	
	WIND VELOCITY-KN			TYPE OF VFR	WEATHER CONDITIONS	
	TYPE OF FLIGHT P NONE	LAN		:		
					· ·	
	6/4/72 MILLV TIME - 0930	ILLE,NJ	WOODBURY TAPSIK N4506 Damage-Substantial	CR- 0 0 1 PX- 0 0 0	MISCELLANEOUS TEST	PRIVATE, AGE 25, 268 Total Hours, 1 in type Not instrument rated,
	NAME OF AIRPORT Departure point		INTENDED DESTINATION		·	
	MILLVILLE,NJ TYPE OF ACCIDENT HARD LANDING		LOGAL			N
	DEPARTURE POINT MILLVILLE,NJ TYPE OF ACCIDENT		INTENDED DESTINATION LOCAL	PH	LANDI	IASE OF OPERATION Landing Level Off/Touchdown Landing Level Off/Touchdown

PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - MISJUDGED ALTITUDE FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE

		t may	BRIEFS	OF A	CCIDE	NTS		
FILE	DATE	LOCATION	AIRCRAFT DATA		JURIE F S		FLIGHT PURPOSE	PILOT DATA
3-2008	6/5/72 TIME - 100	FREEHOLD,NJ 0	BELL 47G-5 N4101G DAMAGE-SUBSTANTIAL				COMMERCIAL ASSOC CROP CTL ACTI	COMMERCIAL, AGE 43, 4200 VITY TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.
	TYPE OF AC ENGINE F	SWAMP PARK,NJ	INTENDED DESTINATION LOCAL CTION		I	N FL	DF OPERATION IGHT SURVEY FIELD/A NG POWER-OFF AUTORO	
	MISCELLA TERRAIN COMPLETE P EMERGENCY	NT - ENGINE STRU NEOUS ACTS,CONDI - HIGH OBSTRUCTI OWER LOSS - COMP CIRCUMSTANCES -	CTURE VALVE ASSEMBLIES TIONS - MATERIAL FAILURE DNS LETE ENGINE FAILURE/FLAM FORCED LANDING OFF AIRPO L CYL EXHAUST VALVE STUC	EOUT-	LAND		.DG DN ROAD. SURVEYIN	G FOREST.
-2585	7/23/72 TIME - 125		CESSNA 150L N6546G Damage-Substantial				INSTRUCTIONAL DUAL	COMMERCIAL, FL-INSTR., AGE 26, 1061 TOTAL HOURS, 885 IN TYPE, INSTRUMENT RATED.
	DEPARTURE	C CITY,NJ CIDENT	TY INTENDED DESTINATION OCEAN CITY,NJ				DF OPERATION ING LEVEL OFF/TOUCHD	
	PROBABLE C PILOT IN	AUSE(S) COMMAND - IMPRO	PER LEVEL OFF					
3-2587	7/23/72 TIME - 104	5	PIPER PA-28 N1852T DAMAGE-SUBSTANTIAL				NONCOMMERCIAL Pleasure/Personal t	COMMERCIAL, AGE 28, 253 RANSP TOTAL HOURS, 160 IN TYPE, INSTRUMENT RATED.
	DEPARTURE ALBION,N TYPE OF AC	J	INTENDED DESTINATION LOCAL				DF OPERATION DF⊱ ABORTED	
	PILOT IN	COMMAND - FAILE	D TO OBTAIN/MAINTAIN FLY ED ACTION IN ABORTING TA AILROAD.					

PAGE 1142

1.1.1 million - 1.1.1 million

FILE	DATE LO	CATION	AIRCRAFT DATA			IES S M		FLIGHT PURPOSE	PILOT DATA
-2588	7/23/72 WILDWO TIME - 1330 NAME OF AIRPORT - DEPARTURE POINT WILDWOOD,NJ	CAPE MAY C	PIPER PA-12 N3721M DAMAGE-DESTROYED OUNTY INTENDED DESTINATION LOCAL		0	0	0	COMMERCIAL AERIAL ADVERTISING	COMMERCIAL, AGE 49, 315 TOTAL HOURS, 57 IN TYPE, INSTRUMENT RATED.
	POWERPLANT - EX MISCELLANEOUS A EMERGENCY CIRCUMS	NTENANCE,SE HAUST SYSTE CTS,CONDITI TANCES - FO	RVICING, INSPECTION IN	LLED	ATE	IN MA	FL	F OPERATION IGHT NORMAL CRUISE ENANCE AND INSPECTION	
-2289	8/6/72 ABSECO TIME - 1800	N≁NJ	BEECH V35 N2727T DAMAGE-SUBSTANTIAL					NONCOMMERCIAL Pleasure/personal transp	PRIVATE, AGE 39, 182 TOTAL HOURS, 65 IN TYPE, NOT INSTRUMENT RATED.
	NAME OF AIRPORT - DEPARTURE POINT ABSECON,NJ Type of accident Hard Landing Gear Collapsed	DAMAGE-SUBSTANTIAL NAME OF AIRPORT - ABSECON DEPARTURE_POINT INTENDED DESTINATION ABSECON+NJ LOCAL TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LEVEL OFF/TOUCHDOWN							
	PROBABLE CAUSE(S) PILOT IN COMMAN FACTOR(S) MISCELLANEOUS A REMARKS- ROUNDED	D - IMPROPE CTS,CONDITI	ONS - OVERLOAD FAILURE	:					
-2081	9/23/72 NEWARK TIME - 0018	•NJ	BEECH E18S N107T Damage-destroyed	CR- PX-				COMMERCIAL AIR TAXI-CARGO S-D	ATR,FLIGHT INSTR., AGE 35, 4850 TOTAL HOURS, 62 IN TYPE, INSTRUMENT RATED.
	DEPARTURE POINT Newark,nj Type of accident	NEWARK,NJ PROVIDENCE,RI HARTFORD,CONN TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB							
	MISCELLANEOUS A Pilot in comman Pilot in comman Miscellaneous a	CTS,CONDITI D — FAILED D — FAILED CTS,CONDITI	M EXTERNAL SUPERCHARG ONS - MATERIAL FAILURE TO OBTAIN/MAINTAIN FL TO FOLLOW APPROVED PRO ONS - IMPROPER EMERGEN LOSS OF POWER - 1 EMG	ING S CEDUR	ES.,	DIR		IVES,ETC.	

FILE	DATE	LOCATION	AIRCRAFT DATA			IES S M/N		FLIGHT PURPOSE	PILO	T DATA
3-2498	9/27/72 TIME - 1400	FLANDERS,NJ	STINSON 108 N97775 DAMAGE-SUBSTANTIAL	ĊR- PX-				DNCOMMERCIAL LEASURE/PERSONAL TRANSI	COMMERCIAL, PAGE 30, 568 28 IN TYPE, RATED.	TOTAL HOURS,
	DEPARTURE PE FLANDERS, TYPE OF ACC ENGINE FA COLLISION PROBABLE CAU POWERPLAN MISCELLAN	NJ IDENT ILURE OR MALFUNCT WITH GROUND/WATE USE(S) T - IGNITION SYST	INTENDED DESTINATION LAKEWOOD,NJ ION R CONTROLLED	E	Pł	TAKE	OFF	DPERATION INITIAL CLIMB LEVEL OFF/TOUCHDOWN		. · ·
	EMERGENCY C	IRCUMSTANCES - FO	LOSS OF POWER - 1 EN RCED LANDING OFF AIRPO PIPER PA-25	ORT ON					CONVERCIAL	
-2466	TIME - 0600	PORT - AG STRIP	N4656Y DAMAGE-DESTROYED					DAMERCIAL ERIAL APPLICATION .		AGE 34, 1200 , 481 IN TYPE, ENT RATED.
	CLOVIS N TYPE OF ACC STALL SP	IDENT	LOCAŁ		Pł			DPERATION HT PROCEDURE TURNAROU	۱D	
	PROBABLE CAU PILOT IN (TO OBTAIN/MAINTAIN FL'	YING SI	PEEC)				
	KIND OF CU PILOT'S SU GOGGLES - COCKPIT CU TERRAIN-T SWATH RUN-	RS IN CROP CONTRO ROP - OTHER EAT BELT - FASTEN	ED-PROPERLY TALLED SWIND		TN GL CF TA EL	OVES ASH NK/HI EVAT	F CH - N HELM DPPE ION-	PERATION - OTHER HEMICAL USED - LIQUID (NOT USED HET - AVAILABLE-USED FR-LOCATION - FORWARD (-AREA BEING TREATED-FEI TURNAROUND - FIRST 1/3	DF PILOT ET - 4250	XIC

ACC TOENTS

~

"AUTORN'

-

FILE	DATE	LOCATION	AIRCRAFT DATA		INJU F	R I E S	S, M∕N	FLIGHT Purpose	PILOT DATA
		WATERFLOW,N MEX	CESSNA 150E	C R P X	- 0	0	1	NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	PRIVATE, AGE 43, 241
	DEPARTURE WATERFL TYPE OF A STALL								
	PILOT 1 WEATHER FACTOR(S) TERRAIN WEATHER E	N COMMAND - SELECTE N COMMAND - FAILED - UNFAVORABLE WINC N - OTHER BRIEFING - NO BRIEFI		(ING	SPE	ED			
	SKY CONDI SCATTER VISIBILIT 5 OR OV	RED TY AT ACCIDENT SITE				U PRE	NLIM	G AT ACCIDENT SITE MITED ITATION AT ACCIDENT SITE	
	HAZE TYPE OF F NONE	IONS TO VISION AT AC LIGHT PLAN TOOK OFF FROM DIRT	CIDENT SITE ROAD IN GUSTY CROSS WI	[ND•			E OF FR	F WEATHER CONDITIONS	
3-1910			HOWARD DGA-15 N450Y DAMAGE-SUBSTANTIAL		- 0 - 0	0 0	1 0	NONCOMMERCIAL PLEASURE/PERSONAL TRANSF	COMMERCIAL, AGE 31, 4112 7 TOTAL HOURS, 8 IN TYPE, INSTRUMENT RATED.
	DEPARTURE	IERQUE INT ARPT ACCIDENT	INTENDED DESTINATION ALAMEDA					DF OPERATION Ing level off/touchdown	
	PROBABLE PILOT I	CAUSE(S) N COMMAND - IMPROPE	R LEVEL OFF						

				S OF ACC				
FILE	DATE	LOCATION	AIRCRAFT DATA	INJU F	R I E S	S M/N	FLIGHT PURPOSE	PILOT DATA
3-2135	5/30/72 TIME - 06 DEPARTURE RUIDOS TYPE OF A	NR.RUIDOSO,N MEX 15 POINT O,N MEX CCIDENT D WITH TREES	CESSNA 182D N9136X DAMAGE-DESTROYED INTENDED DESTINATION CARRIZOZO;N MEX	CR- 1 PX- 0	0 0 РНА	0 0 	NONCOMMERCIAL PLEASURE/PERSONAL TRANS DF OPERATION LIGHT NORMAL CRUISE	STUDENT, AGE 47, 70 TOTAL SP HOURS, 66 IN TYPE, NOT INSTRUMENT RATED.
	FACTOR(S) PILOT I WEATHER WEATHER B	N COMMAND - CONTIN N COMMAND - INADEQ - LOW CEILING RIEFING - NO BRIEF	UED VFR FLIGHT INTO AD UATE PREFLIGHT PREPARA ING RECEIVED SUBSTANTIALLY CORRECT					
	SKY CONDITION BROKEN VISIBILITY AT ACCIDENT SITE 1/4 MILE OR LESS OBSTRUCTIONS TO VISION AT ACCIDENT SITE FOG TYPE OF WEATHER CONDITIONS VFR				4 PRE R TEM TYP	500 CIP AIN PER 6 E D IONE	G AT ACCIDENT SITE ITATION AT ACCIDENT SITE ATURE-F F FLIGHT PLAN	
	REMARKS-	FLEW INTO OBSCURED	MTN RIDGE. PLT TOLD U	NICOM HE	HA	DR	UN INTO HEAVY SHWRS,WAS F	RETURNING.
3-1955	TIME - 16		DAMAGE-SUBSTANTIAL) 2) 0	INSTRUCTIONAL TRAINING	COMMERCIAL, FL.INSTR., AGE 24, 879 TOTAL HOURS, 440 IN TYPE, INSTRUMENT RATED.
	EL PAS TYPE OF A	D,TEX CCIDENT FAILURE OR MALFUNC	INTENDED DESTINATION LOCAL TION		L	AND	OF OPERATION ING GO-AROUND ING LEVEL OFF/TOUCHDOWN	
	MISCELL TERRAIN FACTOR(S) MISCELL MISCELL COMPLETE EMERGENCY	N COMMAND - IMPROP ANEOUS ACTS,CONDIT - DTHER ANEOUS ACTS,CONDIT ANEOUS ACTS,CONDIT POWER LOSS - COMPL CIRCUMSTANCES - F	ER OPERATION OF POWERP IONS - ENGINE LOADED U IONS - OVERLOAD FAILUR IONS - SIMULATED CONDI ETE ENGINE FAILURE/FLA ORCED LANDING OFF AIRP G. ENG WOULDNT RESPOND	P TIONS MEOUT-1 DRT ON L	ENG	GINE		

=ILE	DATE	LOCATION	AIRCRAFT DATA	 URIES S P		FLIGHT PURPOSE		PILOT DATA
3-2131	TIME - 1040		CESSNA 172L N4345Q DAMAGE-SUBSTANTIAL	0 0 1 NONCOMMERCIAL 0 0 3 PLEASURE/PERSONAL TRANS	L TRANSP	COMMERCIAL, AGE 26, 879 Total Hours, 75 in type, Not instrument rated.		
	DEPARTURE P Deming,n Type of Acc	MEX	INTENDED DESTINATION ALBUQUERQUE,N MEX			F.OPERATION FF INITIAL CLIMB		
	PILOT IN TERRAIN -	COMMAND - INADEQ COMMAND - SELECT OTHER	UATE PREFLIGHT PREPARAT ED UNSUITABLE TERRAIN ITRY RD WITH PWR POLES C		,		Y RD WO F	POLES.
3-2014	6/15/72 TIME - 1105	DEMING,N MEX	PITTS S-1 N9SC DAMAGE-SUBSTANTIAL			NONCOMMERCIAL Pleasure/Persona	L TRANSP	COMMERCIAL, AGE 60, 170 Total Hours, 1 in Type, Not instrument rated.
	DEPARTURE P DEMING,N TYPE OF ACC	MEX	INTENDED DESTINATION LOCAL			F OPERATION NG ROLL		
	NOSE OVER					NG ROLL		
	FACTOR(S) PILOT IN WEATHER - WEATHER BRI	COMMAND - IMPROP COMMAND - LACK O UNFAVORABLE WIN EFING - NO BRIEF		 FLIG	нт	CONTROLS		
	SKY CONDITI CLEAR	ON				AT ACCIDENT SITE		
	VISIBILITY 5 OR OVER	AT ACCIDENT SITE		PREC		TATION AT ACCIDEN	I SITE	
	OBSTRUCTION NONE	S TO VISION AT A	CCIDENT SITE		ERA	TURE-F		
	UTHO DIDCCT	ION-DEGREES				LOCITY-KNOTS		
	80			8				

~ Augeretter*

			DRILLS							
FILE	DATE	LOCATION	AIRCRAFT DATA	IN		S M		FLIGHT PURPOSE	PILOT DATA	
3-2198	6/16/72 TIME - 15: NAME OF A		N76W DAMAGE-SUBSTANTIAL	CR- PX-				NONCOMMERCIAL PLEASURE/PERSONAL TRANSP	PRIVATE, AGE 50, 1890 TOTAL HOURS, 890 IN TYPE, NOT INSTRUMENT RATED.	
	DEPARTURE POINT INTENDED DESTINATION SUNLAND PARK,NMEX FT STOCKTON,TEX TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN COLLIDED WITH DIRT BANK TAKEOFF RUN									
	PILOT IN FACTOR(S) PILOT IN	N COMMAND - IMPROPER N COMMAND - FAILED TO	OPERATION OF POWERPI							
3-2130	6/18/72 TIME - 114	FARMINGTON,N MEX	CESSNA 172 N5801A DAMAGE-SUBSTANTIAL	CR- PX-				NONCOMMERCIAL Pleasure/Personal transp	PRIVATE, AGE 75, 280 Total Hours, 184 In Type, Not Instrument Rated.	
	NAME OF AIRPORT - FARMINGTON MUNI DEPARTURE POINT INTENDED DESTINATION FARMINGTON,N MEX ALBUQUERQUE,N MEX TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL NOSE OVER/DOWN LANDING ROLL									
		N COMMAND - FAILED T	D MAINTAIN DIRECTION WY• PLT SAID GUST LIF			-				

PAGE 1148

FILE	DATE	LOCATION	AIRCRAFT DATA		S M/N	FLIGHT Purpose	PILOT DATA	
	6/19/72 ALE TIME - 1203 NAME OF AIRPOR DEPARTURE POIN ALBUQUERQUE, TYPE OF ACCUE ENGINE FAILU	UQUERQUE,N MEX RT - ALBUQUERQUE NT IN N MEX	BEECH 95 N2035C DAMAGE-SUBSTANTIAL INTL ITENDED DESTINATION LONG BEACH, CALIF	CR- 0 PX- 0	0 1 1 2 PHASE O TAKEO	NONCOMMERCIAL	COMMERCIAL, AGE 36, 352 P TOTAL HOURS, 58 IN TYPE INSTRUMENT RATED.	
-	POWERPLANT - MISCELLANEOU POWERPLANT - MISCELLANEOU WEATHER - HI FACTOR(S) MISCELLANEOU COMPLETE POWEF	MAINTENANCE,SERV - PROPELLER AND A IS ACTS,CONDITION - PROPELLER AND A IS ACTS,CONDITION IGH DENSITY ALTII IS ACTS,CONDITION - COMPLETE	ACCESSORIES GOVERNOR NS - LOOSE,PART/FITTI ACCESSORIES HYDRAULI NS - PRESSURE TOO LOW	S NG C PITCH LS-UP IEOUT-1 E	CONTRO	ENANCE AND INSPECTION		
× .	NONE WIND DIRECTION 270 Type of Weathe Vfr	TO VISION AT ACCI N-DEGREES ER CONDITIONS	-	F 1 1 1	UNLIM PRECIPI NONE EMPERA 92 VIND VE 12 TYPE OF VFR	AT ACCIDENT SITE ITED TATION AT ACCIDENT SITE TURE-F LOCITY-KNOTS FLIGHT PLAN T 8200FT.ABV SINGLE ENG	ALT.CRASH LNDD.	
3-2409	6/27/72 GAL TIME - 1530	LUP+N MEX	PIPER PA-28 N6362J DAMAGE-SUBSTANTIAL			NONCOMMERCIAL Pleasure/Personal Trans	PRIVATE, AGE 58, 268 P TOTAL HOURS, ALL IN TYPE, NOT INSTRUMENT RATED.	
	DEPARTURE POIN PAMPA,TEX Type of accide Engine faile Gear collaps	INT IRE OR MALFUNCTIO	ITENDED DESTINATION ZUNI,NMEX DN					
	PILOT IN CON MISCELLANEOU MISCELLANEOU TERRAIN - RC FACTOR(S) MISCELLANEOU COMPLETE POWEF	MAND - MISMANAGE MAND - INADEQUAI IS ACTS,CONDITION IS ACTS,CONDITION NUGH/UNEVEN IS ACTS,CONDITION LOSS - COMPLETE	MENT OF FUEL PREFLIGHT PREPARAT S - MISCALCULATED FU IS - FUEL EXHAUSTION IS - OVERLOAD FAILURE ENGINE FAILURE/FLAM ED LANDING OFF AIRPO	EL CONSU	JMPTION			

~~~~~·

|        |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                     | BRIEFS                                                                               | G OF A     | ссі    | DEN                          | тs                          | •<br>•                                                                                                   |                                                                            |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|------------|--------|------------------------------|-----------------------------|----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| FILE   | DATE                                                                                                                                                                                                                                                                                                                                                                                                                                                    | LOCATION                                                                                                            | AIRCRAFT DATA                                                                        |            | F      | SM                           | /N                          | FLIGHT<br>Purpose                                                                                        | PILOT DATA                                                                 |
| 3-2133 | 6/29/72<br>TIME - 11<br>DEPARTURE<br>DULCHE,<br>TYPE OF A                                                                                                                                                                                                                                                                                                                                                                                               | DULCHE,N MEX<br>05<br>POINT<br>N MEX                                                                                | CESSNA 150<br>N8293S<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>ESPANOLA,N MEX | CR-<br>PX- | 0<br>0 | 0<br>0<br>HAS                | 1<br>1<br>E O               | NONCOMMERCIAL                                                                                            | PRIVATE, AGE 21, 100<br>TOTAL HOURS, 13 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|        | FACTOR(S)<br>WEATHER<br>TERRAIN<br>TERRAIN<br>WEATHER B<br>WEATHER F                                                                                                                                                                                                                                                                                                                                                                                    | N COMMAND - ATTEMP<br>- HIGH DENSITY AL<br>- HIGH OBSTRUCTIC<br>- OTHER<br>RIEFING - NO BRIEF<br>ORECAST - UNKNOWN/ | INS RECEIVED                                                                         |            |        |                              | ILI                         | TY LEVEL                                                                                                 |                                                                            |
|        | 5 OR OV<br>OBSTRUCTION<br>NONE<br>TYPE OF FOR<br>NONE                                                                                                                                                                                                                                                                                                                                                                                                   | Y AT ACCIDENT SITE<br>ER<br>ONS TO VISION AT A<br>LIGHT PLAN                                                        |                                                                                      | SING T     | F      | UN<br>REC<br>NO<br>YPE<br>VF | LIM<br>IPI<br>NE<br>OF<br>R | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SITE<br>WEATHER CONDITIONS                                |                                                                            |
| 3-2132 | BLYTHE<br>TYPE OF AU<br>ENGINE                                                                                                                                                                                                                                                                                                                                                                                                                          | POINT<br>,CALIF                                                                                                     | LUSCOMBE 8F<br>N1918B<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>DEMING,N MEX  |            | 0      | 0<br>HAS<br>IN               | 1<br>E O<br>FL              | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP<br>F OPERATION<br>IGHT NORMAL CRUISE<br>NG LEVEL OFF/TOUCHDOWN | PRIVATE, AGE 40, 154<br>TOTAL HOURS, 127 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISMANAGEMENT OF FUEL<br>PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING<br>MISCELLANEOUS ACTS, CONDITIONS - MISCALCULATED FUEL CONSUMPTION<br>MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION<br>TERRAIN - ROUGH/UNEVEN<br>PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>REMARKS- HIT SAND DUNE SHORT OF ROAD. |                                                                                                                     |                                                                                      |            |        |                              |                             |                                                                                                          |                                                                            |

|        | DATE                                                        |                                                                                    | AIRCRAFT DATA                                                                | IN         | JUR<br>F      | IES<br>S M/             | 'N                    | FLIGHT<br>PURPOSE                   |        |                                                                                            |  |
|--------|-------------------------------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------|------------|---------------|-------------------------|-----------------------|-------------------------------------|--------|--------------------------------------------------------------------------------------------|--|
|        | 7/2/72<br>TIME - 1                                          | LOVINGTON;N MEX<br>720                                                             | TAYLORCRAFT BC12-D<br>N5016M<br>DAMAGE-DESTROYED                             | CR-        | 1             | 0                       | 0                     | NONCOMMERCIAL                       |        | -                                                                                          |  |
|        | DEPARTUR                                                    | AIRPORT - LEA CNTY-LO<br>E POINT I<br>TON,N MEX<br>ACCIDENT                        | NTENDED DESTINATION                                                          |            | PI            | HASE                    | 05                    | OPERATION                           |        |                                                                                            |  |
|        | COLLISION WITH GROUND/WATER CONTROLLED IN FLIGHT ACROBATICS |                                                                                    |                                                                              |            |               |                         |                       |                                     |        |                                                                                            |  |
|        | PILOT<br>PILOT                                              | CAUSE(S)<br>IN COMMAND - EXERCISE<br>IN COMMAND - MISJUDGE<br>SLOW ROLL OVR RWY,OU | D ALTITUDE                                                                   | MD FD,     | EXPI          | ERIM                    | IENT                  | AL CERT,LYC 0-290                   | ENG₊   |                                                                                            |  |
| 3-2134 | 7/8/72<br>TIME - 0                                          | FARMINGTON,N MEX<br>900                                                            | CESSNA 195A<br>N1527D<br>DAMAGE-SUBSTANTIAL                                  | CR-<br>PX- | 0<br>0        | 0<br>0                  | 1<br>0                | NONCOMMERCIAL<br>PLEASURE/PERSONAL  | TRANSP | COMMERCIAL, FL.INSTR.,<br>AGE 39, 1987 TOTAL HOURS,<br>18 IN TYPE, NOT INSTRUMEN           |  |
| 3-2134 | TIME - 0                                                    | 900                                                                                | N1527D<br>DAMAGE-SUBSTANTIAL                                                 | CR-<br>PX- | 0<br>0        | 0<br>0                  | 1<br>0                | NON COMMERCIAL<br>PLEASURE/PERSONAL | TRANSP | COMMERCIAL, FL.INSTR.,<br>AGE 39, 1987 TOTAL HOURS,<br>18 IN TYPE, NOT INSTRUMEN<br>RATED. |  |
| 3-2134 | TIME - O<br>NAME OF<br>DEPARTUR<br>COLOR<br>TYPE OF         | 900<br>AIRPORT - FARMINGTON I<br>E POINT II<br>ADO SPRING,COLO<br>ACCIDENT         | N1527D<br>DAMAGE-SUBSTANTIAL<br>MUNI<br>NTENDED DESTINATION<br>LAS VEGAS,NEV | PX-        | O<br>L/<br>Pi | 0<br>AST<br>FAR<br>HASE | O<br>ENR<br>MIN<br>OF | PLEASURE/PERSONAL                   | TRANSP | AGE 39, 1987 TOTAL HOURS,<br>18 IN TYPE, NOT INSTRUMEN                                     |  |

"Asymptote -

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-2128 7/9/72 GRANTS, N MEX CESSNA 172 CR→ 0 0 1 NONCOMMERCIAL PRIVATE, AGE 36, 566 TIME - 1817 N5500R PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 110 IN TYPE, DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - GRANTS MILAN DEPARTURE POINT INTENDED DESTINATION GRANTS N MEX LAS VEGAS.NEV TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - RAIN WEATHER - DOWNDRAFT, UPDRAFTS WEATHER - HIGH DENSITY ALTITUDE SKY CONDITION CEILING AT ACCIDENT SITE UNKNOWN/NOT REPORTED 1200 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER RAIN OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F UNKNOWN/NOT REPORTED 69 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 80 8 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR VFR REMARKS- TURNED TOWARD RISING TERRAIN TO AVOID RAIN SHWR.

| FILE                | DATE LOCATION                                                                                                                    | AIRCRAFT DATA                                                                                                                | INJURIES<br>F S M/N              | FLIGHT<br>PURPOSE                                                  | PILOT DATA                                                                |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|----------------------------------|--------------------------------------------------------------------|---------------------------------------------------------------------------|
| 3-2302              | 8/12/72 ALBUQUERQUE,N<br>TIME - 1045                                                                                             | MEX CESSNA 150<br>N3137X<br>DAMAGE-SUBSTANTIAL                                                                               | ER- 0 0 1<br>PX- 0 0 0           | INSTRUCTIONAL<br>Solo                                              | STUDENT, AGE 23, 31 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |
|                     | NAME OF AIRPORT - CORONA<br>Departure Point<br>Albuquerque,n Mex<br>Type of Accident<br>Engine Failure or Malf<br>Nose Over/Down | DO<br>INTENDED DESTINATION<br>LOCAL                                                                                          |                                  | OF OPERATION<br>Ing final approach<br>Ing Roll                     |                                                                           |
|                     | MISCELLANEOUS ACTS,CON<br>TERRAIN - SANDY<br>FACTOR(S)<br>WEATHER - HIGH DENSITY<br>COMPLETE POWER LOSS - CO                     | ROPER OPERATION OF POWERP<br>DITIONS - ENGINE LOADED U<br>ALTITUDE<br>MPLETE ENGINE FAILURE/FLA<br>- FORCED LANDING OFF AIRP | P<br>Medut-1 engine              |                                                                    |                                                                           |
|                     | SKY CONDITION<br>CLEAR<br>VISIBILITY AT ACCIDENT S<br>5 OR OVER<br>OBSTRUCTIONS TO VISION A                                      |                                                                                                                              | UNLI<br>PRECIP<br>None<br>Temper | G AT ACCIDENT SITE<br>Mited<br>Itation at accident site<br>Ature-F |                                                                           |
|                     | NONE<br>WIND VELOCITY-KNOTS<br>Calm<br>Type of flight plan<br>None<br>Dename                                                     |                                                                                                                              | VFR                              | F WEATHER CONDITIONS                                               |                                                                           |
|                     | REMARKS- ALL PLUGS HEAVI                                                                                                         | LY SODTED.DENS ALT ABT 75                                                                                                    | 0071.                            |                                                                    |                                                                           |
| 3 <del>-</del> 2606 | 9/28/72 HUMBLE CITY,N<br>TIME - 1550                                                                                             | N4358P<br>DAMAGE-SUBSTANTIAL                                                                                                 | PX- 0 0 2                        | NONCOMMERCIAL<br>PleaSure/personal Transp                          | PRIVATE, AGE 47, 1256<br>Total Hours, 4 in Type,<br>Not instrument rated. |
|                     | DEPARTURE POINT<br>LOVINGTON,NMEX<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALF<br>NOSE OVER/DOWN                                | INTENDED DESTINATION<br>HOBBS,NMEX<br>UNCTION                                                                                | IN F                             | OF OPERATION<br>LIGHT CLIMB TO CRUISE<br>ING ROLL                  |                                                                           |
|                     | MISCELLANEOUS ACTS,CON<br>MISCELLANEOUS ACTS,CON<br>TERRAIN - ROUGH/UNEVEN                                                       | - FORCED LANDING OFF AIRP                                                                                                    | E<br>Ort on land                 |                                                                    |                                                                           |

PAGE 1153

····

|        |                                                                                                                                                                                                          |                                                                                                                                                       |                                                                                                                                                                                                                     | OF AC                                      |                                    |                                             |               |          |                                                                             |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|------------------------------------|---------------------------------------------|---------------|----------|-----------------------------------------------------------------------------|
| FILE   | DATE                                                                                                                                                                                                     | LOCATION                                                                                                                                              | AIRCRAFT DATA                                                                                                                                                                                                       | INJ<br>F                                   | UR I I<br>S                        | ES<br>M∕N                                   | FLIGHT        |          | PILOT DATA                                                                  |
|        | 4/30/72 SPI<br>TIME - 1400<br>NAME OF AIRPO<br>DEPARTURE POI<br>SPENCER,NY<br>TYPE OF ACCIDI<br>COLLISION W<br>PROBABLE CAUS<br>PILOT IN COU<br>FACTOR(S)                                                | ENCER,NY<br>RT – SAIKKONEN<br>NT I<br>ENT<br>ITH GROUND/WATER<br>E(S)<br>MMAND – FAILED T<br>IGH OBSTRUCTIONS                                         | CESSNA 150<br>N8156F<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>LOCAL<br>CONTROLLED<br>O OBTAIN/MAINTAIN FLY                                                                                                   | CR-<br>PX-                                 | 0 (<br>0 (<br>PH                   | 0 1<br>0 1<br>ASE                           | NONCOMMERCIAL |          | PRIVATE, AGE 40, 3000<br>TOTAL HOURS, 380 IN TYPE,<br>NOT INSTRUMENT RATED. |
| 3-1973 | TIME - 1500<br>NAME OF AIRPOI<br>DEPARTURE POI<br>NEW BRENNAN<br>TYPE OF ACCID<br>ENGINE FAIL<br>NOSE OVER/DI<br>PROBABLE CAUS<br>POWERPLANT<br>PILOT IN CO<br>FACTOR(S)<br>AIRPORTS/AI<br>PARTIAL POWER | NT I<br>NY<br>ENT<br>JRE OR MALFUNCTI<br>DWN<br>E(S)<br>- MISCELLANEOUS<br>MMAND - IMPROPER<br>RWAYS/FACILITIES<br>LOSS - PARTIAL<br>CUMSTANCES - FOR | CESSNA 172G<br>N1331F<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>SYRACUSE,NY<br>ON<br>POWERPLANT FAILURE F<br>DPERATION OF BRAKES<br>- AIRPORT CONDITIONS<br>LOSS OF POWER - 1 ENC<br>CED LANDING ON AIRPOR    | PX-<br>FOR UND<br>AND/OR<br>S SOFT<br>SINE | O O<br>PH<br>ETEI<br>FL<br>SHI     | ASE<br>TAKE<br>LAND<br>RMIN<br>IGHT<br>DULD | CONTROLS      | . TRANSP | STUDENT, AGE 30, 65 TOTAL<br>HOURS, 52 IN TYPE, NOT<br>INSTRUMENT RATED.    |
| 3–1964 | TIME - 1200<br>NAME OF AIRPO<br>DEPARTURE POIN<br>BALLSTON SP<br>TYPE OF ACCIDI<br>STALL<br>PROBABLE CAUS<br>PILOT IN CON<br>PILOT IN CON<br>FACTOR(S)<br>INSTRUMENTS<br>MISCELLANEOU                    | A,NY<br>ENT<br>MMAND - IMPROPER<br>MMAND - FAILED T<br>/EQUIPMENT AND A<br>JS ACTS,CONDITIO                                                           | SCHWEIZER SGS222<br>N91843<br>DAMAGE-SUBSTANTIAL<br>UNTY<br>NTENDED DESTINATION<br>LOCAL<br>IN-FLIGHT DECISIONS<br>0 OBTAIN/MAINTAIN FLY<br>CCESSORIES - MISCELLA<br>NS - MATERIAL FAILURE<br>ER STALLED IN STEEP T | OR PLA<br>'ING SP                          | PH/<br>PH/<br>NN II<br>EED<br>EQU: | ASE<br>LAND<br>NG<br>IPME                   |               |          | PRIVATE, AGE 51, 1022<br>TOTAL HOURS, 12 IN TYPE,<br>NOT INSTRUMENT RATED.  |

|        |                                                                                                                                                              |                                                                                                                                            | BRIEFS                                       | S UF ALL  |             |          |                                         |                      |  |  |  |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-----------|-------------|----------|-----------------------------------------|----------------------|--|--|--|
| FILE   | DATE                                                                                                                                                         | LOCATION                                                                                                                                   | AIRCRAFT DATA                                | INJU<br>F | JR I E<br>S | S<br>M/N | FLIGHT<br>PURPOSE                       | PILOT DATA           |  |  |  |
|        | 5/24/72<br>TIME - 183                                                                                                                                        | GLENS FALLS,NY<br>80                                                                                                                       |                                              | CR- (     | ) (         | 1        | NONCOMMERCIAL                           |                      |  |  |  |
|        | DEPARTURE<br>GLENS FA<br>TYPE OF AC                                                                                                                          | CIDENT<br>AILURE OR MALFUNC                                                                                                                |                                              |           |             |          |                                         |                      |  |  |  |
|        | AIRPORTS<br>FACTOR(S)<br>PILOT IN<br>COMPLETE F<br>EMERGENCY                                                                                                 | CAUSE(S)<br>INT - MISCELLANEOU<br>S/AIRWAYS/FACILITI<br>N COMMAND - IMPROP<br>DOWER LOSS - COMPL<br>CIRCUMSTANCES - F<br>RACTICE LOW APCHS |                                              |           |             |          |                                         |                      |  |  |  |
| 3-1896 | 5/25/72<br>TIME - 201                                                                                                                                        | BROADALBIN,NY<br>15                                                                                                                        | AERONCA 11AC<br>N9672E<br>Damage-SubstantIal |           |             |          | NONCOMMERCIAL<br>Pleasure/Personal tran | TYPE, NOT INSTRUMENT |  |  |  |
|        | RATED.<br>DEPARTURE POINT INTENDED DESTINATION<br>UNKNOWN/NOT REPORTED LOCAL<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>COLLIDED WITH TREES LANDING GO-AROUND |                                                                                                                                            |                                              |           |             |          |                                         |                      |  |  |  |
| -      | PROBABLE (<br>PILOT IN<br>FACTOR(S)<br>MISCELLA<br>TERRAIN<br>REMARKS- A                                                                                     |                                                                                                                                            |                                              |           |             |          |                                         |                      |  |  |  |

| FILE  | DATE                                                                                                                                    | LOCATION                             | AIRCRAFT DATA                                                                           | INJ<br>F | : 3                                                                                                        | S M/N |                                                        | PILOT DATA                                                                    |  |  |  |  |
|-------|-----------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|-----------------------------------------------------------------------------------------|----------|------------------------------------------------------------------------------------------------------------|-------|--------------------------------------------------------|-------------------------------------------------------------------------------|--|--|--|--|
| -1866 | TIME - 0415                                                                                                                             | MONTAUK,NY<br>Port - Sky Porte       | PIPER PA-28<br>N9366W<br>DAMAGE-SUBSTANTIAL<br>L+NY                                     |          | 0                                                                                                          | 0 1   | NONCOMMERCIAL<br>Pleasure/personal tra                 | PRIVATE, AGE 53, 380<br>ANSP TOTAL HOURS, 47 IN TYPE<br>NOT INSTRUMENT RATED. |  |  |  |  |
|       | DEPARTURE P<br>FARMINGD<br>TYPE OF ACC<br>HARD LAND<br>GROUND-WA                                                                        | ALE,NY<br>IDENT                      | INTENDED DESTINATION.<br>MONTAUK,NY                                                     |          |                                                                                                            | LAND  | OF OPERATION<br>ING LEVEL OFF/TOUCHDOW<br>ING ROLL     | WN .                                                                          |  |  |  |  |
|       | PILOT IN<br>PILOT IN<br>FACTOR(S)                                                                                                       | COMMAND - FAILED<br>COMMAND - FAILED | TO OBTAIN/MAINSIN FLY<br>TO MAINTAIN DIRECTIONA<br>R OPERATION OF POWERPL<br>CONDITIONS | L CONT   | ROL                                                                                                        | -     | ANT CONTROLS                                           |                                                                               |  |  |  |  |
|       |                                                                                                                                         | AT ACCIDENT SITE                     |                                                                                         |          |                                                                                                            | UNL I | G AT ACCIDENT SITE<br>MITED<br>ITATION AT ACCIDENT SIT | re .                                                                          |  |  |  |  |
|       | 5 OR OVER<br>OBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE<br>WIND DIRECTION-DEGREES<br>210                                           |                                      |                                                                                         |          | NONE<br>RELATIVE BEARING OF WIND<br>LEFT QUARTERING HEAD WIND 293-337 DEGREES<br>WIND VELOCITY-KNOTS<br>20 |       |                                                        |                                                                               |  |  |  |  |
|       | VFR                                                                                                                                     | THER CONDITIONS<br>ND GUSTING TO 30K |                                                                                         |          | T١                                                                                                         |       | F FLIGHT PLAN                                          |                                                                               |  |  |  |  |
| ·2138 | TIME - 0930                                                                                                                             |                                      | MOONEY M2OF<br>N6371Q<br>DAMAGE-SUBSTANTIAL                                             |          |                                                                                                            |       | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA                 | PRIVATE, AGE 38, 661<br>ANSP TOTAL HOURS, 33 IN TYPE<br>NOT INSTRUMENT RATED. |  |  |  |  |
|       | NAME OF AIRPORT - RAMAPO VALLEY<br>DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP<br>DAYTON,OHIO SPRING VALLEY,NY HARRISBURG,PA |                                      |                                                                                         |          |                                                                                                            |       |                                                        |                                                                               |  |  |  |  |
|       | TYPE OF ACC<br>OVERSHOOT<br>COLLIDED                                                                                                    |                                      | r<br>T                                                                                  |          |                                                                                                            | LAND  | OF OPERATION<br>ING LEVEL OFF/TOUCHDON<br>ING ROLL     | NN                                                                            |  |  |  |  |
|       |                                                                                                                                         | COMMAND - MISJUDG                    | ED DISTANCE AND SPEED<br>R OPERATION OF BRAKES                                          |          |                                                                                                            |       |                                                        |                                                                               |  |  |  |  |

~

.

BRIEFS OF ACCIDENTS

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 54, 975 3-1990 5/28/72 . STAATSBURG, NY LAKE LA-4 TIME - 1000 N7608L PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 330 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - RHINEBECK DEPARTURE POINT INTENDED DESTINATION KINGSTON, NY LOCAL PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE LANDING ROLL NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL REMARKS- LDG ON RIVER. 3-1938 5/29/72 BEAVER FALLS, NY . PIPER PA-28 CR- 0 0 1 INSTRUCTIONAL STUDENT, AGE 52, 33 TOTAL TIME - 1115 N95476 PX- 0 0 0 TRAINING HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - BEAVER FALLS DEPARTURE POINT INTENDED DESTINATION FRANKFORT + NY NEW BREMEN,NY TYPE OF ACCIDENT PHASE OF OPERATION OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN LANDING ROLL GEAR COLLAPSED PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE AND SPEED PILOT IN COMMAND - FAILED TO INITIATE GO-AROUND FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - LANDED AT WRONG AIRPORT MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE REMARKS- LNDD AT PVT ARPT, NOT SHOWN ON CHART, 3 MI NORTH OF INTENDED DEST.RAN INTO RAVINE

BRIEFS OF ACCIDENTS

| FILE       |                                                                                                                                                                                                                            |                                                                                                                                                           | AIRCRAFT DATA                              | F              |                      | SМ                       | /N                      | PURPOSE                                                                                                                                                      | PILOT DATA                                                                                     |  |  |  |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|----------------|----------------------|--------------------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|--|--|--|
| <br>3-1927 | 5/30/72<br>TIME - 05                                                                                                                                                                                                       | NR.LIVNGSTN MANOR,NY<br>30                                                                                                                                | HUGHES 269A<br>N8866F<br>DAMAGE-DESTROYED  | CR- (<br>PX- ( | )<br>)               | 0<br>0                   | 1<br>0                  | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                             | COMMERCIAL, FL.INSTR.,<br>AGE 42, 3350 TOTAL HOURS<br>1000 IN TYPE, NOT INSTRU-<br>MENT RATED. |  |  |  |
|            | LIVNGST<br>TYPE OF A                                                                                                                                                                                                       |                                                                                                                                                           | ITENDED DESTINATION<br>LOCAL               |                |                      |                          |                         | F OPERATION<br>IGHT SWATH RUN                                                                                                                                |                                                                                                |  |  |  |
|            | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS<br>FACTOR(S)<br>PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING<br>TERRAIN - HIGH OBSTRUCTIONS                 |                                                                                                                                                           |                                            |                |                      |                          |                         |                                                                                                                                                              |                                                                                                |  |  |  |
|            | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI<br>FIRE AFTE                                                                                                                                                | OURS IN CROP CONTROL<br>CROP - FOREST-TREES<br>SEAT BELT - UNKNOWN<br>- NOT USED<br>CRASHPAD - NOT INST<br>DPER-LOCATION - SIDES<br>ON-AREA BEING TREATED | VNOT REPORTED<br>ALLED<br>D-FEET - 1440    |                | GI<br>CI<br>CI<br>TI | LOV<br>RAS<br>RAS<br>ERR | ES<br>H H<br>H B<br>AIN | OPERATION - SPRAYING F<br>CHEMICAL USED - LIQUID<br>- NOT USED<br>ELMET - AVAILABLE-USED<br>AR - NOT INSTALLED<br>-TYPE - ROLLING<br>UN-HOW FLOWN - WIND CAL |                                                                                                |  |  |  |
| 3-2200     |                                                                                                                                                                                                                            |                                                                                                                                                           | CESSNA 170<br>N4914V<br>DAMAGE-SUBSTANTIAL | CR-<br>PX-     | 0                    | 0<br>0                   | 1<br>0                  | NONCOMMERCIAL<br>Pleasure/Personal Tran                                                                                                                      | PRIVATE, AGE 48, 61 TOTA<br>ISP HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.                   |  |  |  |
|            | NAME OF AIRPORT - DIRT STRIP<br>DEPARTURE POINT INTENDED DESTINATION<br>BREWERTON,NY BREWERTON,NY<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>HARD LANDING LEVEL OFF/TOUCHDOWN<br>GEAR COLLAPSED LANDING LEVEL OFF/TOUCHDOWN |                                                                                                                                                           |                                            |                |                      |                          |                         |                                                                                                                                                              |                                                                                                |  |  |  |
|            | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPER LEVEL OFF<br>PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING<br>FACTOR(S)<br>MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE                                   |                                                                                                                                                           |                                            |                |                      |                          |                         |                                                                                                                                                              |                                                                                                |  |  |  |

PAGE 1158

BRIEFS OF ACCIDENTS

|        |                                                                                                                                                                                                                                 | BRIEF                                             | S OF ACCIDENT                      | s                                                 |                                                                                                 |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|------------------------------------|---------------------------------------------------|-------------------------------------------------------------------------------------------------|
| FILE   | DATE LOCATION                                                                                                                                                                                                                   | AIRCRAFT DATA                                     | INJURIES<br>F S M/                 | FLIGHT<br>N PURPOSE                               | PILOT DATA                                                                                      |
| 3-2201 | 6/7/72 MALONE,NY<br>TIME - 1251                                                                                                                                                                                                 | CESSNA 172<br>N842OU<br>Damage-Substantial        | CR- 0 0<br>PX- 0 0                 | 1 NONCOMMERCIAL<br>2 PLEASURE/PERSONAL            | COMMERCIAL, FL.INSTR.,<br>TRANSP AGE 35, 5200 TOTAL HOURS,<br>450 IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE POINT<br>ISLIP≁NY<br>TYPE OF ACCIDENT<br>COLLIDED WITH TREES                                                                                                                                                          | INTENDED DESTINATION<br>MALONE,NY                 |                                    | OF OPERATION<br>FLIGHT NORMAL CRUIS               |                                                                                                 |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPI<br>FACTOR(S)<br>PILOT IN COMMAND - BECAME<br>WEATHER - LOW CEILING<br>WEATHER - FOG<br>TERRAIN - HIGH OBSTRUCTION<br>WEATHER BRIEFING - BRIEFED<br>WEATHER FORECAST - WEATHER S | LOST/DISORIENTED<br>NS<br>BY FLIGHT SERVICE PERSO |                                    | SON                                               |                                                                                                 |
|        | SKY CONDITION<br>SCATTERED<br>VISIBILITY AT ACCIDENT SITE<br>5 OR OVER<br>OBSTRUCTIONS TO VISION AT AC<br>FOG<br>TYPE OF FLIGHT PLAN<br>IFR<br>REMARKS- PLT UNSURE OF POS.(                                                     |                                                   | 250<br>PRECI<br>NON<br>TYPE<br>IFR | PITATION AT ACCIDENT<br>E<br>OF WEATHER CONDITION | S                                                                                               |
|        | REMARKS FET ONSORE OF FOST                                                                                                                                                                                                      |                                                   | 131K0C110H3*D                      | LIGENDED DED MIN ENK                              | UUIL ALI.                                                                                       |
| 3-2468 | 6/11/72 GENESED,NY<br>TIME - 0830                                                                                                                                                                                               | PIPER PA-12<br>N4029M<br>DAMAGE-DESTROYED         | CR- 0 1<br>PX- 0 0                 | 0 NONCOMMERCIAL<br>0 PRACTICE                     | PRIVATE, AGE 45, 505<br>TOTAL HOURS, 75 IN TYPE,<br>NOT INSTRUMENT RATED.                       |
|        | NAME OF AIRPORT - GENESED<br>DEPARTURE POINT<br>GENESED,NY<br>TYPE OF ACCIDENT                                                                                                                                                  | INTENDED DESTINATION<br>LOCAL                     |                                    | OF OPERATION                                      |                                                                                                 |
|        | COLLIDED WITH WIRES/POLES<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED<br>FACTOR(S)<br>TERRAIN - HIGH OBSTRUCTION<br>FIRE AFTER IMPACT                                                                                     | TO SEE AND AVOID OBJEC                            |                                    | FLIGHT NORMAL CRUIS                               | <b>с</b>                                                                                        |

State of the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second sec

|       |                                                                                |                                                                                                                                                                                                                                                                                     | BRIEFS                                                                            | S OF AC  |                         |                                                  |                                                                                                 |   |                                                                           |  |  |  |
|-------|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------|-------------------------|--------------------------------------------------|-------------------------------------------------------------------------------------------------|---|---------------------------------------------------------------------------|--|--|--|
| FILE  | DATE                                                                           | LOCATION                                                                                                                                                                                                                                                                            | AIRCRAFT DATA                                                                     | INJ<br>F | UR II<br>S              | ≣S<br>M∕N                                        | FLIGHT<br>PURPOSE                                                                               |   | PILOT DATA                                                                |  |  |  |
|       | 6/11/72<br>TIME - 1200<br>NAME OF AID<br>DEPARTURE D<br>ENDICOT<br>TYPE OF ACC | 6/11/72 CORTLAND,NY CESSNA 177 CR- 0 0 1 NONCOMMERCIAL<br>TIME - 1200 N3260T PX- 0 0 1 PLEASURE/PERSONAL TRANSF<br>DAMAGE-DESTROYED<br>NAME OF AIRPORT - COURTLAND COUNTY<br>DEPARTURE POINT INTENDED DESTINATION<br>ENDICOTT,NY CORTLAND,NY<br>TYPE OF ACCIDENT PHASE OF OPERATION |                                                                                   |          |                         |                                                  |                                                                                                 |   |                                                                           |  |  |  |
|       | PROBABLE CA<br>PILOT IN<br>PILOT IN                                            | COMMAND - IMPROP                                                                                                                                                                                                                                                                    | ER COMPENSATION FOR WIN<br>D IN INITIATING GO-AROL                                |          |                         | ,                                                | ING <sup>.</sup> GO-AROUND                                                                      |   |                                                                           |  |  |  |
|       | 5 OR OVE<br>OBSTRUCTION<br>NONE<br>WIND DIREC<br>90                            | D<br>AT ACCIDENT SITE<br>R<br>NS TO VISION AT A<br>TION-DEGREES<br>ATHER CONDITIONS                                                                                                                                                                                                 |                                                                                   |          | PRI<br>TEI<br>WII<br>TY | JNLI<br>ECIP<br>NONE<br>MPER<br>75<br>ND V<br>15 | G AŦ ACCIDENT SITE<br>MITED<br>ITATION AT ACCIDENT<br>ATURE-F<br>ELOCITY-KNOTS<br>F FLIGHT PLAN |   |                                                                           |  |  |  |
| -2187 | TIME - 1700<br>NAME OF AI<br>DEPARTURE<br>WURTSBOR<br>TYPE OF AC               | RPORT - WURTSBORO<br>POINT<br>D•NY                                                                                                                                                                                                                                                  | SCHWEIZER SGS233<br>N1237S<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL |          | о<br>РН                 | D O<br>ASE                                       | INSTRUCTIONAL<br>SOLO<br>OF OPERATION<br>ING FINAL APPROACI                                     | 4 | PRIVATE, AGE 64, 3800<br>TOTAL HOURS, 4 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|       | PROBABLE C.<br>PILOT IN<br>FACTOR(S)<br>PILOT IN<br>TERRAIN<br>REMARKS- M      |                                                                                                                                                                                                                                                                                     |                                                                                   |          |                         |                                                  |                                                                                                 |   |                                                                           |  |  |  |

| FILE   | DATE                                                                            | LOCATION                                                                                                                                                                                                        | AIRCRAFT DATA                                                                                                                 |                           |             | s                           | M / M                       | 1  | FLIGHT<br>PURPOSE                                                  | PILOT DATA                                                                |
|--------|---------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------|-----------------------------|-----------------------------|----|--------------------------------------------------------------------|---------------------------------------------------------------------------|
| 3-2235 | 6/13/72<br>TIME - 13<br>DEPARTURE<br>STANTO<br>TYPE OF A<br>STALL               | POINT<br>N APT<br>CCIDENT                                                                                                                                                                                       |                                                                                                                               | CR-                       | 0           | C<br>C<br>PHA               | SE                          | OF | INSTRUCTIONAL<br>TRAINING<br>OPERATION<br>GHT OTHER                | STUDENT, AGE 28, 51 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | FACTOR(S)<br>PILOT I                                                            | N COMMAND - FAILED<br>N COMMAND - DIVERT                                                                                                                                                                        | D TO OBTAIN/MAINTAIN FLYING SPEED<br>TED ATTENTION FROM OPERATION OF AIRCRAFT<br>LY ENTERED SPIN AT LOW ALT.                  |                           |             |                             |                             |    |                                                                    |                                                                           |
| 3-2199 | 6/23/72<br>TIME - 15                                                            |                                                                                                                                                                                                                 | PIPER PA-24<br>N7178P<br>DAMAGE-SUBSTANTIAL                                                                                   |                           |             |                             |                             |    | NONCOMMERCIAL<br>Pleasure/personal transp                          | PRIVATE, AGE 33, 288<br>TOTAL HOURS, 25 IN TYPE,<br>INSTRUMENT RATED.     |
|        | DEPARTURE<br>PITTSB<br>TYPE OF A<br>OVERSHO                                     | AME OF AIRPORT - ONEONTA<br>EPARTURE POINT INTENDED DESTINATION<br>PITTSBURG,PA BOSTON,MASS<br>YPE OF ACCIDENT PHASE OF OPERATION<br>OVERSHOOT LANDING LEVEL OFF/TOUCHDOWN<br>COLLIDED WITH OBJECT LANDING ROLL |                                                                                                                               |                           |             |                             |                             |    |                                                                    |                                                                           |
|        | PILOT I<br>FACTOR(S)<br>WEATHER<br>WEATHER<br>MISCELL<br>WEATHER B<br>WEATHER F | N COMMAND - MISJUD<br>N COMMAND - FAILED<br>- CONDITIONS COND<br>- ICING CONDITION<br>ANEOUS ACTS, CONDIT<br>RIEFING - BRIEFED<br>ORECAST - UNKNOWN/<br>CIRCUMSTANCES - P                                       | TO INITIATE GO-AROUND<br>UCIVE TO CARB./INDUCTIC<br>S-INCLUDES SLEET,FREEZI<br>IONS - AIRFRAME ICE<br>BY FLIGHT SERVICE PERSC | NG RA<br>INNEL,<br>I AIRP | IN :<br>IN  | ,ET                         | с.                          |    |                                                                    |                                                                           |
|        | VISIBILIT<br>3 MILES<br>OBSTRUCTI<br>UNKNOWN<br>TYPE OF W<br>VFR                | /NOT REPORTED<br>Y AT ACCIDENT SITE<br>OR LESS<br>ONS TO VISION AT A<br>/NOT REPORTED<br>EATHER CONDITIONS                                                                                                      |                                                                                                                               | UMPS.                     | ף<br>ד<br>ו | I<br>PRE<br>N<br>TEM<br>TYP | .000<br>CII<br>IONI<br>IPEI |    | AT ACCIDENT SITE<br>ATION AT ACCIDENT SITE<br>URE-F<br>Flight Plan |                                                                           |

|        |                                                                                                   |                                                                   | BRIEFS                                                                                              | S OF AC            | CIDEN          | ITS        |                                              |                                                                                         |  |  |  |
|--------|---------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|--------------------|----------------|------------|----------------------------------------------|-----------------------------------------------------------------------------------------|--|--|--|
| FILE   | DATE                                                                                              | LOCAŢION                                                          | AIRCRAFT DATA                                                                                       |                    | URIES<br>S M   |            | FLIGHT<br>PURPOSE                            | PILOT DATA                                                                              |  |  |  |
| 3-2227 | 6/27/72<br>TIME - 163                                                                             | SKANEATELES, NY<br>10                                             | BEECH D35<br>N3888N<br>DAMAGE-SUBSTANTIAL                                                           |                    |                |            | NONCOMMERCIAL<br>BUSINESS                    | PRIVATE, AGE 47, 2540<br>Total Hours, all in<br>Type, instrument rated.                 |  |  |  |
|        | NAME OF A<br>DEPARTURE<br>SKANEATE<br>TYPE OF AC<br>GEAR RET                                      | ELES,NY<br>CCIDENT                                                |                                                                                                     |                    |                |            |                                              |                                                                                         |  |  |  |
|        | MISCELL/<br>PERSONNE                                                                              | E - LANDING GEAR S<br>ANEOUS ACTS,CONDITI<br>EL - MAINTENANCE,SE  | WITCHES,LEVERS,CRANKIN<br>ONS - IMPROPER ALIGNME<br>RVICING,INSPECTION IN<br>TCH MALFUNCTIONED,GR F | ENT/ADJ<br>NADEQUA | USTME<br>TE M# | INT<br>INT |                                              |                                                                                         |  |  |  |
| 3-2233 | 6/27/72<br>TIME - 143                                                                             | SHIRLEY,NY<br>30                                                  | BEECH A23A<br>N36960<br>Damage-SubstantIal                                                          |                    |                |            | NONCOMMERCIAL<br>Pleasure/Personal transp    | COMMERCIAL, FL.INSTR.,<br>AGE 40, 3612 TOTAL HOURS<br>405 IN TYPE, INSTRUMENT<br>RATED. |  |  |  |
|        | NAME OF AIRPORT - SUFFOLK COUNTY<br>DEPARTURE POINT INTENDED DESTINATION<br>S SUFFOLK COUNTY ARPT |                                                                   |                                                                                                     |                    |                |            |                                              |                                                                                         |  |  |  |
|        | TYPE OF AC                                                                                        | CCIDENT<br>√ATER LOOP-SWERVE<br>D WITH OBJECT                     | SUFFULK CUUNTT AKEI                                                                                 |                    | LA             | NDI        | = OPERATION<br>NG ROLL<br>NG ROLL            |                                                                                         |  |  |  |
|        |                                                                                                   |                                                                   | TO MAINTAIN DIRECTIONA                                                                              | AL CONTI           | ROL            |            |                                              |                                                                                         |  |  |  |
| 3-2325 | 7/2/72<br>TIME - 14(                                                                              |                                                                   | CESSNA 172E<br>N280NY<br>DAMAGE-SUBSTANTIAL                                                         |                    |                |            | NONCOMMERCIAL<br>BUSINESS                    | COMMERCIAL, AGE 54, 681<br>TOTAL HOURS, 53 IN TYPE,<br>INSTRUMENT RATED.                |  |  |  |
|        | DEPARTURE<br>ELMIRA<br>TYPE OF AC                                                                 | NY<br>CCIDENT<br>FAILURE OR MALFUNCT                              | INTENDED DESTINATION<br>WHITE PLAINS,NY                                                             |                    | IN             | I FLI      | F OPERATION<br>IGHT NORMAL CRUISE<br>NG ROLL |                                                                                         |  |  |  |
|        | PILOT IN<br>MISCELLA                                                                              | ANT - MISCELLANEOUS<br>N COMMAND - MISJUDG<br>ANEOUS - EVASIVE MA | POWERPLANT FAILURE F<br>ED DISTANCE AND SPEED<br>NEUVER TO AVOID COLLIS<br>ONS - INTENTIONAL GROU   | SION               |                |            |                                              |                                                                                         |  |  |  |
|        | AIRPORTS<br>PARTIAL PO<br>EMERGENCY                                                               | DWER LOSS - PARTIAL<br>CIRCUMSTANCES - FO                         | S - AIRPORT CONDITIONS<br>LOSS OF POWER - 1 ENG<br>RCED LANDING ON AIRPOR<br>ND OF 2000FT WET GRASS | GINE<br>RT/SEAPI   |                |            | /HELIPT.                                     |                                                                                         |  |  |  |
|        |                                                                                                   |                                                                   |                                                                                                     |                    |                |            |                                              |                                                                                         |  |  |  |

|        |                                                                |                                                                                                                                  | BRIEFS                                                                                                                                          | OF AC    |      | DENT            | s            |                                                                                           |                                                                            |
|--------|----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|----------|------|-----------------|--------------|-------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|
| FILE   | DATE                                                           | LOCATION                                                                                                                         | AIRCRAFT DATA                                                                                                                                   | INJ<br>F |      | IES<br>S M/     |              | FLIGHT<br>PURPOSE                                                                         | PILOT DATA                                                                 |
| 3-2284 | TYPE OF A                                                      | E POINT<br>EACH,NY                                                                                                               | CESSNA 150K<br>Nó106G<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>TETERBORO,NJ<br>ION                                                      |          | 0    | 0<br>HASE<br>IN | 1<br>O<br>FL | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP<br>F OPERATION<br>IGHT NORMAL CRUISE<br>NG ROLL | PRIVATE, AGE 48, 252<br>TOTAL HOURS, 184 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PILOT<br>MISCELI<br>MISCELI<br>TERRAIN<br>COMPLETE<br>EMERGENC | IN COMMAND - MISMANA<br>IN COMMAND - INADEQU<br>LANEOUS ACTS,CONDITI<br>LANEOUS ACTS,CONDITI<br>N - OTHER<br>POWER LOSS - COMPLE | GEMENT OF FUEL<br>ATE PREFLIGHT PREPARAT<br>DNS - MISCALCULATED FU<br>DNS - FUEL EXHAUSTION<br>TE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPC | IEL CON  | S Ui | MPT I<br>NG IN  | ON           | NNING                                                                                     |                                                                            |
|        | 7/8/72<br>TIME - 13<br>TYPE OF /<br>GROUND                     |                                                                                                                                  | SCHEMP STD-CR<br>N2429<br>DAMAGE-SUBSTANTIAL                                                                                                    |          | 0    | 0<br>HASE       | 0<br>0       | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP<br>F OPERATION<br>NG ROLL                       | PRIVATE, AGE 39, 333<br>TOTAL HOURS, 81 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|        | FACTOR(S)<br>TERRAIN<br>EMERGENC                               | IN COMMAND - SELECTE<br>)<br>N - HIGH VEGETATION                                                                                 | D UNSUITABLE TERRAIN<br>RCED LANDING OFF AIRPO<br>LIFT•                                                                                         | ORT ON   | LA   | ND              |              |                                                                                           |                                                                            |
| 3-2140 | 7/9/72<br>TIME - 10                                            | SPRING VALLEY,NY<br>500<br>AIRPORT - RAMAPO VAL                                                                                  | CESSNA 172<br>N7754G<br>DAMAGE-SUBSTANTIAL                                                                                                      |          |      |                 |              | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                                                 | PRIVATE, AGE 42, 109<br>TOTAL HOURS, 7 IN TYPE,<br>NOT INSTRUMENT RATED.   |
|        | DEPARTUR<br>SPRING<br>TÝPE OF<br>HARD LA                       | E POINT<br>VALLEY,NY<br>ACCIDENT                                                                                                 | INTENDED DESTINATION<br>LOCAL                                                                                                                   |          | P    | LAN             | DI           | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL                                          |                                                                            |
|        | PILOT D<br>PILOT D<br>PILOT D                                  |                                                                                                                                  | R RECOVERY FROM BOUNCE<br>TO MAINTAIN DIRECTIONA                                                                                                |          |      |                 |              |                                                                                           |                                                                            |

محدور الم

PAGE 1163

Constant of the

|        |                                                                                                                                                                                                                                                                          |                                                                                   | BRIEFS                                                                                                                        | OF AC                | CI | DEN | TS   |                           |                                                                           |  |  |  |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|----------------------|----|-----|------|---------------------------|---------------------------------------------------------------------------|--|--|--|
| FILE   |                                                                                                                                                                                                                                                                          |                                                                                   | AIRÇRAFT DATA                                                                                                                 |                      |    |     |      |                           | PILOT DATA                                                                |  |  |  |
|        | 7/16/72<br>TIME - 1700                                                                                                                                                                                                                                                   | BUFFALO,NY                                                                        | CESSNA 337C<br>N2662S<br>DAMAGE-SUBSTANTIAL                                                                                   | CR-                  | 0  | 0   | 2    |                           | COMMERCIAL, AGE 24, 1290<br>TOTAL HOURS, 12 IN TYPE,<br>INSTRUMENT RATED. |  |  |  |
|        | NAME OF AIRPORT - BUFFALO AIR PARK<br>DEPARTURE POINT INTENDED DESTINATION<br>BUFFALO,NY BUFFALO,NY PHASE OF OPERATION<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>ENGINE FAILURE OR MALFUNCTION LANDING TRAFFIC PATTERN-CIRCLING<br>WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN |                                                                                   |                                                                                                                               |                      |    |     |      |                           |                                                                           |  |  |  |
|        | PILOT IN<br>FACTOR(S)<br>PILOT IN<br>MISCELLAN                                                                                                                                                                                                                           | NEOUS ACTS,CONDITI<br>COMMAND - FAILED<br>COMMAND - DIVERTE<br>NEOUS ACTS,CONDITI | ONS - SIMULATED CONDIT<br>TO EXTEND LANDING GEAR<br>D ATTENTION FROM OPERA<br>ONS - CHECKLIST-FAILED<br>DUE TO CO-PLT DISTRAC | R<br>TION C<br>TO US |    | AIR | CRAI | FT                        |                                                                           |  |  |  |
| 3-2459 | 7/21/72<br>TIME - 1749                                                                                                                                                                                                                                                   |                                                                                   | AMER AVCO AA-1A<br>N9224L<br>DAMAGE-SUBSTANTIAL                                                                               |                      |    |     |      | INSTRUCTIONAL<br>TRAINING | STUDENT, AGE 22, 42 TOTAL<br>Hours, 8 IN TYPE, NOT<br>INSTRUMENT RATED.   |  |  |  |
|        | NAME OF AIRPORT - WARWICK<br>DEPARTURE POINT INTENDED DESTINATION<br>KOBELT,NY WARWICK,NY<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>GROUND-WATER LOOP-SWERVE LANDING ROLL<br>NOSE OVER/DOWN LANDING ROLL                                                                 |                                                                                   |                                                                                                                               |                      |    |     |      |                           |                                                                           |  |  |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS<br>FACTOR(S)<br>AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS SOFT SHOULDERS<br>REMARKS- PORPOISED AND LOST CTL.                                                          |                                                                                   |                                                                                                                               |                      |    |     |      |                           |                                                                           |  |  |  |

| FILE   | DATE                                                                                                                                                                  | LOCATION                                                                                                                                                                                                                                                                                                                   | AIRCRAFT DATA                                                           |                    | IURIE<br>S |                    | FLIGHT<br>PURPOSE               |              | PILOT DATA                                                                 |  |  |  |  |  |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|--------------------|------------|--------------------|---------------------------------|--------------|----------------------------------------------------------------------------|--|--|--|--|--|
| 3-2538 | 7/31/72<br>TIME - 073                                                                                                                                                 | COOPERSTOWN + NY<br>0                                                                                                                                                                                                                                                                                                      | LUSCOMBE 8A<br>N71738<br>Damage-Substantial                             |                    |            |                    | NONCOMMERCIAL<br>PLEASURE /PERS |              | COMMERCIAL, AGE 38, 2175<br>TOTAL HOURS, 150 IN TYPE,<br>INSTRUMENT RATED. |  |  |  |  |  |
|        |                                                                                                                                                                       | RPORT - COOPERSTOWN                                                                                                                                                                                                                                                                                                        |                                                                         |                    |            |                    | •                               |              |                                                                            |  |  |  |  |  |
|        | DEPARTURE<br>COOPERST                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                            | NTENDED DESTINATION                                                     |                    |            |                    | •                               |              |                                                                            |  |  |  |  |  |
|        | TYPE OF AC                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                            |                                                                         | PHASE OF OPERATION |            |                    |                                 |              |                                                                            |  |  |  |  |  |
|        | GEAR COL                                                                                                                                                              | AILURE OR MALFUNCTI<br>Lapsed                                                                                                                                                                                                                                                                                              | UN                                                                      | -                  |            |                    | ING TRAFFIC PA<br>Ing Roll      | TTERN-CIRCL  | ING                                                                        |  |  |  |  |  |
|        | PILOT IN<br>MISCELLA                                                                                                                                                  | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS<br>MISCELLANEOUS ACTS, CONDITIONS - ANTI-ICING/DEIING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE<br>MISCELLANEOUS ACTS, CONDITIONS - ICE-CARBURETOR<br>WEATHER - CONDITIONS CONDUCIVE TO CARB,/INDUCTION SYSTEM ICING |                                                                         |                    |            |                    |                                 |              |                                                                            |  |  |  |  |  |
|        | WEATHER<br>PILOT IN                                                                                                                                                   | <ul> <li>CONDITIONS CONDUC</li> </ul>                                                                                                                                                                                                                                                                                      |                                                                         |                    |            |                    | <b>;</b>                        |              |                                                                            |  |  |  |  |  |
|        | FACTOR(S)                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                            |                                                                         |                    |            |                    |                                 |              |                                                                            |  |  |  |  |  |
|        |                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                            | NS - OVERLOAD FAILURE<br>LOSS OF POWER - 1 ENG                          |                    |            |                    |                                 |              |                                                                            |  |  |  |  |  |
|        | WEATHER BR                                                                                                                                                            | IEFING - NO BRIEFIN                                                                                                                                                                                                                                                                                                        | G RECEIVED                                                              | INC                |            |                    |                                 |              |                                                                            |  |  |  |  |  |
|        |                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                            | UBSTANTIALLY CORRECT<br>CED LANDING OFF AIRPO                           | RT, ON             | LAND       |                    | а.<br>Та                        |              |                                                                            |  |  |  |  |  |
|        | SKY CONDIT                                                                                                                                                            | -                                                                                                                                                                                                                                                                                                                          |                                                                         |                    |            |                    | G AT ACCIDENT S                 | ITE          |                                                                            |  |  |  |  |  |
|        |                                                                                                                                                                       | NOT REPORTED<br>AT ACCIDENT SITE<br>R                                                                                                                                                                                                                                                                                      |                                                                         |                    | PRE        | DOO<br>CIPI<br>DNE | TATION AT ACCI                  | DENT SITE    |                                                                            |  |  |  |  |  |
|        |                                                                                                                                                                       | NS TO VISION AT ACC                                                                                                                                                                                                                                                                                                        | IDENT SITE                                                              |                    |            | PER                | TURE-F                          |              |                                                                            |  |  |  |  |  |
|        | WIND DIRECT                                                                                                                                                           | ND DIRECTION-DEGREES                                                                                                                                                                                                                                                                                                       |                                                                         |                    |            |                    | WIND VELOCITY-KNOTS 5           |              |                                                                            |  |  |  |  |  |
|        |                                                                                                                                                                       | ATHER CONDITIONS                                                                                                                                                                                                                                                                                                           |                                                                         |                    | TYP        | e of<br>Dne        | FLIGHT PLAN                     |              |                                                                            |  |  |  |  |  |
|        | REMARKS- LOST PWR ON DOWNWIND.PULLED CARB HEAT, SET UP APCH TO HAYFIELD.ENG CLEARED UP BUT PLT STILL LND.                                                             |                                                                                                                                                                                                                                                                                                                            |                                                                         |                    |            |                    |                                 |              |                                                                            |  |  |  |  |  |
| 3-2535 | 8/1/72<br>TIME - 1020                                                                                                                                                 | AKRON, NY<br>D                                                                                                                                                                                                                                                                                                             | CESSNA 180<br>N2842A                                                    |                    |            |                    | NONCOMMERCIAL<br>Pleasure/pers  |              | COMMERCIAL, AGE 22, 558<br>TOTAL HOURS, 237 IN TYPE,                       |  |  |  |  |  |
|        | NAME OF AIL                                                                                                                                                           | RPORT – AKRON<br>Point I                                                                                                                                                                                                                                                                                                   | DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION                               |                    |            |                    |                                 |              | INSTRUMENT RATED.                                                          |  |  |  |  |  |
|        | TYPE OF AC                                                                                                                                                            | TOENT                                                                                                                                                                                                                                                                                                                      | LOCAL                                                                   |                    |            |                    | F OPERATION                     |              |                                                                            |  |  |  |  |  |
|        |                                                                                                                                                                       | AILURE OR MALFUNCTI                                                                                                                                                                                                                                                                                                        | ON                                                                      |                    | L          | AND I              | ING TRAFFIC PA                  | TTERŃ-CIRCLI | ING                                                                        |  |  |  |  |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING<br>MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION<br>TERRAIN - ROUGH/UNEVEN |                                                                                                                                                                                                                                                                                                                            |                                                                         |                    |            |                    |                                 |              |                                                                            |  |  |  |  |  |
|        | COMPLETE PO                                                                                                                                                           | WER LOSS - COMPLET                                                                                                                                                                                                                                                                                                         | NS - OVERLOAD FAILURE<br>E ENGINE FAILURE/FLAM<br>CED LANDING OFF AIRPO | EOUT-1             |            | [NE                |                                 |              |                                                                            |  |  |  |  |  |

en anteresta en altre

. .......

A STATE OF A STATE OF A STATE OF A STATE OF A STATE OF A STATE OF A STATE OF A STATE OF A STATE OF A STATE OF A

|                 |                                                                                                                                                                                                                                                                        |                                                                                                                                                |                                                                                                                     | S UF A                               |        |             |                      |                                                                                               |                                                                                  |  |  |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|--------------------------------------|--------|-------------|----------------------|-----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|--|--|
| FILE            | DATE                                                                                                                                                                                                                                                                   | LOCATION                                                                                                                                       | AIRCRAFT DATA                                                                                                       |                                      | F      | SM          | 1/N                  |                                                                                               | PILOT DATA                                                                       |  |  |
| 3-2265          | 8/22/72<br>TIME - 1830                                                                                                                                                                                                                                                 | ANDESPNY                                                                                                                                       | CESSNA 150F<br>N948MA<br>DAMAGE-DESTROYED                                                                           |                                      | 1<br>1 | 0<br>0      | 0                    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP                                                     | PRIVATE, AGE 47, 600<br>TOTAL HOURS, UNK/NR IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |
|                 | DEPARTURE P<br>LIVINGST<br>TYPE OF ACC<br>STALL                                                                                                                                                                                                                        |                                                                                                                                                |                                                                                                                     |                                      |        |             |                      |                                                                                               |                                                                                  |  |  |
|                 | PILOT IN<br>FÁCTOR(S)<br>MISCELLAN<br>MISCELLAN<br>FIRE AFTER                                                                                                                                                                                                          | COMMAND - EXERCIS<br>COMMAND - FAILED<br>EOUS ACTS,CONDITI<br>EOUS ACTS,CONDITI<br>IMPACT                                                      | ED POOR JUDGMENT<br>TO OBTAIN/MAINTAIN FL<br>ONS – UNWARRANTED LOW<br>ONS – FLEW INTO BLIND<br>EN FLEW INTO CANYON. | FLYIN<br>CANYO                       | G<br>N |             | STE                  | EP LOW TURN.                                                                                  |                                                                                  |  |  |
| 3 <b>-</b> 2623 | 9/20/72<br>TIME - 1630                                                                                                                                                                                                                                                 | WOLCOTT NY                                                                                                                                     | PIPER PA-22<br>N3840P<br>DAMAGE-SUBSTANTIAL                                                                         | Р X —                                |        |             |                      | NONCOMMERCIAL<br>Pleasure/Personal Transp                                                     |                                                                                  |  |  |
|                 | DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - PRIVATE STRIP DEPARTURE POINT INTENDED DESTINATION WILLIAMSON,NY WOLCOTT NY TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING LEVEL OFF/TOUCHDOWN NOSE OVER/DOWN LANDING LEVEL OFF/TOUCHDOWN |                                                                                                                                                |                                                                                                                     |                                      |        |             |                      |                                                                                               |                                                                                  |  |  |
|                 |                                                                                                                                                                                                                                                                        | COMMAND - DIVERTE                                                                                                                              | D ATTENTION FROM OPER<br>TO MAINTAIN DIRECTION                                                                      |                                      |        |             | RCR                  | NFT                                                                                           |                                                                                  |  |  |
| 3-1953          | TIME - 1820                                                                                                                                                                                                                                                            |                                                                                                                                                | AERO COMDR 680<br>N4432W<br>DAMAGE-SUBSTANTIAL                                                                      | РХ-                                  |        |             |                      | NONCOMMERCIAL<br>BUSINESS                                                                     | COMMERCIAL, AGE 45, 3164<br>TOTAL HOURS, 230 IN TYPE,<br>INSTRUMENT RATED.       |  |  |
|                 | DEPARTURE P<br>HAZELTON<br>TYPE OF ACC<br>ENGINE FA                                                                                                                                                                                                                    | ΡΑ                                                                                                                                             | INTENDED DESTINATION<br>ATLANTA GA                                                                                  |                                      |        | SI<br>PHAS  | HELI<br>Se (<br>AND) | ROUTE STOP<br>3Y,NC<br>JF OPERATION<br>ING TRAFFIC PATTERN-CIRCL<br>ING TRAFFIC PATTERN-CIRCL |                                                                                  |  |  |
|                 | MISCELLAN<br>FACTOR(S)<br>MISCELLAN<br>MISCELLAN<br>TERRAIN -<br>COMPLETE PO<br>EMERGENCY C                                                                                                                                                                            | COMMAND - MISMANA<br>EOUS ACTS,CONDITI<br>EOUS ACTS,CONDITI<br>EOUS ACTS,CONDITI<br>HIGH OBSTRUCTION<br>WER LOSS - COMPLE<br>IRCUMSTANCES - FO | ONS - FUEL STARVATION<br>ONS - FAILURE OF TWO<br>ONS - INATTENTIVE TO                                               | OR MOR<br>FUEL S<br>MEOUT-<br>RT/SEA | UP1    | PLY<br>ENG: | INES                 | 5                                                                                             |                                                                                  |  |  |

| TIME - 0700 N1496L PX- 0 0 3 PLEASURE/PERSONAL TRANSP HOURS, 14 IN TYPE, NOT<br>DAMAGE-SUBSTANTIAL<br>NAME OF AIRPORT - PORTSMOUTH ISLAND<br>DEPARTURE POINT INTENDED DESTINATION<br>PORTSMOUTH ISLAND,VA NORFOLK,VA NORFOLK,VA<br>TYPE OF ACCIDENT FALLED TO USUITABLE TERRAIN<br>PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN<br>PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN<br>PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED<br>AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER<br>REMARKS - SHORT SOD STRIP W SOFT AREA NEAR MID POINT.<br>3-2274 6/16/72 FREEMONT,NC CESSNA 172K CR- 0 0 2 INSTRUCTIONAL<br>AGE 42, 2443 TOTAL MOUP<br>DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>GOLDSBORO,NC LOCAL<br>TYPE OF ACCIDENT ENC LOCAL<br>TYPE OF ACCIDENT<br>MOSE DVER/DOWN NAMEFUNCTION IN FLIGHT OTHER<br>REGIME FAILURE OR MALFUNCTION LOCAL<br>TYPE OF ACCIDENT AIGUELANDED DESTINATION<br>MOSE DVER/DOWN C LOCAL<br>TYPE OF ACCIDENT AIGUELANDED FOWERPLANT FAILURE FOR UNDETERMINED REASONS<br>TERRAIN - ROUGH/UNEVEM<br>COMMERCLAUSE(S)<br>POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS<br>TERRAIN - ROUGH/UNEVEM<br>COMMERCLAUSE - COPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>33-2440 6/29/72 CHARLOTTE NC PIPER PA-32 CR- 0 0 2 MISCELLANEOUS<br>TIME - 1245 NI071U PX 0 0 0 DEMONSTRATION AGE 53, 2000 TOTAL HOUS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        |                                                                                            |                                                                                                            | BRIEFS                                                                        | 5 OF AC |    |          |          |                                         |                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|---------|----|----------|----------|-----------------------------------------|-------------------------------------------------------|
| 1-136-9       GCALCOME,NC       BEECH A23       CR-001       1 NONCOMMERCIAL       PRIVATE, AGE 30, 98 TOI<br>DAMAGE-SUBSTANTIAL         NAME OF AIRPORT - PORTSMOUTH SLAND       NAMAGE-SUBSTANTIAL       PX-003       3 PLEASURE/PERSONAL TRANSP<br>HOURS, 14 LIN       PRIVATE, AGE 30, 98 TOI<br>INSTRUMENT RATED.         NAME OF AIRPORT - PORTSMOUTH SLAND       NAMAGE-SUBSTANTIAL       PASSE OF OPERATION<br>TYPE OF ACCIDENT       INTENDED DESTINATION<br>INSTRUMENT RATED.         PROBABLE CAUSE(S)       PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN<br>FLOT IN COMMEND - SELECTED UNSUITABLE TERRAIN<br>FLOT IN COMMAND - SELECTED UNSUITABLE TERRAIN<br>FLOT IN COMMAND - SELECTED UNSUITABLE TERRAIN<br>FLOT IN COMMEND - SELECTED UNSUITABLE TERRAIN<br>FLOT IN COMMEND - SELECTED UNSUITABLE TERRAIN<br>FLOT IN COMMENCIANT - NICE ELAND - SUBSTANTIAL<br>DEPARTURE FOINT<br>ENSTMUE FAILURE OF ALLEDE SUBSTANTIAL<br>DEPARTURE FOINT<br>ENSTMUE FAILURE OF ALLEDE SUBSTANTIAL<br>DEPARTURE FORMAL COMENTATION<br>COAL       COMMERCIAL, FL.INSTRUCTOR<br>INFLIGENT       COMMERCIAL, FL.INSTRUCTOR<br>INFLIGENT       COMMERCIAL, FL.INSTRUCTOR<br>INFLIGENT       COMMERCIAL, FL.INSTRUCTOR<br>INFLIGENT       COMMERCIAL, FL.INSTRUCTOR<br>INFLIGENT       COMMERCIAL, FL.INSTRUCTOR<br>INFLIGENT                                                                                                                                                                                                                                                                                                                                                                                                                                     | FILE   | -                                                                                          |                                                                                                            |                                                                               |         |    | -        |          |                                         |                                                       |
| PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED<br>AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER<br>REMARKS- SHORT SOD STRIP W SOFT AREA NEAR MID POINT.<br>3-2274 6/16/72 FREEMONT,NC CESSNA 172K CR- 0 0 2 INSTRUCTIONAL<br>TIME - 1640 N-6632 PX- 0 0 0 DUAL<br>DAMAGE-SUBSTANTIAL COMMERCIAL, FL.INSTR.,<br>AGE 42, 2443 TOTAL HOUR<br>325 IN TYPE, INSTRUMENT<br>RATED.<br>DEPARTURE POINT INTENDED DESTINATION<br>GOLDSBORO,NC LOCAL PHASE OF OPERATION<br>ENGINE FAILURE OR MALFUNCTION IN FLIGHT OTHER<br>NOSE OVER/DOWN LANDING LEVEL OFF/TOUCHDOWN<br>PROBABLE CAUSE(S)<br>POMERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS<br>TERRAIN - ROUGH/UNEVEM<br>COMPLETE POMER LOSS - GOMPLETE ENSINE FAILURE/FLAMEOUT-1 ENSINE<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>3-2440 6/29/72 CHARLOTTE NC PIPER PA-32 CR- 0 0 2 MISCELLANEOUS<br>TIME - 1245 NIOTU PX- 0 0 0 DEMONSTRATION<br>AGE 53, 2000 TOTAL HOUR<br>JAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENED DESTINATION<br>CHARLOTTE NC UCAL<br>DAMAGE-SUBSTANTIAL<br>NAME OF AIRPORT - DOUGLAS MUNICIPAL<br>DEPARTURE POINT INTENED DESTINATION<br>CHARLOTTE NC LOCAL<br>TYPE OF ACCIDENT INTENED DESTINATION<br>CHARLOTTE NC LOCAL<br>PROBABLE CAUSE(S)<br>PROBABLE CAUS | 3-1849 | 6/3/72<br>TIME - 0700<br>NAME OF AIF<br>DEPARTURE F<br>PORTSMOU<br>TYPE OF ACC<br>STALL MU | DCRACOKE,NC<br>)<br>RPORT - PORTSMOUT<br>OINT<br>JTH ISLAND,VA<br>CIDENT<br>JSH                            | BEECH A23<br>N1496L<br>DAMAGE-SUBSTANTIAL<br>H ISLAND<br>INTENDED DESTINATION |         | 0  | 0<br>HAS | 3<br>E 0 | PLEASURE/PERSONAL TRANSF<br>F OPERATION | PRIVATE, AGE 30, 98 TOTAL<br>P HOURS, 14 IN TYPE, NOT |
| TIME - 1640 N4632 PX- 0 0 0 DUAL AGE 42, 2443 TOTAL HOUR DAMAGE-SUBSTANTIAL AGE 42, 2443 TOTAL HOUR 325 IN TYPE, INSTRUMENT RATED.  DEPARTURE POINT INTENDED DESTINATION GOLDSBORO,NC LOCAL TYPE OF ACCIDENT FYE OF ACCIDENT NOSE OVER/DOWN PROBABLE CAUSE(S) POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS POMERPLANT - MISCELLANEOUS COMMERCIAL, FL.INSTR., COMMERCIAL, FL.INSTR., COMMERCIAL, FL.INSTR., COMMERCIAL, FL.INSTR., DEPARTURE POINT TIME - 1245 NAME OF AIRPORT - DOUGLAS MUNICIPAL DEPARTURE POINT INTENDED DESTINATION CHARLOTTE NC LOCAL PHASE OF OPERATION LANDING ROLL POMERLANT NAME OF AIRPORT - DOUGLAS MUNICIPAL DEPARTURE POINT INTENDED DESTINATION CHARLOTTE NC LOCAL PHASE OF OPERATION LANDING ROLL PROBABLE CAUSE(S) PERSONNEL - FLIGHT INSTRUCTOR INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - RETRACTED GEAR PREMATURELY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |        | PILOT IN<br>AIRPORTS                                                                       | COMMAND - FAILED<br>AIRWAYS/FACILITI                                                                       | TO OBTAIN/MAINTAIN FLY<br>ES - AIRPORT CONDITIONS                             | 5 OTHE  |    | D        |          |                                         |                                                       |
| GOLDSBORD,NC       LOCAL         TYPE OF ACCIDENT       PHASE OF OPERATION         IN FLIGHT OTHER       IN FLIGHT OTHER         NOSE OVER/DOWN       LANDING LEVEL OFF/TOUCHDOWN         PROBABLE CAUSE(S)       POWERPLANT - MISCELLANEOUS       POWERPLANT FAILURE FOR UNDETERMINED REASONS         TERRAIN - ROUGH/UNEVEN       COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE       ENGINE FAILURE/FLAMEOUT-1 ENGINE         COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE       ENERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND         S-2440       6/29/72       CHARLOTTE NC       PIPER PA-32       CR-0 0 2 MISCELLANEOUS       COMMERCIAL, FL.INSTR.,         S-2440       6/29/72       CHARLOTTE NC       PIPER PA-32       CR-0 0 0 Z MISCELLANEOUS       COMMERCIAL, FL.INSTR.,         S-2440       6/29/72       CHARLOTTE NC       PIPER PA-32       CR-0 0 0 Z MISCELLANEOUS       COMMERCIAL, FL.INSTR.,         S-2440       6/29/72       CHARLOTTE NC       PIPER PA-32       CR-0 0 0 Z MISCELLANEOUS       COMMERCIAL, FL.INSTR.,         S-2440       6/29/72       CHARLOTTE NC       PIPER PA-32       CR-0 0 0 Z MISCELLANEOUS       COMMERCIAL, FL.INSTR.,         S-2440       6/29/72       CHARLOTTE NC       PIPER PA-32       CR-0 0 0 Z MISCELLANEOUS       COMMERCIAL, FL.INSTR.,         S-2440 <t< td=""><td rowspan="2">3-2274</td><td></td><td></td><td>N46632</td><td></td><td></td><td></td><td></td><td></td><td>AGE 42, 2443 TOTAL HOURS<br/>325 IN TYPE, INSTRUMENT</td></t<>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3-2274 |                                                                                            |                                                                                                            | N46632                                                                        |         |    |          |          |                                         | AGE 42, 2443 TOTAL HOURS<br>325 IN TYPE, INSTRUMENT   |
| POMERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS<br>TERRAIN - ROUGH/UNEVEN<br>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>-2440 6/29/72 CHARLOTTE NC PIPER PA-32 CR- 0 0 2 MISCELLANEOUS COMMERCIAL, FL.INSTR.,<br>TIME - 1245 N1071U PX- 0 0 0 DEMONSTRATION AGE 53, 2000 TOTAL HOUP<br>DAMAGE-SUBSTANTIAL NAME OF AIRPORT - DOUGLAS MUNICIPAL<br>DEPARTURE POINT INTENDED DESTINATION<br>CHARLOTTE NC LOCAL<br>TYPE OF ACCIDENT LOCAL<br>TYPE OF ACCIDENT DOUGLAS MUNICIPAL<br>PROBABLE CAUSE(S)<br>PROBABLE CAUSE(S)<br>PERSONNEL - FLIGHT INSTRUCTOR INADEQUATE SUPERVISION OF FLIGHT<br>PILOT IN COMMAND - RETRACTED GEAR PREMATURELY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |        | GOLDSBOR<br>TYPE OF ACC<br>ENGINE F                                                        | GOLDSBORO,NC LOCAL<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>ENGINE FAILURE OR MALFUNCTION IN FLIGHT OTHER |                                                                               |         |    |          |          |                                         |                                                       |
| TIME - 1245       NI071U       PX-000       0       DEMONSTRATION       AGE 53, 2000       TOTAL HOUP         DAMAGE-SUBSTANTIAL       DAMAGE-SUBSTANTIAL       15       IN TYPE, INSTRUMENT         NAME OF AIRPORT - DOUGLAS MUNICIPAL       DEPARTURE POINT       INTENDED DESTINATION       RATED.         DEPARTURE POINT       INTENDED DESTINATION       CHARLOTTE NC       LOCAL       PHASE OF OPERATION       RATED.         TYPE OF ACCIDENT       GEAR RETRACTED       PHASE OF OPERATION       LANDING ROLL       PROBABLE CAUSE(S)         PROBABLE CAUSE(S)       PERSONNEL - FLIGHT INSTRUCTOR INADEQUATE SUPERVISION OF FLIGHT       PILOT IN COMMAND - RETRACTED GEAR PREMATURELY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |        | POWERPLAN<br>TERRAIN -<br>COMPLETE PO                                                      | NT - MISCELLANEOU<br>- ROUGH/UNEVEN<br>DWER LOSS - COMPL                                                   | ETE ENGINE FAILURE/FLAN                                                       | EOUT-1  | LE | NGI      |          | D REASONS                               |                                                       |
| NAME OF AIRPORT - DOUGLAS MUNICIPAL<br>DEPARTURE POINT INTENDED DESTINATION<br>CHARLOTTE NC LOCAL<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>GEAR RETRACTED LANDING ROLL<br>PROBABLE CAUSE(S)<br>PERSONNEL - FLIGHT INSTRUCTOR INADEQUATE SUPERVISION OF FLIGHT<br>PILOT IN COMMAND - RETRACTED GEAR PREMATURELY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3-2440 |                                                                                            |                                                                                                            | N1071U                                                                        |         |    |          |          |                                         | AGE 53, 2000 TOTAL HOURS<br>15 IN TYPE, INSTRUMENT    |
| PERSONNEL - FLIGHT INSTRUCTOR INADEQUATE SUPERVISION OF FLIGHT<br>PILOT IN COMMAND - RETRACTED GEAR PREMATURELY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |        | DEPARTURE A<br>CHARLOTTE<br>TYPE OF ACC                                                    | POINT<br>E NC<br>CIDENT                                                                                    | INTENDED DESTINATION<br>LOCAL                                                 |         | Ρ  |          |          |                                         | KATED.                                                |
| PAGE 1167                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |        | PERSONNEL                                                                                  | - FLIGHT INSTRU                                                                                            |                                                                               | ISION   | OF | FL       | IGH      | 17                                      |                                                       |
| PAGE 1167                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |        | · · ·                                                                                      | •                                                                                                          |                                                                               | •       |    |          |          |                                         |                                                       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |        |                                                                                            |                                                                                                            | алар (1996)<br>1997 — Пара Сарана (1996)<br>1997 — Пара Сарана (1996)         | PAGE 11 | 67 |          |          |                                         |                                                       |

PRICES OF ACCIDENTS

| FILE   | DATE                     | LOCATION                                 | AIRCRAFT DATA                                              |            |          | IES<br>S M |     | FLIGHT<br>Purpose            | PILOT DATA                                                              |
|--------|--------------------------|------------------------------------------|------------------------------------------------------------|------------|----------|------------|-----|------------------------------|-------------------------------------------------------------------------|
| 3-2615 | 7/28/72<br>TIME - 1240   | HENDERSONVILLE,NC                        | CESSNA 150<br>N8328M<br>DAMAGE-SUBSTANTIAL                 | CR-<br>PX- |          |            |     | INSTRUCTIONAL<br>Solo        | STUDENT, AGE 27, 34 TOTAL<br>Hours, 2 in type, not<br>Instrument rated. |
|        |                          | PORT'- HENDERSONVI                       |                                                            |            |          |            |     |                              |                                                                         |
|        | DEPARTURE P<br>HENDERSON |                                          | NTENDED DESTINATION                                        |            |          |            |     |                              |                                                                         |
|        | TYPE OF ACC              |                                          | LOCAL                                                      |            | PHASE OF |            |     | F OPERATION                  |                                                                         |
| 1      | HARD., LAND              |                                          |                                                            |            |          |            |     | NG LEVEL OFF/TOUCHDOWN       |                                                                         |
|        | GEAR COLL                | APSED                                    |                                                            |            |          | LA         | NDI | NG LEVEL OFF/TOUCHDOWN       |                                                                         |
|        | PILOT IN<br>FACTOR(S)    | COMMAND - IMPROPER<br>COMMAND - IMPROPER | LEVEL OFF<br>RECOVERY FROM BOUNCE<br>NS - OVERLOAD FAILURE |            | DIN      | G          |     |                              |                                                                         |
| 3-2531 | 9/24/72                  | MAPLE HILL,NC                            | PIPER PA-22                                                | CR-        | 0        | 0          | 1   | NONCOMMERCIAL                | STUDENT, AGE 47, 67 TOTAL                                               |
|        | TIME - 1230              |                                          | N3380B<br>DAMAGE-SUBSTANTIAL                               | PX-        | 0        | 0          | 0   | PLEASURE/PERSONAL TRANSF     |                                                                         |
|        | NAME OF AIR              | INSTRUMENT RATED.                        |                                                            |            |          |            |     |                              |                                                                         |
|        | DEPARTURE P              |                                          | NTENDED DESTINATION                                        |            |          |            |     |                              |                                                                         |
|        | MAPLE HIL                |                                          | LOCAL                                                      |            | _        |            |     | F OPERATION                  |                                                                         |
|        | TYPE OF ACC<br>UNDERSHOD |                                          |                                                            |            |          |            |     |                              |                                                                         |
|        | NOSE OVER                |                                          |                                                            |            |          |            |     | NG FINAL APPROACH<br>NG ROLL |                                                                         |
|        | PROBABLE CA<br>Pilot in  |                                          | D DISTANCE AND ALTITU                                      | DE         |          |            |     |                              |                                                                         |

.

| FILE   | DATE                                                                                     | LOCATION                                                                                                                                       | AIRCRAFT DATA                                                       |            | F      | SΜ                                      | /N       | PURPOSE                                                                                      | PILOT DATA                                                                |  |
|--------|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|------------|--------|-----------------------------------------|----------|----------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|--|
| 3-2496 | TIME - 13<br>NAME OF A<br>DEPARTURE<br>MACON<br>TYPE OF A                                | AIRPORT - HILTON HE<br>E POINT<br>GA                                                                                                           | DAMAGE-SUBSTANTIAL                                                  | CR-<br>PX- | 0<br>0 | 0<br>0<br>HAS                           | 1<br>1   | NONCOMMERCIAL                                                                                | PRIVATE, AGE 59, 944<br>TOTAL HOURS, 721 IN TYPE<br>INSTRUMENT RATED.     |  |
|        | PILOT D<br>FACTOR(S                                                                      | R OPERATION OF BRAKES<br>R COMPENSATION FOR WIN<br>CONDITIONS                                                                                  |                                                                     |            |        |                                         | CONTROLS |                                                                                              |                                                                           |  |
|        | CLEAR<br>VISIBILIT<br>5 OR OV<br>OBSTRUCTJ<br>NONE<br>WIND VELO<br>8<br>TYPE OF F<br>VFR | VISIBILITY AT ACCIDENT SITE<br>5 OR OVER<br>OBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE<br>WIND VELOCITY-KNOTS<br>8<br>TYPE OF FLIGHT PLAN |                                                                     |            |        | UNLI<br>PRECIP<br>NONE<br>WIND D<br>115 |          | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SITE<br>RECTION-DEGREES<br>WEATHER CONDITIONS |                                                                           |  |
| 3-2126 | TIME - 03<br>DEPARTURE<br>JAMEST<br>TYPE OF A                                            | E POINT<br>DWN,N DAK<br>ACCIDENT                                                                                                               | N57CC<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>BISMARCK,N DAK |            | P      | HASI                                    | 5 01     | S-D<br>F OPERATION                                                                           | COMMERCIAL, AGE 25, 2326<br>TOTAL HOURS, 477 IN TYPE<br>INSTRUMENT RATED. |  |
|        | COLLISI<br>PROBABLE<br>PILOT I<br>MISCELL                                                | ION WITH GROUND/WATE<br>CAUSE(S)<br>IN COMMAND - PHYSICA<br>ANEOUS ACTS,CONDITI                                                                | L IMPAIRMENT<br>ONS - PILOT FATIGUE                                 |            |        | IN                                      | FL       | F OPERATION<br>IGHT NORMAL CRUISE<br>ELL ASLEEP.ACFT FLEW INT                                | 0 GND.                                                                    |  |

\_\_\_\_\_\_ FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PTINT DATA PURPOSE E S M/N \_\_\_\_\_ 3-2449 4/30/72 LISBON,N DAK WACO VKS-6 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 36, 214 N4676T PX- 0 0 3 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 14 IN TYPE, TIME - 1000 DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - NESS DEPARTURE POINT INTENDED DESTINATION LISBON,N DAK LOCAL PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE TAKEOFF RUN NOSE OVER/DOWN TAKEOFF OTHER PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL 'PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL REMARKS- PLT RAISED HEAVILY LOADED ACFTS TAIL WHEEL BEFORE HE HAD SUFFICIENT SPEED. 3-1831 5/21/72 WILLISTON,N DAK STINSON 108-1 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 39, 314 PX- 0 0 1 PRACTICE TOTAL HOURS, 25 IN TYPE, TIME - 1500 N8639K DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - WRIGHT ARPT DEPARTURE POINT INTENDED DESTINATION WILLISTON N DAK LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - SELECTED WRONG RUNWAY RELATIVE TO EXISTING WIND PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FAILED TO USE ALL AVAILABLE RUNWAY WEATHER - HIGH DENSITY ALTITUDE WEATHER - UNFAVORABLE WIND CONDITIONS MISCELLANEOUS ACTS, CONDITIONS - DOWNWIND WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE BROKEN 9000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND RIGHT QUARTERING TAIL WIND 113-157 DEGREES NONE TEMPERATURE-F WIND DIRECTION-DEGREES 80 120 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS VFR 6 TYPE OF FLIGHT PLAN NONE REMARKS- SETTLED BACK ON RWY TWICE-USED 2/3 OF RWY-

BRIEFS OF ACCIDENTS

| FILE   | DATE                                                                         | LOCATION                                                                                                                                                              | AIRCRAFT DATA                                                                                                         | INJUR<br>F             | IES<br>S M/N                                  | FLIGHT<br>PURPOSE                           |                              | PTLOT DATA                                                                           |
|--------|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------------------------------|---------------------------------------------|------------------------------|--------------------------------------------------------------------------------------|
| 3-1871 | 5/26/72<br>TIME - 133<br>DEPARTURE                                           | POINT                                                                                                                                                                 | CESSNA 172<br>N3919Q<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION                                                    | CR- 0<br>PX- 0         |                                               | NONCOMMERCIA<br>PLEASURE /PER               | SONAL TRANSP                 | PRIVATE, AGE 34, 69 TOTA<br>HOURS, 12 IN TYPE, NOT<br>INSTRUMENT RATED,              |
|        | TYPE OF AC                                                                   | ₩N→N DAK<br>CIDENT<br>ATER LOOP-SWERVE<br>WITH DITCHES                                                                                                                | JAMESTOWN,N DAK                                                                                                       | P                      | LANDI                                         | F OPERATION<br>NG ROLL<br>NG ROLL           |                              | · .                                                                                  |
|        | TERRAIN                                                                      |                                                                                                                                                                       | D UNSUITABLE TERRAIN                                                                                                  |                        |                                               |                                             |                              |                                                                                      |
| 3-2127 | 6/22/72<br>TIME - 194                                                        | LISBON+N DAK<br>5                                                                                                                                                     | PIPER PA-28<br>N9032W<br>DAMAGE-SUBSTANTIAL                                                                           | CR- 0<br>PX- 0         |                                               | COMMERCIAL<br>AERIAL APPLI                  | CATION                       | COMMERCIAL, AGE 52,<br>10000 TOTAL HOURS, UNK/N<br>IN TYPE, NOT INSTRUMENT<br>RATED. |
|        |                                                                              | DAK                                                                                                                                                                   |                                                                                                                       | P                      | IN FL                                         | - OPERATION<br>Ight Procedu<br>Ng Level Off | IRE TURNAROUND<br>Touchdown  | )                                                                                    |
|        | MISCELLA<br>MISCELLA<br>TERRAIN<br>COMPLETE P                                | COMMAND - MISMANA<br>NEOUS ACTS,CONDITI<br>NEOUS ACTS,CONDITI<br>- ROUGH/UNEVEN<br>DWER LOSS - COMPLE                                                                 | GEMENT OF FUEL<br>DNS - INATTENTIVE TO F<br>DNS - FUEL STARVATION<br>FE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO | 1EOUT-1 E              | NGINE                                         |                                             |                              |                                                                                      |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOP<br>ELEVATIO<br>PROCEDUR | JRS IN CROP CONTRO<br>CROP - GRAIN FIELD<br>SEAT BELT - FASTEN<br>- NOT USED<br>CRASHPAD - NOT INS<br>PER-LOCATION - BELI<br>N-AREA BEING TREAT<br>E TURNAROUND - THI | ED-PROPERLY<br>TALLED<br>Ly<br>ED-FEET - 1300                                                                         | T<br>G<br>Cl<br>T<br>S | YPE OF<br>LOVES<br>RASH H<br>RASH B<br>ERRAIN |                                             | ABLE-USED<br>ALLED<br>.,FLAT | PS<br>HEMICAL-NONTOXIC                                                               |

| FILE       | DATE                                                                                                                                | LOCATION                                                                                                                                           | AIRCRAFT DATA                                  |                | JRIES<br>S M/N                                                                                                                                                                                                                            | FLIGHT<br>PURPOSE                                          | PILOT DATA                                                                           |  |  |  |  |
|------------|-------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|--------------------------------------------------------------------------------------|--|--|--|--|
| <br>3-2443 | 6/29/72<br>TIME - 073                                                                                                               | MADDOCK,N DAK<br>30                                                                                                                                | CHAMPION 7GCBC<br>N9639S<br>DAMAGE-SUBSTANTIAL | CR- (<br>PX- ( | ) 1 0                                                                                                                                                                                                                                     | COMMERCIAL<br>AERIAL APPLICATION                           | NO CERTIFICATE, AGE 66,<br>700 TOTAL HOURS, 500 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |  |  |
|            | DEPARTURE<br>FINLEY<br>TYPE OF AU<br>COLLIDE                                                                                        | FARM                                                                                                                                               | INTENDED DESTINATION<br>LOCAL                  |                |                                                                                                                                                                                                                                           | DF OPERATION<br>.IGHT SWATH RUN                            | KATED.                                                                               |  |  |  |  |
|            | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS<br>FACTOR(S)<br>TERRAIN - HIGH OBSTRUCTIONS |                                                                                                                                                    |                                                |                |                                                                                                                                                                                                                                           |                                                            |                                                                                      |  |  |  |  |
|            | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO                                                                                 | ATA<br>DURS IN CROP CONTR<br>CROP - GRAIN FIEL<br>SEAT BELT - UNKNO<br>- NOT USED<br>CRASHPAD - NOT IN<br>PPER-LOCATION - BE<br>DN-AREA BEING TREA | DS<br>WN/NOT REPORTED<br>STALLED<br>LLY        |                | KIND OF OPERATION - SPRAYING CROPS<br>TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC<br>GLOVES - NOT USED<br>CRASH HELMET - AVAILABLE-USED<br>CRASH BAR - NOT INSTALLED<br>TERRAIN-TYPE - LEVEL,FLAT<br>SWATH RUN-HOW FLOWN - CROSSWIND |                                                            |                                                                                      |  |  |  |  |
| 3-2329     | 7/2/72<br>TIME - 14                                                                                                                 |                                                                                                                                                    | PIPER PA-18<br>N7585K<br>DAMAGE-SUBSTANTIAL    | PX- (          |                                                                                                                                                                                                                                           | NONCOMMERCIAL<br>Pleasure/Personal T                       | PRIVATE, AGE 32, 94 TOTAL<br>RANSP HOURS, 25 IN TYPE, NOT<br>INSTRUMENT RATED.       |  |  |  |  |
|            | DEPARTURE<br>MINOT N                                                                                                                |                                                                                                                                                    | INTENDED DESTINATION                           |                |                                                                                                                                                                                                                                           |                                                            |                                                                                      |  |  |  |  |
|            | TYPE OF A<br>UNDERSH<br>GEAR CO                                                                                                     | CCIDENT<br>DOT                                                                                                                                     |                                                |                | L AND                                                                                                                                                                                                                                     | DF OPERATION<br>ING FINAL APPROACH<br>ING LEVEL OFF/TOUCHD | DOWN                                                                                 |  |  |  |  |
|            | PROBABLE<br>PILOT I<br>PILOT I                                                                                                      |                                                                                                                                                    |                                                |                |                                                                                                                                                                                                                                           |                                                            |                                                                                      |  |  |  |  |
|            | FACTOR(S)<br>PILOT I<br>WEATHER<br>MISCELL<br>MISCELL                                                                               |                                                                                                                                                    |                                                |                |                                                                                                                                                                                                                                           |                                                            |                                                                                      |  |  |  |  |
|            | SKY CONDI<br>SCATTER                                                                                                                |                                                                                                                                                    |                                                |                |                                                                                                                                                                                                                                           | G AT ACCIDENT SITE<br>MITED                                |                                                                                      |  |  |  |  |
|            |                                                                                                                                     | Y AT ACCIDENT SITE                                                                                                                                 | 1                                              |                |                                                                                                                                                                                                                                           | ITATION AT ACCIDENT S                                      | SITE                                                                                 |  |  |  |  |
|            | NONE                                                                                                                                | ONS TO VISION AT A                                                                                                                                 | CCIDENT SITE                                   |                | RIGH                                                                                                                                                                                                                                      | VE BEARING OF WIND<br>T QUARTERING HEAD WIN                | ND 023-067 DEGREES                                                                   |  |  |  |  |
|            | TEMPERATU<br>67<br>WIND VELD                                                                                                        | RE-F<br>CITY-KNOTS                                                                                                                                 |                                                |                | 360                                                                                                                                                                                                                                       | IRECTION-DEGREES                                           |                                                                                      |  |  |  |  |
|            | 15<br>TYPE OF F                                                                                                                     |                                                                                                                                                    |                                                |                | VFR                                                                                                                                                                                                                                       | A REALIZE CONDITIONS                                       |                                                                                      |  |  |  |  |

| FILE   | DATE LO                                                                                                       | DCATION                        | AIRCRAFT DATA                                                       | IN                |        | IES<br>S M |      | FLIGHT<br>PURPOSE                                               | PILOT DATA                                                                  |  |
|--------|---------------------------------------------------------------------------------------------------------------|--------------------------------|---------------------------------------------------------------------|-------------------|--------|------------|------|-----------------------------------------------------------------|-----------------------------------------------------------------------------|--|
| -2419  | 7/22/72 KINDR<br>TIME - 1345                                                                                  | ED,N DAK                       | CESSNA 120<br>N2510N<br>DAMAGE-SUBSTANTIAL                          | CR-<br>PX-        | 0      | 0          | 1    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANS                        | PRIVATE, AGE 27, 214<br>P TOTAL HOURS, 93 IN TYPE,<br>NOT INSTRUMENT RATED. |  |
|        | NAME OF AIRPORT<br>DEPARTURE POINT<br>FARGO,N DAK<br>TYPE OF ACCIDENT<br>NOSE OVER/DOWN                       | I                              |                                                                     |                   |        |            |      |                                                                 |                                                                             |  |
|        | FACTOR(S)<br>AIRPORTS/AIRWAY                                                                                  | ND - SELECTED<br>S/FACILITIES  | UNSUITABLE TERRAIN<br>- AIRPORT CONDITIONS<br>WING CONDITION OF ARF |                   |        |            |      | SS 4-6IN DEEP•                                                  |                                                                             |  |
| -2552  | 7/30/72 JAMES'<br>TIME - 0945                                                                                 | FOWN'N DAK                     | PIPER PA-20<br>N7300K<br>Damage-Substantial                         |                   |        |            |      | NONCOMMERCIAL<br>BUSINESS                                       | PRIVATE, AGE 48, 464<br>Total Hours, 24 in Type,<br>Not instrument rated.   |  |
|        | NAME OF AIRPORT<br>DEPARTURE POINT<br>ALEXANDRIA,MII<br>TYPE OF ACCIDENT<br>GROUND-WATER LI<br>GEAR COLLAPSED | I I                            | NTENDED DESTINATION<br>TISDALE,SASK.,CAN                            | ENDED DESTINATION |        |            |      |                                                                 |                                                                             |  |
|        | FACTOR(S)                                                                                                     | ND - FAILED T                  | D MAINTAIN DIRECTIONA<br>NS — OVERLOAD FAILURE                      |                   | TRO    | IL         |      |                                                                 |                                                                             |  |
| 3-2037 | 2/17/72 BATAV<br>TIME - 1030                                                                                  | IA,OHIO                        | CESSNA 172<br>N8572B<br>Damage-Substantial                          | CR-<br>PX-        | 0<br>0 | 0<br>0     | 1    | INSTRUCTIONAL<br>SOLO                                           | STUDENT, AGE 26, 15 TOTAL<br>Hours, all in type, not<br>Instrument rated.   |  |
|        | NAME OF AIRPORT<br>DEPARTURE POINT<br>BATAVIA,OHIO<br>TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED      | I                              |                                                                     |                   | P      | LA         | NDI  | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG LEVEL OFF/TOUCHDOWN | INSTROMENT KATED.                                                           |  |
|        | FACTOR(S)                                                                                                     | ND - IMPROPER<br>Ight Instruct | LEVEL OFF<br>OR INADEQUATE TRAIN]<br>NS - OVERLOAD FAILURE          |                   | ST     | UDE        | NT . |                                                                 |                                                                             |  |

- LONGO -

| DATE                                            | LOCATION                                                                                                                                                                                                                                                                                                                               | AIRCRAFT DATA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | FLIGHT<br>PURPOSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | PILOT DATA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                 | -                                                                                                                                                                                                                                                                                                                                      | BEECH 58<br>N11HL<br>DAMAGE-DESTROYED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | COMMERCIAL, FL.INSTR.,<br>AGE 32, 871 TOTAL HOUR<br>65 IN TYPE, INSTRUMENT<br>RATED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| DEPARTURE<br>COLUMBU<br>TYPE OF AC              | POINT<br>IS,OHIO<br>CCIDENT                                                                                                                                                                                                                                                                                                            | G<br>INTENDED DESTINATION<br>LOCAL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | P                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| DUAL STU<br>PILOT IN                            | JDENT - FAILED TO<br>COMMAND - INADEG                                                                                                                                                                                                                                                                                                  | UATE SUPERVISION OF FL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | IGHT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | IAS I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | RECO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | VERING FROM RECENT ILL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | NESS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 4/30/72<br>TIME - 074                           | COLUMBUS;OHIO<br>⊦9                                                                                                                                                                                                                                                                                                                    | BEECH A23-19<br>N180SU<br>DAMAGE-SUBSTANTIAL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | STUDENT, AGE 22, 27 TO<br>HOURS, ALL IN TYPE, NO<br>INSTRUMENT RATED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| DEPARTURE<br>COLUMBUS<br>TYPE OF AC<br>HARD LAM | POINT<br>SOHIO<br>CCIDENT<br>DING                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Ρ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | LA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | NDIN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | G LEVEL OFF/TOUCHDOWN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| PILOT IN<br>PILOT IN<br>FACTOR(S)<br>MISCELLA   | I COMMAND - IMPROP<br>I COMMAND - MISJUD<br>NEOUS ACTS,CONDIT                                                                                                                                                                                                                                                                          | IGED ALTITUDE<br>TIONS - OVERLOAD FAILURE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                                 |                                                                                                                                                                                                                                                                                                                                        | FORNEY F1A<br>N3028G<br>DAMAGE-SUBSTANTIAL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | STUDENT, AGE 41, 37 TO<br>HOURS, 12 IN TYPE, NOT<br>INSTRUMENT RATED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| DEPARTURE<br>PHILLIP<br>TYPE OF AC              | POINT<br>SBURG OHIO<br>CIDENT                                                                                                                                                                                                                                                                                                          | COUNTY<br>INTENDED DESTINATION<br>BATAVIA,OHIO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Ρ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | LAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                                 | 3/20/72<br>TIME - 143<br>NAME OF AI<br>DEPARTURE<br>COLUMBL<br>TYPE OF AC<br>STALL S<br>PROBABLE O<br>DUAL STU<br>PILOT IN<br>REMARKS- S<br>4/30/72<br>TIME - 074<br>NAME OF AI<br>DEPARTURE<br>COLUMBUS<br>TYPE OF AC<br>PROBABLE O<br>PILOT IN<br>FACTOR(S)<br>MISCELLA<br>S/5/72<br>TIME - 114<br>NAME OF AI<br>DEPARTURE<br>S/5/72 | 3/20/72 SUNBURY,OHJ9<br>TIME - 1430<br>NAME OF AIRPORT - CENTERBUR<br>DEPARTURE POINT<br>COLUMBUS,OHIO<br>TYPE OF ACCIDENT<br>STALL SPIN<br>PROBABLE CAUSE(S)<br>DUAL STUDENT - FAILED TO<br>PILOT IN COMMAND - INADEC<br>REMARKS- SWING-OVER CTL POS<br>4/30/72 COLUMBUS,OHIO<br>TIME - 0749<br>NAME OF AIRPORT - OHIO STAT<br>DEPARTURE POINT<br>COLUMBUS,OHIO<br>TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROP<br>PILOT IN COMMAND - MISJUC<br>FACTOR(S)<br>MISCELLANEOUS ACTS,CONDIT<br>MISCELLANEOUS ACTS,CONDIT<br>5/5/72 BATAVIA,OHIO<br>TIME - 1140 | 3/20/72       SUNBURY,OHJO       BEECH 58         TIME - 1430       N11HL         DAMAGE-DESTROYED         NAME OF AIRPORT - CENTERBURG         DEPARTURE POINT       INTENDED DESTINATION         COLUMBUS,OHIO       LOCAL         TYPE OF ACCIDENT       STALL SPIN         PROBABLE CAUSE(S)       DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING         PILOT IN COMMAND - INADEQUATE SUPERVISION OF FL         REMARKS- SWING-OVER CTL POS TO STUDENT SIDE. STUDI         4/30/72       COLUMBUS,OHIO         BEECH A23-19         TIME - 0749       NIBOSU         DAMAGE-SUBSTANTIAL         NAME OF AIRPORT - OHIO STATE UNIV         DEPARTURE POINT       INTENDED DESTINATION         COLUMBUS,OHIO       LOCAL         TYPE OF ACCIDENT       HARD LANDING         GEAR COLLAPSED       DROBABLE CAUSE(S)         PILOT IN COMMAND - IMPROPER LEVEL OFF         PILOT IN COMMAND - MISJUDGED ALTITUDE         FACTOR(S)       MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE         MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LAN       S/5/72         SATAVIA,OHIO       FORNEY FIA         N30286       DAMAGE-SUBSTANTIAL         NAME OF AIRPORT - CLERMONT COUNTY       DEPARTURE POINT <td< td=""><td>3/20/72       SUNBURY,OHJ9       BEECH 58       CR-         TIME - 1430       N11HL       PX-         DAMAGE-DESTROYED         NAME OF AIRPORT - CENTERBURG         DEPARTURE POINT       INTENDED DESTINATION         COLUMBUS,OHIO       LOCAL         TYPE OF ACCIDENT       STALL         STALL       SPIN         PROBABLE CAUSE(S)       DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED         PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT         REMARKS- SWING-OVER CTL POS TO STUDENT SIDE. STUDENT PL         4/30/72       COLUMBUS,OHIO         BEECH A23-19       CR-         TIME - 0749       N180SU         PX-       DAMAGE-SUBSTANTIAL         NAME OF AIRPORT - OHIO STATE UNIV       DEPARTURE POINT         COLUMBUS,OHIO       LOCAL         TYPE OF ACCIDENT       HARD LANDING         GEAR COLLAPSED       PROBABLE CAUSE(S)         PILOT IN COMMAND - IMPROPER LEVEL OFF       PILOT IN COMMAND - MISJUDGED ALTITUDE         FACTOR(S)       MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE         MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING       S/5/72         SATAVIA,OHIO       FORNEY F1A       CR-         TIME - 1140       N30286       PX-</td><td>F         3/20/72       SUNBURY,OHJO       BEECH 58       CR-2         TIME - 1430       N11HL       PX-0         DAMAGE-DESTROYED         NAME OF AIRPORT - CENTERBURG         DEPARTURE POINT       INTENDED DESTINATION         COLUMBUS,OHIO       LOCAL         TYPE OF ACCIDENT       F         STALL SPIN       F         PROBABLE CAUSE(S)       DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED         PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT         REMARKS- SWING-OVER CTL POS TO STUDENT SIDE. STUDENT PLT V         4/30/72       COLUMBUS,OHIO       BEECH A23-19       CR- C         TIME - 0749       NI80SU       PX- f         DAMAGE-SUBSTANTIAL       NAME OF AIRPORT - OHIO STATE. UNIV         DEPARTURE POINT       INTENDED DESTINATION         COLUMBUS,OHIO       LOCAL       F         TYPE OF ACCIDENT       HARD LANDING       GEAR COLLAPSED         PROBABLE CAUSE(S)       PILOT IN COMMAND - IMPROPER LEVEL OFF         PILOT IN COMMAND - MISJUDGED ALTITUDE       F         FACTOR(S)       MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE         MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING       S/5/72         S/TZ       BATAVIA,OHIO       FORNEY FIA       C</td><td>F S M         3/20/72       SUNBURY,OHJO       BEECH 58       CR-20         TIME - 1430       N11HL       PX-00         DAMAGE-DESTROYED         NAME OF AIRPORT - CENTERBURG         DEPARTURE POINT       INTENDED DESTINATION         COLUMBUS,OHIO       LOCAL         PROBABLE CAUSE(S)       DUAL STUDENT         DUAL STUDENT       - FAILED TO OBTAIN/MAINTAIN FLYING SPEED         PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT       REMARKS- SWING-OVER CTL POS TO STUDENT SIDE. STUDENT PLT WAS IN DAMAGE-SUBSTANTIAL         NAME OF AIRPORT - OHIO STATE UNIV       DEAL SUBSTANTIAL         NAME OF AIRPORT - OHIO STATE UNIV       DEAL SUBSTANTIAL         NAME OF AIRPORT - OHIO STATE UNIV       DEPARTURE POINT         INTENDED DESTINATION       COLUMBUS,OHIO         LOCAL       PA-700         DAMAGE-SUBSTANTIAL       PA-700         NAME OF AIRPORT - OHIO STATE UNIV       DEPARTURE POINT         COLUMBUS,OHIO       LOCAL       PA-700         PARTURE POINT       INTENDED DESTINATION         COLUMBUS,OHIO       LOCAL       PHASI         MAGE ALARDING       LOCAL       PHASI         MARE OF AIRPORT - CLEMMAND - IMPROPER LEVEL OFF       PILOT IN COMMAND - MISJUDGED ALTITUDE         FACTOR(S)       MI</td><td>FSM/N3/20/72SUNBURY,0HJOBEECH 58CR- 200TIME - 1430N11HLPX- 000NAME OF AIRPORT - CENTERBURGDEPARTURE POINTINTENDED DESTINATIONCOLUMBUS,0HIOLOCALCOLUMBUS,0HIOLOCALPHASE OFSTALL SPINPHASE OFPROBABLE CAUSE(S)DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEEDPILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHTREMARKS-SWING-OVER CTL POS TO STUDENT SIDE.STUDENT PLT WAS RECC4/30/72COLUMBUS,0HIOBEECH A23-19CR- C01ME - 0749N180SUPX- f00DAMAGE-SUBSTANTIALDAMAGE-SUBSTANTIALNAME OF AIRPORT - OHIO STATE UNIVDEPARTURE POINTINTENDED DESTINATIONCOLUMBUS,0HIOLOCALPHASE OFPILOT IN COMMAND - IMPROPER LEVEL OFFPILOT IN COMMAND - MISJUDGED ALTITUDEFACTOR(S)MIACUSACTS,CONDITIONS - OVERLOAD FAILUREMISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING5/5/72BATAVIA,0HIOFORNEY FIACR- 00NAME OF AIRPORT - CLERMONT COUNTYDEMAGE-SUBSTANTIALNAME OF AIRPORT - CLERMONT COUNTYDEPARTURE POINTINTENDED DESTINATIONPX- 00MAGE OF AIRPORT - CLERMONT COUNTYDEAMAGE-SUBSTANTIALNAME OF AIRPORT - CLERMONT COUNTYDEPARTURE POINTINTENDED DESTINATIONPHASE OFTIME - 1140N3028GPX- 00NAME OF AIRPORT - CLERMONT COUNTYDETATIA,0HIOPHALLIPSBURG OHIOBATAVIA,0HIOPHASE OF&lt;</td><td>F       S       H/N       PURPOSE         3/20/72       SUNBURY,OH19       BEECH 58       CR- 2       0       0       INSTRUCTIONAL         TIME - 1430       NIHL       DAMAGE-DESTROYED       PX- 0       0       0       DUAL         MAGE-DESTROYED       DAMAGE-DESTROYED       DAMAGE-DESTROYED       PX- 0       0       0       DUAL         MAGE-DESTROYED       INTENDED DESTINATION       COLUMBUS,OHIO       LOCAL       PHASE OF OPERATION         TYPE OF ACCIDENT       INTENDED DESTINATION       DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED       PILIOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT         PROBABLE CAUSE(S)       DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED       PILIOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT         4/30/72       COLUMBUS,OHIO       BEECH A23-19       CR- C       0       1       INSTRUCTIONAL         1ME - 0749       NI80SU       PX- f       0       0       SOLO         NAME OF AIRPORT - OHIO STATE UNIV       DAMAGE-SUBSTANTIAL       PHASE OF OPERATION         COLUMBUS,OHIO       LOCAL       PHASE OF OPERATION       LANDING         TYPE OF ACCIDENT       INTENDED DESTINATION       LANDING ROLL         PROBABLE CAUSE(S)       DIAMAGE-SUBSTANTIAL       PHASE OF OPERATION</td></td<> | 3/20/72       SUNBURY,OHJ9       BEECH 58       CR-         TIME - 1430       N11HL       PX-         DAMAGE-DESTROYED         NAME OF AIRPORT - CENTERBURG         DEPARTURE POINT       INTENDED DESTINATION         COLUMBUS,OHIO       LOCAL         TYPE OF ACCIDENT       STALL         STALL       SPIN         PROBABLE CAUSE(S)       DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED         PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT         REMARKS- SWING-OVER CTL POS TO STUDENT SIDE. STUDENT PL         4/30/72       COLUMBUS,OHIO         BEECH A23-19       CR-         TIME - 0749       N180SU         PX-       DAMAGE-SUBSTANTIAL         NAME OF AIRPORT - OHIO STATE UNIV       DEPARTURE POINT         COLUMBUS,OHIO       LOCAL         TYPE OF ACCIDENT       HARD LANDING         GEAR COLLAPSED       PROBABLE CAUSE(S)         PILOT IN COMMAND - IMPROPER LEVEL OFF       PILOT IN COMMAND - MISJUDGED ALTITUDE         FACTOR(S)       MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE         MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING       S/5/72         SATAVIA,OHIO       FORNEY F1A       CR-         TIME - 1140       N30286       PX- | F         3/20/72       SUNBURY,OHJO       BEECH 58       CR-2         TIME - 1430       N11HL       PX-0         DAMAGE-DESTROYED         NAME OF AIRPORT - CENTERBURG         DEPARTURE POINT       INTENDED DESTINATION         COLUMBUS,OHIO       LOCAL         TYPE OF ACCIDENT       F         STALL SPIN       F         PROBABLE CAUSE(S)       DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED         PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT         REMARKS- SWING-OVER CTL POS TO STUDENT SIDE. STUDENT PLT V         4/30/72       COLUMBUS,OHIO       BEECH A23-19       CR- C         TIME - 0749       NI80SU       PX- f         DAMAGE-SUBSTANTIAL       NAME OF AIRPORT - OHIO STATE. UNIV         DEPARTURE POINT       INTENDED DESTINATION         COLUMBUS,OHIO       LOCAL       F         TYPE OF ACCIDENT       HARD LANDING       GEAR COLLAPSED         PROBABLE CAUSE(S)       PILOT IN COMMAND - IMPROPER LEVEL OFF         PILOT IN COMMAND - MISJUDGED ALTITUDE       F         FACTOR(S)       MISCELLANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE         MISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING       S/5/72         S/TZ       BATAVIA,OHIO       FORNEY FIA       C | F S M         3/20/72       SUNBURY,OHJO       BEECH 58       CR-20         TIME - 1430       N11HL       PX-00         DAMAGE-DESTROYED         NAME OF AIRPORT - CENTERBURG         DEPARTURE POINT       INTENDED DESTINATION         COLUMBUS,OHIO       LOCAL         PROBABLE CAUSE(S)       DUAL STUDENT         DUAL STUDENT       - FAILED TO OBTAIN/MAINTAIN FLYING SPEED         PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT       REMARKS- SWING-OVER CTL POS TO STUDENT SIDE. STUDENT PLT WAS IN DAMAGE-SUBSTANTIAL         NAME OF AIRPORT - OHIO STATE UNIV       DEAL SUBSTANTIAL         NAME OF AIRPORT - OHIO STATE UNIV       DEAL SUBSTANTIAL         NAME OF AIRPORT - OHIO STATE UNIV       DEPARTURE POINT         INTENDED DESTINATION       COLUMBUS,OHIO         LOCAL       PA-700         DAMAGE-SUBSTANTIAL       PA-700         NAME OF AIRPORT - OHIO STATE UNIV       DEPARTURE POINT         COLUMBUS,OHIO       LOCAL       PA-700         PARTURE POINT       INTENDED DESTINATION         COLUMBUS,OHIO       LOCAL       PHASI         MAGE ALARDING       LOCAL       PHASI         MARE OF AIRPORT - CLEMMAND - IMPROPER LEVEL OFF       PILOT IN COMMAND - MISJUDGED ALTITUDE         FACTOR(S)       MI | FSM/N3/20/72SUNBURY,0HJOBEECH 58CR- 200TIME - 1430N11HLPX- 000NAME OF AIRPORT - CENTERBURGDEPARTURE POINTINTENDED DESTINATIONCOLUMBUS,0HIOLOCALCOLUMBUS,0HIOLOCALPHASE OFSTALL SPINPHASE OFPROBABLE CAUSE(S)DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEEDPILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHTREMARKS-SWING-OVER CTL POS TO STUDENT SIDE.STUDENT PLT WAS RECC4/30/72COLUMBUS,0HIOBEECH A23-19CR- C01ME - 0749N180SUPX- f00DAMAGE-SUBSTANTIALDAMAGE-SUBSTANTIALNAME OF AIRPORT - OHIO STATE UNIVDEPARTURE POINTINTENDED DESTINATIONCOLUMBUS,0HIOLOCALPHASE OFPILOT IN COMMAND - IMPROPER LEVEL OFFPILOT IN COMMAND - MISJUDGED ALTITUDEFACTOR(S)MIACUSACTS,CONDITIONS - OVERLOAD FAILUREMISCELLANEOUS ACTS,CONDITIONS - TOUCH AND GO LANDING5/5/72BATAVIA,0HIOFORNEY FIACR- 00NAME OF AIRPORT - CLERMONT COUNTYDEMAGE-SUBSTANTIALNAME OF AIRPORT - CLERMONT COUNTYDEPARTURE POINTINTENDED DESTINATIONPX- 00MAGE OF AIRPORT - CLERMONT COUNTYDEAMAGE-SUBSTANTIALNAME OF AIRPORT - CLERMONT COUNTYDEPARTURE POINTINTENDED DESTINATIONPHASE OFTIME - 1140N3028GPX- 00NAME OF AIRPORT - CLERMONT COUNTYDETATIA,0HIOPHALLIPSBURG OHIOBATAVIA,0HIOPHASE OF< | F       S       H/N       PURPOSE         3/20/72       SUNBURY,OH19       BEECH 58       CR- 2       0       0       INSTRUCTIONAL         TIME - 1430       NIHL       DAMAGE-DESTROYED       PX- 0       0       0       DUAL         MAGE-DESTROYED       DAMAGE-DESTROYED       DAMAGE-DESTROYED       PX- 0       0       0       DUAL         MAGE-DESTROYED       INTENDED DESTINATION       COLUMBUS,OHIO       LOCAL       PHASE OF OPERATION         TYPE OF ACCIDENT       INTENDED DESTINATION       DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED       PILIOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT         PROBABLE CAUSE(S)       DUAL STUDENT - FAILED TO OBTAIN/MAINTAIN FLYING SPEED       PILIOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT         4/30/72       COLUMBUS,OHIO       BEECH A23-19       CR- C       0       1       INSTRUCTIONAL         1ME - 0749       NI80SU       PX- f       0       0       SOLO         NAME OF AIRPORT - OHIO STATE UNIV       DAMAGE-SUBSTANTIAL       PHASE OF OPERATION         COLUMBUS,OHIO       LOCAL       PHASE OF OPERATION       LANDING         TYPE OF ACCIDENT       INTENDED DESTINATION       LANDING ROLL         PROBABLE CAUSE(S)       DIAMAGE-SUBSTANTIAL       PHASE OF OPERATION |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FL IGHT PILOT DATA F S M/N PURPOSE \_\_\_\_\_ -----CESSNA 172 CR- 0 1 0 NONCOMMERCIAL PRIVATE, AGE 32, 596 3-1820 5/18/72 PETERSBURG OHIO PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 311 IN TYPE, TIME - 0600 N8251U DAMAGE-DESTROYED NOT INSTRUMENT RATED. NAME OF AIRPORT - PETERSBURG DEPARTURE POINT INTENDED DESTINATION PETERSBURG OHIO CLEVELAND OHIO TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH TREES TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL PILOT IN COMMAND - SPATIAL DISORIENTATION WEATHER - FOG WEATHER BRIEFING - BRIEFED BY FLIGHT SERVICE PERSONNEL, BY PHONE WEATHER FORECAST - UNKNOWN/NOT REPORTED SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 8000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 1/4 MILE OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS GROUND FOG IFR TYPE OF FLIGHT PLAN NONE REMARKS- VIS AT ARPT 3-500 FT. 3-2153 5/24/72 VAN WERT, OHIO PIPER PA-24 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 56, 245 TIME - 1730 N773MD PX- 0 0 0 BUSINESS TOTAL HOURS, 78 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION FALMOUTH, MASS FT WAYNE, IND TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE WHEELS-UP LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION MISCELLANEOUS ACTS, CONDITIONS - INTENTIONAL WHEELS-UP FACTOR(S) PILOT IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- OVERFLEW SUITABLE ARPTS FOR REFUELING.

BRIEFS OF ACCIDENTS \_\_\_\_\_\_ ------INJURIES FILE DATE LOCATION AIRCRAFT DATA FLIGHT PILOT DATA F S M/N PURPOSE -----PIPER PA-28 PRIVATE, AGE 55, 90 TOTAL 3-1931 5/29/72 DELAWARE+0HIO CR- 0 0 1 NONCOMMERCIAL TIME - 1315 N95421 PX- 0 0 3 PLEASURE/PERSONAL TRANSP HOURS, 70 IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - DELAWARE DEPARTURE POINT INTENDED DESTINATION DELAWARE+0HIO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH TREES LANDING FINAL APPROACH PROBABLE CAUSE(S) PILOT IN COMMAND - MISJUDGED DISTANCE, SPEED, AND ALTITUDE FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS WEATHER - UNFAVORABLE WIND CONDITIONS WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED 3500 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 70 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 25 VFR TYPE OF FLIGHT PLAN NONE REMARKS- CONT APH, FURTHER DMG ON LDG. GUSTING TO 25K. STUDENT, AGE 38, 32 TOTAL 3-2017 .6/7/72 PHILLIPSBURG OHIO CESSNA 150 CR- 0 0 1 INSTRUCTIONAL PX- 0 0 0 TRAINING HOURS, ALL IN TYPE, NOT TIME - 1820 N60861 DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - MYERS AIRPORT INTENDED DESTINATION DEPARTURE POINT PHILLIPSBURG OHIO LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE

| FILE  | DATE LOCATION                                                                                                                                                                       | AIRCRAFT DATA                                           |            | HURIES                | N     | FLIGHT<br>PURPOSE                                      | PILOT DATA                                                                |
|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|------------|-----------------------|-------|--------------------------------------------------------|---------------------------------------------------------------------------|
| -2001 | 6/8/72 DEFIANCE+OHIO<br>TIME - 1111                                                                                                                                                 | CESSNA 150L<br>N6894G<br>Damage-substantial             |            | 0000                  |       | ISTRUCTIONAL                                           | STUDENT, AGE 25, 28 TOTAL<br>Hours, All in Type, Not<br>Instrument Rated. |
|       | NAME OF AIRPORT - DEFIANCE<br>DEPARTURE POINT<br>FORT WAYNE,IND<br>TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED                                                               | INTENDED DESTINATION<br>Defiance,ohio                   |            | LAN                   | DING  | PERALION<br>LEVEL OFF/TOUCHDOWN<br>LEVEL OFF/TOUCHDOWN |                                                                           |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROP<br>FACTOR(S)                                                                                                                         | ER LEVEL OFF                                            |            |                       |       |                                                        |                                                                           |
|       | MISCELLANEOUS ACTS, CONDIT<br>MISCELLANEOUS ACTS, CONDIT<br>REMARKS- MISREAD WIND INDIC                                                                                             | IONS - DOWNWIND                                         |            | •                     |       |                                                        |                                                                           |
| 2163  | 6/8/72 NO.CANTON,OHIO<br>TIME - 1640                                                                                                                                                | SCHLEICHER ASK-13,<br>N1757<br>DAMAGE-DESTROYED         | CR-<br>PX- | 1 0<br>0 0            |       | ISTRUCTIONAL<br>AINING                                 | STUDENT, AGE 28, 14 TOTAL<br>Hours, all In Type, Not<br>Instrument rated. |
|       | NAME OF AIRPORT - MARTIN<br>Departure point<br>No+Canton,ohio                                                                                                                       | INTENDED DESTINATION                                    |            |                       |       |                                                        |                                                                           |
|       | TYPE OF ACCIDENT<br>STALL                                                                                                                                                           |                                                         |            |                       |       | IPERATION<br>Final Approach                            |                                                                           |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROP<br>FACTOR(S)<br>WEATHER - UNFAVORABLE WIN<br>PILOT IN COMMAND - LACK O<br>WEATHER BRIEFING - UNKNOWN/<br>WEATHER FORECAST - FORECAST | D CONDITIONS<br>F FAMILIARITY WITH AIRC<br>NOT REPORTED |            | DLS                   |       |                                                        |                                                                           |
|       | SKY CONDITION<br>CLEAR                                                                                                                                                              |                                                         |            | UNL                   | IMITE |                                                        | _                                                                         |
|       | VISIBILITY AT ACCIDENT SITE<br>5 OR OVER<br>OBSTRUCTIONS TO VISION AT A                                                                                                             |                                                         |            | PRECI<br>NON<br>TEMPE | E     | ION AT ACCIDENT SIT                                    | E                                                                         |
|       | NONE<br>WIND DIRECTION-DEGREES                                                                                                                                                      |                                                         |            | 70<br>WIND            |       | LITY-KNOTS                                             |                                                                           |
|       | 270<br>TYPE OF WEATHER CONDITIONS<br>VFR                                                                                                                                            |                                                         |            | 10<br>TYPE<br>NON     |       | IGHT PLAN                                              |                                                                           |
|       | REMARKS- LOST CTL DURING ST                                                                                                                                                         | EEP TURN TO FINAL APCH                                  | DUE SU     |                       |       | PLT HAD 1 HR LAST                                      | 90 DAYS,34 MIN SOLO.                                                      |

|       |                                                                                                                                   |                                                           | BRIEFS                                                                                           |            |        |                                    |        |                            |      |                                                                           |  |  |  |
|-------|-----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------|--------|------------------------------------|--------|----------------------------|------|---------------------------------------------------------------------------|--|--|--|
| ILE   |                                                                                                                                   |                                                           | AIRCRAFT DATA                                                                                    | INJ<br>F   | IUR I  | IES<br>5 m/                        | 'N     | FLIGHT<br>PURPOSE          |      | PILOT DATA                                                                |  |  |  |
|       | 6/10/72<br>TIME - 1410                                                                                                            | HARRISON,OHIO<br>PORT - MIAMI-WHI                         | AMERICAN AA-5<br>N5802L<br>DAMAGE-SUBSTANTIAL                                                    | CR-        | 0      | 0.                                 | 1      | NONCOMMERCIAL              |      | PRIVATE, AGE 25, 188<br>TOTAL HOURS, 31 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|       | DEPARTURE P                                                                                                                       | O INT                                                     | INTENDED DESTINATION                                                                             |            |        |                                    |        |                            |      |                                                                           |  |  |  |
|       | CINCINNA<br>TYPE OF ACC                                                                                                           |                                                           | HARRISON, OHIO                                                                                   |            | PH     | AASE                               | n      | F OPERATION                |      |                                                                           |  |  |  |
|       | UNDERSHOD                                                                                                                         |                                                           |                                                                                                  |            |        | LAN                                | DI     | NG FINAL APPROACH          |      |                                                                           |  |  |  |
|       | STALL                                                                                                                             |                                                           |                                                                                                  |            |        | LAN                                | DI     | NG- FINAL APPROACH         |      |                                                                           |  |  |  |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE<br>PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED |                                                           |                                                                                                  |            |        |                                    |        |                            |      |                                                                           |  |  |  |
|       | FACTOR(S)<br>MISCELLAN                                                                                                            |                                                           | ONS - POORLY PLANNED A                                                                           |            |        |                                    |        |                            |      |                                                                           |  |  |  |
|       | SKY CONDITI                                                                                                                       | ON                                                        |                                                                                                  |            | CI     |                                    |        | AT ACCIDENT SITE           |      |                                                                           |  |  |  |
|       |                                                                                                                                   | AT ACCIDENT SITE                                          |                                                                                                  |            |        |                                    |        | ITED<br>TATION AT ACCIDENT | CITC |                                                                           |  |  |  |
|       | 5 OR OVER                                                                                                                         |                                                           |                                                                                                  |            |        | NON                                |        | TATION AT ACCIDENT         | STIE |                                                                           |  |  |  |
|       |                                                                                                                                   | S TO VISION AT AC                                         | CIDENT SITE                                                                                      |            |        |                                    |        | E BEARING OF WIND          |      |                                                                           |  |  |  |
|       | NONE<br>WIND DIRECT                                                                                                               |                                                           |                                                                                                  |            |        | WIND 338-022 DEGRE<br>LOCITY-KNOTS | ES     |                            |      |                                                                           |  |  |  |
|       | 20                                                                                                                                |                                                           |                                                                                                  | 10         | ٧L     | LOCITI-KNOTS                       |        |                            |      |                                                                           |  |  |  |
|       |                                                                                                                                   | TYPE OF WEATHER CONDITIONS                                |                                                                                                  |            |        |                                    |        | FLIGHT PLAN                |      |                                                                           |  |  |  |
|       | VFR NONE<br>REMARKS- SHALLOW APCH.WIND GUSTING 15K.                                                                               |                                                           |                                                                                                  |            |        |                                    |        |                            |      |                                                                           |  |  |  |
|       |                                                                                                                                   |                                                           |                                                                                                  |            |        |                                    |        |                            |      |                                                                           |  |  |  |
| -1993 |                                                                                                                                   | MANSFIELD, OHIO                                           | PIPER PA-32<br>N5212S<br>DAMAGE-SUBSTANTIAL                                                      | CR-<br>PX- | 0<br>0 | 0<br>0                             | 1<br>0 | INSTRUCTIONAL<br>Solo      |      | STUDENT, AGE 16, 49 TOTAI<br>Hours, 3 In Type, Not<br>Instrument rated.   |  |  |  |
|       | DEPARTURE P                                                                                                                       | PORT - MANSFIELD-<br>OINT                                 | INTENDED DESTINATION                                                                             |            |        |                                    |        |                            |      |                                                                           |  |  |  |
|       | TOLEDO,OHIO MANSFIELD,OHIO PHASE OF OPERATION                                                                                     |                                                           |                                                                                                  |            |        |                                    |        |                            |      |                                                                           |  |  |  |
|       | GEAR COLL                                                                                                                         |                                                           |                                                                                                  |            |        |                                    |        | NG ROLL                    |      |                                                                           |  |  |  |
|       | MISCELLAN<br>PERSONNEL                                                                                                            | - LANDING GEAR M<br>EOUS ACTS,CONDITI<br>- MAINTENANCE,SE | IOSEWHEEL STEERING<br>ONS - OVERLOAD FAILURE<br>RVICING,INSPECTION IN<br>IG SPRINGS NOT INSTALLE | IADEQU/    | ΑTE    | MAI                                | INT    | ENANCE AND INSPECT         | ION  |                                                                           |  |  |  |

| FILE   | DATE                                                                      | LOCATION                                                     | AIRCRAFT DATA                                |        | JUR<br>F |    | S<br>M/N | FLIGHT<br>PURPOSE                         | PILOT DATA                                                                                     |
|--------|---------------------------------------------------------------------------|--------------------------------------------------------------|----------------------------------------------|--------|----------|----|----------|-------------------------------------------|------------------------------------------------------------------------------------------------|
| 3-2350 | 6/20/72<br>TIME - 192                                                     | FREMONT,OHIO<br>2                                            | ERCO 415-C<br>N87094<br>DAMAGE-DESTROYED     |        |          |    |          | INSTRUCTIONAĻ<br>DUAL                     | COMMERCIAL, FL.INSTR.,<br>AGE 66, 7650 TOTAL HOURS<br>UNK/NR IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | NAME OF AI<br>DEPARTURE<br>FREMONT,<br>TYPE OF AC<br>UNDERSHO<br>COLLIDED |                                                              |                                              |        |          |    |          |                                           |                                                                                                |
|        | PILOT IN<br>FACTOR(S)<br>TERRAIN                                          | COMMAND - MISJUDG<br>Command - MISJUDG<br>- High Obstruction |                                              |        | FP       | ۲J | 'S 01    | IN ARPT.                                  |                                                                                                |
| -2228  | 6/27/72<br>TIME - 190                                                     | MEDINA,OHIO<br>O                                             | CESSNA 172<br>N98356<br>DAMAGE-SUBSTANTIAL   |        |          |    |          | NONCOMMERCIAL<br>Pleasure/Personal transp | COMMERCIAL, AGE 29, 1319<br>Total Hours, 4 in Type,<br>Not instrument rated.                   |
|        | NAME OF AI<br>DEPARTURE<br>MEDINA,O<br>TYPE OF AC<br>HARD LAN             | HIO<br>CIDENT                                                |                                              |        | P        |    |          | DF OPERATION<br>Ing level off/touchdown   | NOT INSTRUMENT KATED.                                                                          |
|        |                                                                           | COMMAND - IMPROPE                                            | R LEVEL OFF<br>R Recovery from bounci        | ED LAN | DIN      | IG |          |                                           |                                                                                                |
| -2189  | 6/27/72<br>TIME - 073                                                     | LONDON,OHIO<br>0                                             | BOEING PT-17<br>N61668<br>DAMAGE-SUBSTANTIAL |        |          |    |          | MISCELLANEOUS<br>TEST                     | ATR,FLIGHT INSTR., AGE<br>49, 10000 TOTAL HOURS, 5<br>IN TYPE, INSTRUMENT                      |
|        | DEPARTURE<br>LONDON,0<br>TYPE OF AC                                       | HIO                                                          | UNTY<br>INTENDED DESTINATION<br>LOCAL        |        | P        |    |          | DF OPERATION<br>Ing Roll                  | RATED.                                                                                         |
|        |                                                                           |                                                              | TO MAINTAIN DIRECTION<br>And Spar            | AL CON | TRO      | DL |          |                                           |                                                                                                |
|        |                                                                           | Ъ.                                                           | · · · ·                                      | AGE 1  | 179      | ,  | •.       |                                           |                                                                                                |

| FILE   | DATE                                            | LOCATION                                                                                                                                                                                                                                                  | AIRCRAFT DATA                                                                                               | =      | JURI<br>F S | ES<br>M∕N | FLIGHT<br>PURPOSE                                   | PILOT DATA                                                                        |  |  |  |  |
|--------|-------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|--------|-------------|-----------|-----------------------------------------------------|-----------------------------------------------------------------------------------|--|--|--|--|
| 3-2190 | 7/1/72<br>TIME - 0                              | WAKEMAN,OHIO<br>630                                                                                                                                                                                                                                       | CESSNA 177<br>N3456T<br>DAMAGE-DESTROYED                                                                    |        |             |           | NONCOMMERCIAL<br>Pleasure/Personal Transi           | PRIVATE, AGE 43, 101<br>Total Hours, 1 in type<br>Not instrument rated.           |  |  |  |  |
|        | DEPARTUR<br>Wakema<br>Type of<br>Engine         | N,OHIO                                                                                                                                                                                                                                                    | INTENDED DESTINATION<br>CRAWFORDSVILLE,IND                                                                  |        |             | TAKE      | OF OPERATION<br>OFF INITIAL CLIMB<br>ING ROLL       |                                                                                   |  |  |  |  |
|        | PILOT<br>PILOT<br>MISCEL<br>TERRAI              | <pre>PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS,CONDITIONS - WATER IN FUEL TERRAIN - OTHER FACTOR(S) POWERPLANT - IGNITION SYSTEM SPARK PLUG</pre> |                                                                                                             |        |             |           |                                                     |                                                                                   |  |  |  |  |
|        | POWERP<br>PARTIAL<br>EMERGENC                   | LANT - IGNITION SY<br>POWER LOSS - PARTI<br>Y CIRCUMSTANCES - I                                                                                                                                                                                           | AL LOSS OF POWER - 1 EN<br>FORCED LANDING OFF AIRP                                                          | ORT ON |             |           | ITH LEAD SALTS.HIT BUSHES.                          |                                                                                   |  |  |  |  |
| 3-2377 | 7/1/72<br>TIME - 0                              | LIMA,0HI0<br>900                                                                                                                                                                                                                                          | PIPER PA-24<br>NGOO4P<br>DAMAGE-SUBSTANTIAL                                                                 | PX-    |             |           | NONCOMMERCIAL<br>Pleasure/Personal transi           | COMMERCIAL, FL.INSTR.<br>AGE 38, 2009 TOTAL HO<br>10 IN TYPE, INSTRUMEN<br>RATED. |  |  |  |  |
|        | DEPARTUR<br>DAYTO<br>TYPE OF<br>OVERSH          | N OHIO<br>ACCIDENT                                                                                                                                                                                                                                        | INTENDED DESTINATION<br>LIMA                                                                                |        |             | LAND      | OF OPERATION<br>Ing level off/touchdown<br>Ing roll |                                                                                   |  |  |  |  |
|        | PILOT<br>FACTOR(S<br>PILOT<br>INSTRUI<br>MISCEL | )<br>IN COMMAND - ATTEM<br>MENTS/EQUIPMENT ANI                                                                                                                                                                                                            | DGED DISTANCE AND SPEED<br>PTED OPERATION W/KNOWN<br>D ACCESSORIES - FLIGHT<br>TIONS - FLUCTUATING<br>HIGH. |        |             |           |                                                     |                                                                                   |  |  |  |  |
| 3-2630 |                                                 | AIRPORT - CIN.ARPT                                                                                                                                                                                                                                        |                                                                                                             | PX-    |             |           | NONCOMMERCIAL<br>Business                           | PRIVATE, AGE 41, 6125<br>TOTAL HOURS, 1860 IN<br>TYPE, INSTRUMENT RATE            |  |  |  |  |
|        | DEPARTURI<br>CLAIRI<br>TYPE OF<br>WHEELS        | MONT CO.OHIO<br>ACCIDENT                                                                                                                                                                                                                                  | INTENDED DESTINATION<br>BLUE ASH,OHIO                                                                       |        |             |           | OF OPERATION<br>ING LEVEL OFF/TOUCHDOWN             |                                                                                   |  |  |  |  |
|        | PROBABLE<br>PILOT<br>FACTOR(S                   | CAUSE(S)<br>IN COMMAND - FAILE(<br>)                                                                                                                                                                                                                      | D TO EXTEND LANDING GEAN<br>TIONS - CHECKLIST-FAILEN                                                        |        |             | LAND      | ING LEVEL OFF/TOUCHDOWN                             |                                                                                   |  |  |  |  |

| FILE   | DATE                                                                                                                                                                                                                                        | LOCATION                                   | AIRCRAFT DATA                                                               |                  |                                                                         |    | FLIGHT<br>PURPOSE                 | PILOT DATA                                                                    |  |  |  |  |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|-----------------------------------------------------------------------------|------------------|-------------------------------------------------------------------------|----|-----------------------------------|-------------------------------------------------------------------------------|--|--|--|--|
| 3-2638 | TIME - 164                                                                                                                                                                                                                                  | CAMBRIDGE,OHIO<br>45<br>POINT              | BELL 47G4<br>N73979<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION           |                  |                                                                         |    | COMMERCIAL<br>POWER/PIPELINE      | COMMERCIAL, AGE 25, 1578<br>TOTAL HOURS, 164 IN TYPE<br>NOT INSTRUMENT RATED. |  |  |  |  |
|        | NEW PH<br>TYPE OF A<br>COLLIDE                                                                                                                                                                                                              |                                            |                                                                             |                  |                                                                         |    |                                   |                                                                               |  |  |  |  |
|        | PILOT IN<br>FACTOR(S)                                                                                                                                                                                                                       | N COMMAND - DIVERTE<br>N COMMAND - FAILED  | D ATTENTION FROM OPERA<br>TO SEE AND AVOID OBJEC<br>ONS - UNWARRANTED LOW   | TS OR            |                                                                         |    |                                   |                                                                               |  |  |  |  |
|        | EMERGENCY                                                                                                                                                                                                                                   | CIRCUMSTANCES - FO                         | DRCED LANDING OFF AIRPO<br>JSPECTED OR KNOWN AIRCR<br>PRIOR TO HITTING WIRE | AFT DA           |                                                                         |    |                                   |                                                                               |  |  |  |  |
| 3-2697 |                                                                                                                                                                                                                                             | MEDINA,OHIO<br>20                          | CESSNA 172<br>N7805G<br>DAMAGE-SUBSTANTIAL                                  |                  |                                                                         |    | INSTRUCTIONAL<br>DUAL             | COMMERCIAL, AGE 32, 703<br>TOTAL HOURS, 65 IN TYPE,                           |  |  |  |  |
|        | DEPARTURE<br>MEDINA;<br>TYPE OF AC<br>UNDERSHO                                                                                                                                                                                              | DHIO<br>CCIDENT                            | INTENDED DESTINATION<br>LOCAL                                               | IDED DESTINATION |                                                                         |    |                                   |                                                                               |  |  |  |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT<br>DUAL STUDENT - MISJUDGED DISTANCE AND ALTITUDE<br>FACTOR(S)<br>MISCELLANEOUS ACTS;CONDITIONS - POORLY PLANNED APPROACH<br>WEATHER - UNFAVORABLE WIND CONDITIONS |                                            |                                                                             |                  |                                                                         |    |                                   |                                                                               |  |  |  |  |
|        |                                                                                                                                                                                                                                             | Y AT ACCIDENT SITE                         |                                                                             |                  | CEILING AT ACCIDENT SITE<br>UNLIMITED<br>PRECIPITATION AT ACCIDENT SITE |    |                                   |                                                                               |  |  |  |  |
|        | NONE<br>WIND DIREC                                                                                                                                                                                                                          | ER<br>DNS TO VISION AT AC<br>CTION-DEGREES | CIDENT SITE                                                                 |                  | REL<br>L<br>WIN                                                         | DV | 93-337 DEGREES                    |                                                                               |  |  |  |  |
|        | 290<br>TYPE OF WEATHER CONDITIONS<br>VFR                                                                                                                                                                                                    |                                            |                                                                             |                  |                                                                         |    | 18<br>TYPE OF FLIGHT PLAN<br>NONE |                                                                               |  |  |  |  |

| FILE   | DATE LOCATION                                                                                                                                                              | AIRCRAFT DATA                                   |                                                                                      |                                                                                                                            | PILOT DATA                                                              |  |  |  |  |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|--|--|--|--|
|        | 10/9/72 MINERVA,OHIO                                                                                                                                                       | CESSNA 150G                                     | CR- 0 0 1                                                                            | INSTRUCTIONAL                                                                                                              |                                                                         |  |  |  |  |
|        | NAME OF AIRPORT - MINERVA<br>DEPARTURE POINT<br>MINERVA;OHIO                                                                                                               | INTENDED DESTINATION<br>LOCAL<br>TER CONTROLLED | PHASE OF OPERATION<br>Landing level off/touchdown<br>Landing go-around<br>Al control |                                                                                                                            |                                                                         |  |  |  |  |
|        | SKY CONDITIC:<br>BROKEN<br>VISIBLITY AT ACCIDENT SITE<br>ZERO<br>OBSTRUCTIONS TO VISION AT A<br>NONE<br>WIND DIRECTION-DEGREES<br>300<br>TYPE OF WEATHER CONDITIONS<br>VFR | CCIDENT SITE                                    | 4500<br>PRECIPI<br>NONE<br>RELATIV<br>LEFT<br>WIND VE<br>12                          | AT ACCIDENT SITE<br>TATION AT ACCIDENT SITE<br>E BEARING OF WIND<br>QUARTERING HEAD WIND 29<br>LOCITY-KNOTS<br>FLIGHT PLAN |                                                                         |  |  |  |  |
| 3-2027 | 2/13/72 ALVA,OKLA<br>TIME - 2115<br>NAME OF AIRPORT - ALVA MUNI<br>DEPARTURE POINT<br>MEMPHIS,TENN<br>TYPE OF ACCIDENT<br>PROPELLER/ROTOR ACCIDENT                         | INTENDED DESTINATION<br>ALVA,OKLA               | LAST EN<br>PONC<br>Phase d                                                           |                                                                                                                            | PRIVATE, AGE 40, 556<br>SP TOTAL HOURS, 63 IN TYPE<br>INSTRUMENT RATED. |  |  |  |  |
|        | PROBABLE CAUSE(S)<br>PERSONNEL - MISCELLANEOU:<br>Factor(S)<br>Pilot in command - exerc<br>Remarks- ran toward acft.Pi                                                     | SED POOR JUDGMENT                               | AWAY,DID NOT S                                                                       | TOP ENG.                                                                                                                   |                                                                         |  |  |  |  |

| FILE   | DATE                                              | LOCATION                                                                                             | AIRCRAFT DATA                                                                                                                                  |       | JURI<br>F S |                | FLIGHT<br>PURPOSE                              | PILOT DATA                                                                    |
|--------|---------------------------------------------------|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-------|-------------|----------------|------------------------------------------------|-------------------------------------------------------------------------------|
| 3-1968 | TIME - 1100                                       | PORT - CIMARRON<br>DINT<br>OKLA<br>IDENT                                                             | CESSNA 140<br>N2875N<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>YUKON,OKLA                                                               | - /   | 0<br>PH     |                | *ERROR-INVALID CODE*<br>F OPERATION<br>NG ROLL | COMMERCIAL, AGE 32, 1224<br>TOTAL HOURS, 100 IN TYPE,<br>INSTRUMENT RATED.    |
|        | PROBABLE CA<br>PILOT IN<br>DUAL STUD<br>DUAL STUD | USE(S)<br>COMMAND - INADEQU<br>ENT - IMPROPER OF<br>ENT - SPONTANEOUS                                | NATE SUPERVISION OF FLI<br>ERATION OF FLIGHT CONT<br>-IMPROPER ACTION<br>ISHED CTL WHEEL FWD DUR                                               | ROLS  |             |                |                                                |                                                                               |
| -1975  | 5/11/72<br>TIME - 1840<br>DEPARTURE P<br>VINITA:0 | OINT                                                                                                 | CESSNA 177<br>N2903X<br>Damage-Substantial<br>Intended destination<br>Local                                                                    | -     | 0<br>0      | 01<br>03       | NONCOMMERCIAL<br>Pleasure/Personal tra         | PRIVATE, AGE 42, 347<br>NSP TOTAL HOURS, 40 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | PROBABLE CA<br>PILOT IN                           | SH<br>WITH TREES<br>USE(S)<br>COMMAND - FAILED                                                       | TO OBTAIN/MAINTAIN FLY<br>Action in aborting ta                                                                                                |       | PEED        | LANDI<br>TAKEC | F OPERATION<br>Ng Go-Around<br>FF Aborted      |                                                                               |
| 3-1979 | TIME - 1645                                       | CATOOSA,OKLA<br>Port - Harvey You                                                                    | STINSON 108-2<br>N395C<br>DAMAGE-SUBSTANTIAL                                                                                                   |       |             |                | MISCELLANEOUS<br>Ferry                         | COMMERCIAL, AGE 29, 3400<br>Total Hours, 5 in type,<br>Instrument Rated.      |
|        | DEPARTURE P<br>ST.CHARL<br>TYPE OF ACC            | OINT<br>ES,MO                                                                                        | RCLING                                                                                                                                         |       |             |                |                                                |                                                                               |
|        | MISCELLAN<br>PILOT IN<br>PILOT IN<br>COMPLETE PO  | COMMAND - MISMANA<br>EOUS ACTS,CONDITI<br>COMMAND - MISJUDG<br>COMMAND - FAILED<br>WER LOSS - COMPLE | GEMENT OF FUEL<br>ONS - FUEL EXHAUSTION<br>ED SPEED AND ALTITUDE<br>TO OBTAIN/MAINTAIN FLY<br>TE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO | EOUT- | 1 EN        |                |                                                |                                                                               |

5

|        |                                 |                                                  | BRIEFS                                                         | OF           | ACCI  | DEN       | тs        |                                                       |                                                                                        |
|--------|---------------------------------|--------------------------------------------------|----------------------------------------------------------------|--------------|-------|-----------|-----------|-------------------------------------------------------|----------------------------------------------------------------------------------------|
| FILE   | DATE                            | LOCATION                                         | AIRCRAFT DATA                                                  |              | F     |           |           | FLIGHT<br>PURPOSE                                     | PILOT DATA                                                                             |
| 3-1829 | 5/21/72                         | GROVE,OKLA<br>15                                 | CESSNA 172D<br>N2406Y<br>DAMAGE-SUBSTANTIAL                    | CR-          | 0     | 0<br>0    | 1<br>1    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP             | NO CERTIFICATE, AGE 36,<br>UNK/NR TOTAL HOURS, 72 IN<br>TYPE, NOT INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>STRAFF             | ORD,MO                                           | STRIP<br>NTENDED DESTINATION<br>GROVE, OKLA                    |              |       |           |           |                                                       |                                                                                        |
|        | TYPE OF A<br>UNDERSH<br>COLLIDE |                                                  |                                                                |              | P     | LA        | NDI       | F OPERATION<br>NG FINAL APPROACH<br>NG FINAL APPROACH |                                                                                        |
|        | FACTOR(S)                       | N COMMAND - FAILED T                             | O SEE AND AVOID OBJEC                                          | тя с         | IR OB | STR       | UCT       | IONS                                                  |                                                                                        |
|        |                                 |                                                  |                                                                |              |       |           |           |                                                       |                                                                                        |
| 3-2188 | 5/31/72<br>TIME - 15            | TALIHINA,OKLA<br>00                              | BEECH 35<br>N9437S<br>Damage-Substantial                       |              |       |           |           | NONCOMMERCIAL<br>BUSINESS                             | PRIVATE, AGE 39, 755<br>TOTAL HOURS, 9 IN TYPE,<br>NOT INSTRUMENT RATED.               |
|        | DEPARTURE                       | A,OKLA<br>CCIDENT                                |                                                                |              |       |           |           |                                                       |                                                                                        |
|        |                                 | CAUSE(S)<br>N COMMAND - PREMATUR                 | RE LIFT-OFF                                                    |              |       |           |           | FF INITIAL CLIMB                                      |                                                                                        |
|        | WEATHER                         | - HIGH TEMPERATURE                               | 5 - AIRPORT CONDITIONS                                         |              |       |           |           |                                                       |                                                                                        |
|        | WEATHER B                       | RIEFING - NO BRIEFIN                             | 5 - AIRPORT CONDITIONS<br>16 RECEIVED<br>50BSTANTIALLY CORRECT | ы н <u>і</u> | GH V  | EGE       | ΤΑΤ       | 10N                                                   |                                                                                        |
|        | SKY CONDI<br>CLEAR              |                                                  |                                                                |              |       | UN        | LIM       | AT ACCIDENT SITE                                      |                                                                                        |
|        | 5 OR OV<br>OBSTRUCTI            | Y AT ACCIDENT SITE<br>ER<br>ONS TO VISION AT ACC | IDENT SITE                                                     |              |       | NO<br>EMP | NE<br>ERA | TATION AT ACCIDENT SITE<br>TURE-F                     |                                                                                        |
|        | VFR                             | EATHER CONDITIONS                                |                                                                |              |       | NO        | OF<br>NE  | FLIGHT PLAN                                           |                                                                                        |
|        | REMARKS-                        | RWY BUMPY WITH HI GR                             | ASS. BECAME AIRBORNE                                           | AND          | VEER  | RED       | LI        | NTO FENCE.                                            |                                                                                        |

| FILE   | DATE                                                                                                                                                                                                                                                                                                              | LOCATION                                             | AIRCRAFT DATA                                                                                               |                                             |  | IES<br>S M. |  |                          |  |  | PILOT DATA                                                                   |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|---------------------------------------------|--|-------------|--|--------------------------|--|--|------------------------------------------------------------------------------|
| 3-2154 | TIME - 0830                                                                                                                                                                                                                                                                                                       | -                                                    | BOEING E75N1<br>N5188N<br>DAMAGE-SUBSTANTIAL                                                                |                                             |  |             |  | COMMERCIAL<br>ASSOC CROP |  |  | COMMERCIAL, AGE 22, 206<br>TOTAL HOURS, 31 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | DEPARTURE I                                                                                                                                                                                                                                                                                                       | RPORT - AG STRIP<br>POINT<br>HA•OKLA                 |                                                                                                             |                                             |  |             |  |                          |  |  |                                                                              |
|        | TYPE OF AC                                                                                                                                                                                                                                                                                                        |                                                      |                                                                                                             | PHASE OF OPERATION<br>Takeoff Initial Climb |  |             |  |                          |  |  |                                                                              |
|        | PILOT IN<br>FACTOR(S)<br>PILOT IN                                                                                                                                                                                                                                                                                 | COMMAND - FAILE<br>COMMAND - IMPRO<br>COMMAND - LACK | D TO MAINTAIN DIRECTIONA<br>PER OPERATION OF FLIGHT<br>OF FAMILIARITY WITH AIRC<br>TIONS - TOUCH AND GO LAN | CONTR                                       |  |             |  |                          |  |  |                                                                              |
|        | SPECIAL DATA<br>TOTAL HOURS IN CROP CONTROL - 31<br>KIND OF CROP - OTHER<br>GOGGLES - USED<br>COCKPIT CRASHPAD - INSTALLED<br>TANK/HOPPER-LOCATION - FORWARD OF PILOT<br>KIND OF OPERATION - SPRAYING CROPS<br>TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC<br>CRASH BAR - INSTALLED<br>CRASH BAR - INSTALLED |                                                      |                                                                                                             |                                             |  |             |  |                          |  |  |                                                                              |

.

BRIEFS OF ACCIDENTS

| FILE   | DATE                                                                  | LOCATION                                                            | AIRCRAFT DATA                                                                                            |                                | JRIE<br>SI | 5<br>4/N                                                                 | FLIGHT<br>PURPOSE   |  | PILOT DATA |  |  |  |  |  |
|--------|-----------------------------------------------------------------------|---------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|--------------------------------|------------|--------------------------------------------------------------------------|---------------------|--|------------|--|--|--|--|--|
| 3-2010 | 6/16/72<br>TIME - 10                                                  | LINDSAY,OKLA<br>45                                                  | NDSAY,OKLA PIPER PA-28R CR- 0 0 1 NONCOMMERCIAL<br>N4999J PX- 0 0 1 PLEASURE/PERSU<br>DAMAGE-SUBSTANTIAL |                                | TRANSP     | PRIVATE, AGE 33, 70 TOTAL<br>HOURS, 13 IN TYPE, NOT<br>INSTRUMENT RATED. |                     |  |            |  |  |  |  |  |
|        | NAME OF AIRPORT - GOODKNIGHT.<br>DEPARTURE POINT INTENDED DESTINATION |                                                                     |                                                                                                          |                                |            |                                                                          |                     |  |            |  |  |  |  |  |
|        | LINDSAY, OKLA LOCAL                                                   |                                                                     |                                                                                                          |                                |            |                                                                          |                     |  |            |  |  |  |  |  |
|        | TYPE OF ACCIDENT PHASE OF OPERATION                                   |                                                                     |                                                                                                          |                                |            |                                                                          |                     |  |            |  |  |  |  |  |
|        | STALL                                                                 | STALL MUSH TAKEOFF INITIAL CLIMB                                    |                                                                                                          |                                |            |                                                                          |                     |  |            |  |  |  |  |  |
|        | PROBABLE CAUSE(S)                                                     |                                                                     |                                                                                                          |                                |            |                                                                          |                     |  |            |  |  |  |  |  |
|        |                                                                       |                                                                     | UATE PREFLIGHT PREPARA                                                                                   | TION AND                       | )/OR       | PLAN                                                                     | INING               |  |            |  |  |  |  |  |
|        |                                                                       |                                                                     | TO OBTAIN/MAINTAIN FL                                                                                    | YING SPI                       | EED        |                                                                          |                     |  | •          |  |  |  |  |  |
|        | FACTOR(S)                                                             |                                                                     | ER OPERATION OF POWERP                                                                                   | ANT C .                        |            |                                                                          | T CONTROL C         |  |            |  |  |  |  |  |
|        |                                                                       |                                                                     | D OR FAILED TO USE FLA                                                                                   |                                | -OMEI      | (PLA)                                                                    |                     |  |            |  |  |  |  |  |
|        |                                                                       | MISCELLANEOUS ACTS, CONDITIONS - FAILED TO USE ALL AVAILABLE RUNWAY |                                                                                                          |                                |            |                                                                          |                     |  |            |  |  |  |  |  |
|        | WEATHER - HIGH TEMPERATURE                                            |                                                                     |                                                                                                          |                                |            |                                                                          |                     |  |            |  |  |  |  |  |
|        | TERRAIN - HIGH OBSTRUCTIONS                                           |                                                                     |                                                                                                          |                                |            |                                                                          |                     |  |            |  |  |  |  |  |
|        | WEATHER BRIEFING - NO BRIEFING RECEIVED                               |                                                                     |                                                                                                          |                                |            |                                                                          |                     |  |            |  |  |  |  |  |
|        | WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT                     |                                                                     |                                                                                                          |                                |            |                                                                          |                     |  |            |  |  |  |  |  |
|        | SKY CONDI                                                             | TION                                                                |                                                                                                          |                                | CEIL       | ING                                                                      | AT ACCIDENT SITE    |  |            |  |  |  |  |  |
|        | CLEAR                                                                 |                                                                     |                                                                                                          |                                |            | NLIMI                                                                    |                     |  |            |  |  |  |  |  |
|        |                                                                       | Y AT ACCIDENT SITE                                                  |                                                                                                          | PRECIPITATION AT ACCIDENT SITE |            |                                                                          |                     |  |            |  |  |  |  |  |
|        | 5 OR OV                                                               | -                                                                   |                                                                                                          | NONE                           |            |                                                                          |                     |  |            |  |  |  |  |  |
|        | OB STRUCT I<br>NONE                                                   | OBSTRUCTIONS TO VISION AT ACCIDENT SITE                             |                                                                                                          |                                |            |                                                                          | TEMPERATURE-F<br>95 |  |            |  |  |  |  |  |
|        |                                                                       | CITY-KNOTS                                                          |                                                                                                          | TYPE OF WEATHER CONDITIONS     |            |                                                                          |                     |  |            |  |  |  |  |  |
|        | CALM                                                                  | CITI-RN013                                                          |                                                                                                          | VFR                            |            |                                                                          |                     |  |            |  |  |  |  |  |
|        | CALM VFR<br>TYPE OF FLIGHT PLAN<br>NONE                               |                                                                     |                                                                                                          |                                |            |                                                                          |                     |  |            |  |  |  |  |  |

| FILE  | DATE                                                                                      | LOCATION                                                                                                                                                | AIRCRAFT DATA                              |                 |                       |                                 |                                 |                                                                           |              | PILOT DATA                                                                         |
|-------|-------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|-----------------|-----------------------|---------------------------------|---------------------------------|---------------------------------------------------------------------------|--------------|------------------------------------------------------------------------------------|
|       |                                                                                           |                                                                                                                                                         |                                            |                 | F                     | SM                              | /N                              | PURPOSE                                                                   |              |                                                                                    |
|       | 6/17/72                                                                                   | BLOCKER,OKLA<br>645                                                                                                                                     | BOEING A75<br>N53390<br>DAMAGE-SUBSTANTIAL | CR-<br>PX-      | 0<br>0                | 0<br>0                          | 1<br>0                          | COMMERCIAL<br>ASSOC CROP                                                  | CTL ACTIVITY | COMMERCIAL, AGE 44,<br>10000 TOTAL HOURS, 5000 I<br>TYPE, NOT INSTRUMENT<br>RATED. |
|       | DEPARTURE                                                                                 | AIRPORT - AG STRIP<br>POINT<br>SOKLA                                                                                                                    | INTENDED DESTINATION                       |                 |                       |                                 |                                 |                                                                           |              |                                                                                    |
|       |                                                                                           | ACCIDENT<br>FAILURE OR MALFUNCT<br>D WITH TREES                                                                                                         | ION                                        |                 |                       | ΤA                              | KEO                             | F OPERATION<br>FF INITIAL<br>NG LEVEL OF                                  |              |                                                                                    |
|       | MISCELL<br>TERRAIN<br>FACTOR(S)<br>MISCELL<br>COMPLETE                                    | ANT - ENGINE STRUCT<br>ANEOUS ACTS,CONDITI<br>- HIGH OBSTRUCTION<br>ANEOUS ACTS,CONDITI<br>POWER LOSS - COMPLE                                          |                                            | EOUT-:          | LE                    |                                 | NE                              |                                                                           |              |                                                                                    |
|       | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>ELEVATI                            | IOURS IN CROP CONTROI<br>CROP — UNKNOWN/NOT<br>SEAT BELT — FASTENI<br>- NOT USED<br>CRASHPAD — INSTALLI<br>IPPER-LOCATION — FOR<br>ON-AREA BEING TREATI | ED-PROPERLY<br>ED<br>MARD OF PILOT         |                 | T<br>G<br>C<br>C<br>T | YPE<br>LOV<br>RAS<br>RAS<br>ERR | OF<br>ES<br>H HI<br>H B.<br>AIN | CHEMICAL US<br>- NOT USED<br>ELMET - AVAI<br>AR - NOT INS<br>-TYPE - ROLL | LABLE-USED   | (LIQUID)<br>HEMICAL-NONTOXIC                                                       |
|       |                                                                                           |                                                                                                                                                         |                                            |                 |                       |                                 |                                 |                                                                           | 1            |                                                                                    |
| -2166 | 6/24/72<br>TIME - 19                                                                      |                                                                                                                                                         | CESSNA 170<br>N2518D<br>DAMAGE-SUBSTANTIAL | РХ <del>-</del> |                       |                                 |                                 | INSTRUCTION<br>TRAINING                                                   | 1AL          | STUDENT, AGE 56, 44 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.          |
|       | NAME OF AIRPORT - PAWHUSKA<br>DEPARTURE POINT INTENDED DESTINATION<br>PAWHUSKA,OKLA LOCAL |                                                                                                                                                         |                                            |                 |                       |                                 |                                 |                                                                           |              |                                                                                    |
|       |                                                                                           | ECIDENT<br>WATER LOOP-SWERVE<br>ER/DOWN                                                                                                                 | 2000<br>1910                               | *               |                       | LA                              | ND II                           | = OPERATION<br>NG ROLL<br>NG ROLL                                         |              |                                                                                    |
|       | PROBABLE<br>PILOT I                                                                       |                                                                                                                                                         | O MAINTAIN DIRECTIONA                      | L CONI          | RO                    | L                               |                                 |                                                                           |              |                                                                                    |
|       | •                                                                                         | 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1                                                                                                                |                                            |                 |                       |                                 |                                 |                                                                           |              |                                                                                    |

|                                                                                                                                                           |                                                                                               |                                                                                    | DRIEFS                                                                                             | OF ALL                                                                                                                               | IDENIS         |                                       |                                                                                     |  |  |  |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------------------------|-------------------------------------------------------------------------------------|--|--|--|--|
| FILE                                                                                                                                                      |                                                                                               |                                                                                    | AIRCRAFT DATA                                                                                      | F                                                                                                                                    | S M/N          | PURPOSE                               | PILOT DATA                                                                          |  |  |  |  |
| 3-2162                                                                                                                                                    | 6/25/72<br>TIME - 0910                                                                        | WOODWARD,OKLA<br>D                                                                 | CESSNA 140<br>N76568<br>DAMAGE-SUBSTANTIAL                                                         | CR- 0<br>PX- 0                                                                                                                       | ) 0 2<br>) 0 0 | INSTRUCTIONAL<br>DUAL                 | COMMERCIAL, FL.INSTR.,<br>AGE 51, 553 TOTAL HOURS,<br>IN TYPE, INSTRUMENT<br>RATED. |  |  |  |  |
|                                                                                                                                                           | DEPARTURE F<br>AMARILLO<br>TYPE OF ACO<br>HARD LANO                                           | D,TEX<br>CIDENT                                                                    | INTENDED DESTINATION                                                                               | PHASE OF DPERATION<br>LANDING LEVEL OFF/TOUCHDOWN<br>LANDING LEVEL OFF/TOUCHDOWN                                                     |                |                                       |                                                                                     |  |  |  |  |
|                                                                                                                                                           | PILOT IN<br>FACTOR(S)<br>WEATHER -<br>WEATHER BRI                                             | COMMAND - IMPROPE<br>COMMAND - IMPROPE<br>- UNFAVORABLE WIND<br>IEFING - BRIEFED B | R OPERATION OF BRAKES<br>CONDITIONS<br>Y FLIGHT SERVICE PERSC                                      |                                                                                                                                      |                |                                       |                                                                                     |  |  |  |  |
| WEATHER FORECAST - FORECAST SUBSTANTIALL<br>SKY CONDITION<br>CLEAR<br>VISIBILITY AT ACCIDENT SITE<br>5 DR OVER<br>005750451005 TO VISION AT ACCIDENT SITE |                                                                                               |                                                                                    |                                                                                                    | CEILING AT'ACCIDENT SITE<br>UNLIMITED<br>PRECIPITATION AT ACCIDENT SITE<br>NONE                                                      |                |                                       |                                                                                     |  |  |  |  |
|                                                                                                                                                           | OBSTRUCTIONS TO VISION AT ACCIDENT SITE<br>NONE<br>TEMPERATURE-F<br>85<br>WIND VELOCITY-KNOTS |                                                                                    |                                                                                                    | RELATIVE BEARING OF WIND<br>RIGHT QUARTERING HEAD WIND 023-067 DEGREES<br>WIND DIRECTION-DEGREES<br>45<br>TYPE OF WEATHER CONDITIONS |                |                                       |                                                                                     |  |  |  |  |
|                                                                                                                                                           | 10<br>TYPE OF FLI<br>VFR<br>REMARKS- BO                                                       | IGHT PLAN<br>DUNCED AND LND IN                                                     | CRAB.                                                                                              |                                                                                                                                      | VFR            |                                       |                                                                                     |  |  |  |  |
| 3-2229                                                                                                                                                    | 6/27/72<br>TIME - 1839                                                                        | 5                                                                                  | BEECH V35<br>N8393N<br>DAMAGE-SUBSTANTIAL                                                          |                                                                                                                                      |                | INSTRUCTIONAL<br>CHECK                | COMMERCIAL, AGE 35, 1767<br>TOTAL HOURS, 1120 IN<br>TYPE, INSTRUMENT RATED.         |  |  |  |  |
|                                                                                                                                                           | DEPARTURE I                                                                                   | ILLE,OKLA<br>CIDENT                                                                | INTENDED DESTINATION<br>LOCAL                                                                      |                                                                                                                                      |                | OF OPERATION<br>DING LEVEL OFF/TOUCHE | DOWN                                                                                |  |  |  |  |
|                                                                                                                                                           | PILOT IN<br>MISCELLA                                                                          | COMMAND - FAILED<br>COMMAND - IMPROPE<br>NEOUS ACTS,CONDITI                        | TO FOLLOW APPROVED PRO<br>R IN-FLIGHT DECISIONS<br>ONS - POORLY PLANNED A<br>FNL APCH,HI SINK RATE | OR PLAN                                                                                                                              | NN ING<br>H    |                                       |                                                                                     |  |  |  |  |

| FILE   | DATE                                               | LOCATION                                             | AIRCRAFT DATA                               |            | JURIE:<br>F S | -    | FLIGHT<br>PURPOSE                                | PILOT DATA                                                                 |
|--------|----------------------------------------------------|------------------------------------------------------|---------------------------------------------|------------|---------------|------|--------------------------------------------------|----------------------------------------------------------------------------|
| 3-2668 | 6/30/72<br>TIME - 174                              | WEATHERFORD, OKLA<br>5                               | CESSNA 150<br>N60827<br>DAMAGE-SUBSTANTIAL  | CR-<br>PX- |               |      | INSTRUCTIONAL<br>Solo                            | STUDENT, AGE 41, 13 TOTAL<br>Hours, ALL IN Type, Not<br>Instrument Rated.  |
|        | DEPARTURE<br>WEATHERFO<br>TYPE OF ACO<br>GROUND-WA | DRD, OKLA                                            | ELD<br>NTENDED DESTINATION<br>LOCAL         | -          | Ľ             | ANDI | IF OPERATION<br>Ng Go-Around<br>Ng Go-Around     |                                                                            |
|        | PROBABLE C<br>Pilot in                             |                                                      | O MAINTAIN DIRECTIONA                       | L CON      | TROL          |      |                                                  |                                                                            |
|        | · .                                                |                                                      |                                             |            |               |      | · · · · · · · · · · · · · · · · · · ·            |                                                                            |
| 3-2164 | 7/8/72<br>TIME - 0650                              | MUSKOGEE+OKLA                                        | CESSNA 172A<br>N7197T<br>Damage-Substantial | CR-<br>PX- | 00            |      | NONCOMMERCIAL<br>Pleasure/Personal Trans         | STUDENT, AGE 33, 59 TOTAL<br>P Hours, 38 IN Type, Not<br>Instrument rated. |
|        | DEPARTURE<br>MUSKOGEE<br>Type of Act               | OKLA                                                 |                                             |            |               |      | F OPERATION<br>To Takeoff                        | INSTRUCTINE RATED.                                                         |
|        |                                                    | AUSE(S)<br>Command — misjudge<br>CFT right wg hit ha |                                             |            |               |      |                                                  |                                                                            |
|        |                                                    |                                                      |                                             |            |               |      |                                                  |                                                                            |
| 3-2165 | 7/8/72<br>TIME - 0915                              | TULSA+OKLA<br>5                                      | PIPER PA-28<br>N5535U<br>DAMAGE-SUBSTANTIAL |            | 0 0<br>0 0    |      | INSTRUCTIONAL<br>Solo                            | STUDENT, AGE 40, 18 TOTAL<br>Hours, All IN Type, Not<br>Instrument Rated.  |
|        | NAME OF AIF<br>DEPARTURE F<br>TULSA, OK            |                                                      | G<br>NTENDED DESTINATION<br>LOCAL           |            |               |      |                                                  |                                                                            |
|        | TYPE OF ACC<br>HARD LAND<br>GEAR COLI              | CIDENT<br>DING                                       |                                             |            | L             | NDI  | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL |                                                                            |
|        |                                                    | COMMAND - IMPROPER                                   | LEVEL OFF<br>Recovery from bounce           | D LAN      | DING          |      |                                                  |                                                                            |

Section of

| FILE  | DATE LOCATION                                                                                                                                    | AIRCRAFT DATA                                                                 | INJURIES FLIGHT<br>F S M/N PURPOSE                                                                                                        | PILOT DATA                                                                      |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| -2484 | 7/14/72 ASHLAND,OKLA<br>TIME - 1400<br>DEPARTURE POINT<br>HOLDENVILLE,OKLA<br>TYPE OF ACCIDENT<br>NOSE OVER/DOWN                                 | CESSNA A188A<br>N9955G<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL | PX- 0 0 0 ASSOC CROP CTL ACTIVITY                                                                                                         | COMMERCIAL, AGE 24, 1620<br>TOTAL HOURS, 300 IN TYPE,<br>INSTRUMENT RATED.      |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - SELI<br>TERRAIN - OTHER                                                                                  | CTED UNSUITABLE TERRAIN                                                       |                                                                                                                                           |                                                                                 |
|       | SPECIAL DATA<br>TOTAL HOURS IN CROP CO<br>PILOT'S SEAT BELT - FA<br>CRASH HELMET - AVAILAB<br>TERRAIN-TYPE - ROLLING<br>REMARKS- ACFT LNDD ON UN | STENED-PROPERLY<br>E-USED                                                     | KIND OF OPERATION - CHECKING CROPS<br>GLOVES - NOT USED<br>TANK/HOPPER-LOCATION - FORWARD OF<br>USS ANTICIPATED JOB.NO´CHEMICALS ON BOARD | PILOT                                                                           |
|       |                                                                                                                                                  |                                                                               |                                                                                                                                           |                                                                                 |
| -2428 | 4/26/72 HILLSBORD, ORE                                                                                                                           | N1683J<br>DAMAGE-SUBSTANTIAL                                                  | PX- 0 0 0 PLEASURE/PERSONAL TRANSP                                                                                                        | STUDENT, AGE 32, 65 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.       |
|       | NAME OF AIRPORT - PORTLA<br>DEPARTURE POINT<br>TOUCHET,WASH<br>TYPE OF ACCIDENT<br>HARD LANDING<br>GEAR COLLAPSED                                | INTENDED DESTINATION<br>HILLSBORO,OREG                                        | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDOWN<br>LANDING ROLL                                                                         |                                                                                 |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMP<br>FACTOR(S)<br>MISCELLANEOUS ACTS,CON                                                               | ROPER LEVEL OFF<br>DITIONS - OVERLOAD FAILURE                                 |                                                                                                                                           |                                                                                 |
| -2426 | 4/26/72 HARPER,OREG<br>TIME - 0930                                                                                                               | BOEING A75<br>N56236<br>DAMAGE-SUBSTANTIAL                                    | CR- 0 0 1 COMMERCIAL<br>PX- 0 0 0 AERIAL APPLICATION                                                                                      | COMMERCIAL, FL.INSTR.,<br>AGE 29, 685 TOTAL HOURS,<br>25 IN TYPE, NOT INSTRUMEN |
|       | NAME OF AIRPORT - BOB HA<br>DEPARTURE POINT<br>HARPER↓OREG                                                                                       | RT AIRSTRIP<br>INTENDED DESTINATION<br>LOCAL                                  |                                                                                                                                           | RATED.                                                                          |
|       | TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH AUTOMOB                                                                                           |                                                                               | PHASE OF OPERATION<br>LANDING LEVEL OFF/TOUCHDUWN<br>LANDING ROLL                                                                         |                                                                                 |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MIS<br>FACTOR(S)<br>TERRAIN - HIGH OBSTRUC<br>REMARKS- HIT PARKED TRUC                                   |                                                                               |                                                                                                                                           |                                                                                 |

| <br>   |                                                                                                     | TION                     | AIRCRAFT DATA                                                                             | INJ        |        |        |        |                                                                 | PILOT DATA                                                                                    |
|--------|-----------------------------------------------------------------------------------------------------|--------------------------|-------------------------------------------------------------------------------------------|------------|--------|--------|--------|-----------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| FILE   | DATE LOCA                                                                                           | TIUN                     | AIRCRAFT DATA                                                                             | F          |        |        |        |                                                                 | PILUI DATA                                                                                    |
| -1879  | 5/11/72 KLAMATH<br>TIME - 1230                                                                      | FLLS,OREG                | CESSNA 172<br>N84271<br>Damage-substantial                                                | CR-<br>PX- | 0<br>0 | 0<br>0 | 1<br>0 | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSI                       | STUDENT, AGE 43, 133<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED.                 |
|        | NAME OF AIRPORT - K<br>DEPARTURE POINT<br>KLAMATH FLLS,OREG<br>TYPE OF ACCIDENT<br>COLLIDED WITH PA | IN,                      | ITENDED DESTINATION<br>MEDFORD,OREG<br>FT                                                 |            |        |        |        | OPERATION<br>TO TAKEOFF                                         |                                                                                               |
|        | PILOT IN COMMAND<br>PILOT IN COMMAND                                                                | - IMPROPER<br>- IMPROPER | E PREFLIGHT PREPARA<br>STARTING PROCEDURES<br>OPERATION OF BRAKES<br>,SUB DMG.ENG STARTED | AND/OR     | FL     | IGH    | тс     |                                                                 | T;UN BRAKE PROPRLY                                                                            |
| -2398  | 5/13/72 ONTARIO,<br>TIME - 0930                                                                     | OREG                     | CESSNA 172H<br>N2626L<br>DAMAGE-SUBSTANTIAL                                               | РХ-́       | 0      | 0      | 0      | INSTRUCTIONAL<br>Solg                                           | STUDENT, AGE 20, 18 TOTA<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.                      |
|        | NAME OF AIRPORT -<br>DEPARTURE POINT<br>ONTARIO,OREG<br>TYPE OF ACCIDENT<br>COLLISION WITH AI       | IN                       | II<br>ITENDED DESTINATION<br>LOCAL                                                        |            | РН     | ASE    | 01     | - OPERATION<br>TO TAKEOFF                                       |                                                                                               |
|        | PROBABLE CAUSE(S)                                                                                   | LLANEOUS-PE              | RSONNEL PILOT OF OT                                                                       | THER AI    |        |        |        |                                                                 |                                                                                               |
| 3-2398 | 5/13/72 ONTARIO,<br>TIME - 0930                                                                     | OREG                     | GRUMMAN G-164A<br>N5286<br>DAMAGE-MINOR                                                   |            | 0      | 0      | 0      | COMMERCIAL<br>Assoc crop ctl activity                           | COMMERCIAL, FL.INSTR.,<br>AGE 34, 4589 TOTAL HOURS<br>366 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        | NAME OF AIRPORT -<br>DEPARTURE POINT<br>ONTARIO, DREG                                               |                          | II<br>ITENDED DESTINATION<br>LOCAL                                                        |            |        |        | _      |                                                                 |                                                                                               |
|        | TYPE OF ACCIDENT<br>Collision with AI                                                               | RCRAFT BOT               | TH ON GROUND                                                                              |            |        |        |        | FOPERATION<br>FROM LANDING                                      |                                                                                               |
|        | FACTOR(S)                                                                                           | •                        | SEE AND AVOID OTHEN                                                                       |            |        |        |        |                                                                 |                                                                                               |
|        | MISCELLANEOUS ACT<br>MISCELLANEOUS ACT                                                              |                          | IS - WINDSHIELD,DIRT`<br>IS - SUNGLARE                                                    | r∍⊢UGGY    | ,e⊤    | C−     | KE:    | SIRICIED VISION                                                 |                                                                                               |
|        | SPECIAL DATA<br>Total Hours in Cr<br>Kind of Crop - Ot                                              |                          | - 1700                                                                                    |            |        | ΡE     | 0F     | OPERATION - SPRAYING CR<br>CHEMICAL USED - LIQUID<br>- NOT USED |                                                                                               |

•

|        |                                                            |                                                                                                                                                       |                                                                                                                              |                        | •                                        |                                           |                                                                      |                                          |                                                                               |
|--------|------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------------------|-------------------------------------------|----------------------------------------------------------------------|------------------------------------------|-------------------------------------------------------------------------------|
| FILE   | DATE                                                       | LOCATION                                                                                                                                              | AIRCRAFT DATA                                                                                                                |                        | NJURIES                                  |                                           | FLIGHT<br>PURPOSE                                                    |                                          | PILOT DATA                                                                    |
| 3-1823 | 5/18/72<br>TIME - 113                                      | LYONS, OREG                                                                                                                                           | PIPER PA-24<br>N5719P<br>DAMAGE-SUBSTANTIAL                                                                                  | PX-                    | 0 0 0 0                                  |                                           | ONCOMMERCI<br>USINESS                                                | NL.                                      | PRIVATE, AGE 38, 215<br>Total Hours, 196 IN Type<br>Instrument Rated.         |
|        | DEPARTURE<br>LYONS;OF<br>TYPE OF AC<br>ENGINE F            | ₹EG                                                                                                                                                   | INTENDED DESTINATION<br>SEATTLE WASH<br>TION                                                                                 |                        | ΤΑΚ                                      | EOFF                                      | DPERATION<br>RUN<br>Aborted                                          |                                          |                                                                               |
|        | MISCELLA<br>FACTOR(S)<br>TERRAIN<br>MISCELLA<br>PARTIAL PO | ANT - MISCELLANEOU<br>ANEOUS ACTS,CONDIT<br>- OTHER<br>ANEOUS - EVASIVE M<br>DWER LOSS - PARTIA                                                       | S POWERPLANT FAILURE<br>IONS – INTENTIONAL GRO<br>ANEUVER TO AVOID COLLI<br>L LOSS OF POWER – 1 EN<br>IENT RWY FOR SAFE ABOR | UND-W/<br>SION<br>GINE | ATER-LOO                                 | P-SWI                                     | ERVE                                                                 | •                                        |                                                                               |
| 3-1986 | 6/6/72<br>TIME - 08:                                       | NYSSA,OREG<br>15                                                                                                                                      | PIPER PA-25<br>N6512Z<br>DAMAGE-DESTROYED                                                                                    |                        |                                          |                                           | OMMERCIAL<br>ERIAL APPL:                                             | ICATION                                  | COMMERCIAL, FL.INSTR.,<br>AGE 25, 1624 TOTAL HOURS<br>112 IN TYPE, INSTRUMENT |
|        | DEPARTURE<br>NYSSA,OF<br>TYPE OF AG                        | REG                                                                                                                                                   | INTENDED DESTINATION<br>LOCAL                                                                                                |                        |                                          |                                           | OPERATION<br>HT PULLUP                                               | FROM SWATH                               | RATED.                                                                        |
|        | FACTOR(S)                                                  | CAUSE(S)<br>N COMMAND - MISJUD<br>- HIGH OBSTRUCTIO                                                                                                   |                                                                                                                              |                        |                                          |                                           |                                                                      |                                          |                                                                               |
|        | KIND OF<br>PILOT'S<br>CRASH HE<br>CRASH BA<br>TERRAIN-     | ATA<br>JURS IN CROP CONTR<br>CROP - GRAIN FIEL<br>SEAT BELT - FASTE<br>ELMET - AVAILABLE<br>AR - NOT INSTALLED<br>-TYPE - HILLY<br>JN-HOW FLOWN - WIN | ØS<br>NED-PROPERLY<br>USED                                                                                                   |                        | TYPE<br>GLOVE<br>COCKP<br>TANK/<br>ELEVA | OF CH<br>S — M<br>IT CH<br>HOPPH<br>TION- | HEMICAL USE<br>NOT USED<br>RASHPAD ~ 1<br>ER-LOCATION<br>-AREA BEING | INSTALLED<br>N - FORWARD<br>G TREATED-FI | CHEMICAL-TOXIC                                                                |

| FILE   | DATE                                                                    | LOCATION                                                                                                                        | AIRCRAFT DATA                                                                                          | F                                   | S M/M                  | ١                         | PURPOSE                                      |                | PILOT DATA                                                        |
|--------|-------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-------------------------------------|------------------------|---------------------------|----------------------------------------------|----------------|-------------------------------------------------------------------|
| 3-2170 | 6/7/72<br>TIME - 152                                                    | HERMISTON, OREG                                                                                                                 | BELLANCA 1419-2<br>N7698B<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION                                  |                                     |                        |                           |                                              | PRIVA<br>Total | NTE, AGE 57, 8000<br>L HOURS, 356 IN TYPE<br>INSTRUMENT RATED.    |
|        | PENDELT<br>TYPE OF AC<br>COLLIDE                                        | FON + OREG                                                                                                                      | HERMISTON, OREG                                                                                        |                                     | IN                     | LIGHT                     | ERATION<br>LOW PASS<br>LOW PASS              |                |                                                                   |
|        | MISCELL/<br>FACTOR(S)<br>. TERRAIN                                      | N COMMAND - FAILED<br>ANEOUS ACTS,CONDIT<br>- HIGH OBSTRUCTIO<br>CIRCUMSTANCES - F                                              | TO SEE AND AVOID OBJE<br>IONS - UNWARRANTED LOW<br>NS<br>ORCED LANDING OFF AIRP<br>MOKE. IN COCKPIT    | FLYING                              |                        | CTIONS                    |                                              |                |                                                                   |
|        | REMARKS- l                                                              | s                                                                                                                               | USPECTED OR KNOWN AIRC<br>T DUE FIRE CAUSED BY H                                                       |                                     |                        | RASH                      | LNDD, ACFT DESTROY                           | ED BY FIRE.    |                                                                   |
| 3-2171 |                                                                         | SALEM,OREG<br>40                                                                                                                | BOEING A75<br>N56236<br>DAMAGE-SUBSTANTIAL                                                             | PX- 0                               | 0 0                    | ) COM<br>) ASS            | MERCIAL<br>GC CROP CTL ACTIV                 | ITY AGE 2      | RCIAL, FL.INSTR.,<br>29, 690 TOTAL HOURS,<br>1 TYPE, NOT INSTRUME |
|        |                                                                         |                                                                                                                                 | INTENDED DESTINATION                                                                                   |                                     |                        |                           |                                              |                |                                                                   |
|        | TYPE OF AC<br>ENGINE F<br>STALL                                         | AILURE OR MALFUNC                                                                                                               | TION                                                                                                   |                                     | INF                    | LIGHT                     | ERATION<br>RETURN TO STRIP<br>FINAL APPROACH |                |                                                                   |
|        | PILOT IN<br>MISCELLA<br>PILOT IN<br>FACTOR(S)<br>MISCELLA<br>COMPLETE F | N COMMAND - INADEQ<br>N COMMAND - MISMAN<br>ANEOUS ACTS,CONDIT<br>N COMMAND - FAILED<br>ANEOUS ACTS,CONDIT<br>OWER LOSS - COMPL | IONS – FUEL EXHAUSTION<br>TO OBTAIN/MAINTAIN FL'<br>IONS – AIRCRAFT CAME TI<br>ETE ENGINE FAILURE/FLAM | YING SPEE<br>O REST IN<br>MEOUT-1 E | D<br>WATE<br>NGINE     | ER                        | G                                            |                |                                                                   |
|        | SPECIAL DA                                                              | ATA                                                                                                                             | DRCED LANDING OFF AIRPO<br>OL - UNKNOWN/NOT REPOR                                                      |                                     |                        |                           | RATION - SPRAYING                            | CROBS          |                                                                   |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT<br>TANK/HOP                    | CROP - OTHER<br>SEAT BELT - FASTE                                                                                               | NED-PROPERLY<br>STALLED<br>RWARD OF PILOT                                                              | T<br>G<br>C                         | YPE (<br>LOVES<br>RASH | DF CHE<br>5 - US<br>HELME | MICAL USED - DRY                             | CHEMICAL-NO    | INTOXIC                                                           |

|        |                                                                       |                                                                                                                                                                  | BRIEFS                                                                          |            |             |                            |                   |                                                                                                                     | ·                                                                                        |
|--------|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|------------|-------------|----------------------------|-------------------|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| FILE   | DATE                                                                  |                                                                                                                                                                  | AIRCRAFT DATA                                                                   | IN         | JUR<br>F    |                            |                   | FLIGHT                                                                                                              | PILOT DATA                                                                               |
| 3-2168 | TIME - 12<br>NAME OF A<br>DEPARTURE<br>BAKER,<br>TYPE OF A<br>OVERSHO | UNITY,OREG<br>215<br>AIRPORT – UNITY<br>E POINT IN<br>ADREG<br>ACCIDENT                                                                                          | CESSNA 210<br>N2221R<br>DAMAGE-SUBSTANTIAL<br>NTENDED DESTINATION<br>UNITY,OREG | CR-<br>PX- | 0<br>0      | HASI                       | E O               | NONCOMMERCIAL<br>CORP/EXEC<br>F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL                                      | PRIVATE, AGE 29, 546<br>TOTAL HOURS, 254 IN TYPE,<br>NOT INSTRUMENT RATED.               |
|        | FACTOR(S)<br>TERRAIN                                                  | IN COMMAND - MISJUDGE                                                                                                                                            |                                                                                 |            |             |                            |                   |                                                                                                                     |                                                                                          |
| 3-2167 | 6/13/72<br>TIME - 07                                                  | LAKEVIEW,OREG<br>715                                                                                                                                             | BOEING A75N1<br>N48568<br>DAMAGE-DESTROYED                                      | CR-<br>PX- | 0<br>0      | 1<br>0                     | 0<br>0            | COMMERCIAL<br>AERIAL APPLICATION                                                                                    | COMMERCIAL, FL.INSTR.,<br>AGE 29, 5953 TOTAL HOURS,<br>631 IN TYPE, INSTRUMENT<br>RATED. |
|        | TYPE OF A                                                             | -                                                                                                                                                                |                                                                                 |            |             |                            |                   | F OPERATION<br>IGHT STARTING SWATH RUN                                                                              | 1                                                                                        |
|        | FACTOR(S)                                                             | IN COMMAND - MISJUDGE                                                                                                                                            | D ALTITUDE AND CLEARA                                                           | NCE        |             |                            |                   |                                                                                                                     |                                                                                          |
|        | TYPE OF<br>GOGGLES<br>COCKPIT<br>TANK/HO<br>PROCEDU                   | DATA<br>HOURS IN CROP CONTROL<br>F CHEMICAL USED - LIQU<br>S - USED<br>F CRASHPAD - NOT INST<br>JPPER-LOCATION - FORW<br>JRE TURNAROUND - ENTR'<br>HILLY TERRAIN | JID CHEMICAL-NONTOXIC<br>Alled<br>Ard of Pilot                                  |            | P<br>C<br>C | ILO<br>RASI<br>RASI<br>ERR | Т'S<br>Н Н<br>Н В | OPERATION - DEFOLIATION<br>SEAT BELT - FASTENED-PR<br>ELMET - AVAILABLE-USED<br>AR - NOT INSTALLED<br>-TYPE - HILLY |                                                                                          |

| **-    |                                                                            |                                                                                                                                                           |                                                                                             | OF A |                                      |                               |                                                                                                                                                               |                                                                             |
|--------|----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|------|--------------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| FILE   | DATE                                                                       | LOCATION                                                                                                                                                  | AIRCRAFT DATA                                                                               |      | JURIES<br>F S M                      |                               | FLIGHT<br>PURPOSE                                                                                                                                             | PILOT DATA                                                                  |
| 3-2172 | TIME - 0828<br>NAME OF AIR<br>DEPARTURE F                                  | RPORT - ONTARIO MU<br>POINT                                                                                                                               | INTENDED DESTINATION                                                                        |      |                                      |                               | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                              | COMMERCIAL, AGE 28, 600<br>TOTAL HOURS, 80 IN TYPE<br>NOT INSTRUMENT RATED. |
|        | TYPE OF ACC                                                                | FRUITLAND, IDAHO LOCAL<br>TYPE OF ACCIDENT<br>COLLIDED WITH WIRES/POLES<br>PROBABLE CAUCE(S)                                                              |                                                                                             |      |                                      |                               | OF OPERATION<br>IGHT PULLUP FROM SWAT                                                                                                                         | H RUN                                                                       |
|        | PROBABLE CA<br>PILOT IN                                                    | USE(S)<br>Command — MISJUDG                                                                                                                               | ED CLEARANCE                                                                                |      |                                      |                               |                                                                                                                                                               |                                                                             |
|        | KIND OF C<br>PILOT'S S<br>GOGGLES -<br>COCKPIT C<br>TANK/HOPP<br>ELEVATION | IRS IN CROP CONTRO<br>ROP - OTHER<br>EAT BELT - UNKNOW<br>NOT USED<br>RASHPAD - INSTALL<br>ER-LOCATION - FOR<br>I-AREA BEING TREAT<br>TURNAROUND - ENT    | N/NOT REPORTED<br>ED<br>WARD OF PILOT                                                       |      | TYPE<br>GLOV<br>CRAS<br>CRAS<br>TERR | OF<br>ES<br>H H<br>H B<br>AIN | OPERATION - SPRAYING<br>CHEMICAL USED - LIQUI<br>- NOT USED<br>HELMET - AVAILABLE-USED<br>SAR - INSTALLED<br>I-TYPE - LEVEL,FLAT<br>SUN-HOW FLOWN - WIND CA   | D CHEMICAL-TOXIC                                                            |
| 3-2402 | 6/26/72<br>TIME - 0800<br>DEPARTURE P<br>COBURG.0                          | OINT                                                                                                                                                      | CALLAIR A-9<br>N35886<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                |      |                                      |                               | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                              | COMMERCIAL, AGE 45, 375<br>TOTAL HOURS, 390 IN TYP<br>NOT INSTRUMENT RATED. |
|        | TYPE OF ACC                                                                | IDENT<br>ILURE OR MALFUNCT                                                                                                                                |                                                                                             |      | UN                                   |                               |                                                                                                                                                               |                                                                             |
|        | PILOT IN<br>MISCELLAN<br>MISCELLAN<br>TERRAIN -                            | COMMAND - INADEQU<br>COMMAND - MISMANA<br>HEOUS ACTS,CONDITI                                                                                              | ATE PREFLIGHT PREPARAT<br>GEMENT OF FUEL<br>ONS - INATTENTIVE TO F<br>ONS - FUEL EXHAUSTION |      |                                      | PLA                           | INN ING                                                                                                                                                       |                                                                             |
|        | COMPLETE PO                                                                | WER LOSS - COMPLE                                                                                                                                         | ONS - PILOT FATIGUE<br>TE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO                     |      |                                      | NE                            |                                                                                                                                                               |                                                                             |
|        | KIND OF C<br>PILOT'S S<br>GOGGLES -<br>COCKPIT C<br>TANK/HOPP<br>ELEVATION | A<br>RS IN CROP CONTRO<br>ROP — OTHER<br>EAT BELT — UNKNOW<br>NOT USED<br>RASHPAD — INSTALL<br>ER-LOCATION — FOR<br>—AREA BEING TREAT<br>TURNAROUND — FIR | N/NOT REPORTED<br>ED<br>WARD OF PILOT<br>ED-FEET - 300                                      |      | TYPE<br>GLOV<br>CRAS<br>CRAS<br>TERR | OF<br>ES<br>H H<br>H B<br>AIN | OPERATION - SPRAYING<br>CHEMICAL USED - LIQUI<br>- NOT USED<br>HELMET - AVAILABLE-USED<br>AR - NOT INSTALLED<br>I-TYPE - LEVEL,FLAT<br>UN-HOW FLOWN - WIND CA | D CHEMICAL-TOXIC                                                            |

|        |                                                      |                                                                                                                  | BRIEFS                                                           |                  | -         |            |          |                                                        |                                                                            |
|--------|------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|------------------|-----------|------------|----------|--------------------------------------------------------|----------------------------------------------------------------------------|
| FILE   | DATE                                                 | LOCATION                                                                                                         | AIRCRAFT DATA                                                    |                  | INJU<br>F | R I E<br>S | S<br>M/N | FLIGHT<br>PURPOSE                                      | PILOT DATA                                                                 |
|        | 7/1/72<br>TIME - 1                                   | AIRPORT - JACKSON COU                                                                                            | CESSNA 172L<br>N7010Q<br>DAMAGE-SUBSTANTIAL                      | CR<br>PX         | - 0       | 0          | 1        | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRANSP              | PRIVATE, AGE 56, 241<br>TOTAL HOURS, 64 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|        | SAN CA<br>TYPE OF A<br>ENGINE                        | ARLOS,CALIF                                                                                                      | MEDFORD, OREG                                                    |                  | I         | I          | N FL     | F OPERATION<br>IGHT DESCENDING<br>NG ROLL              |                                                                            |
|        | PILOT<br>MISCELI<br>TERRAII<br>FACTOR(S              | CAUSE(S)<br>IN COMMAND - MISMANAG<br>LANEOUS ACTS,CONDITIO<br>N - ROUGH/UNEVEN<br>LANEOUS ACTS,CONDITIO          | NS - FUEL STARVATION                                             |                  |           |            |          |                                                        |                                                                            |
|        | COMPLETE<br>EMERGENC                                 | POWER LOSS - COMPLET<br>Y CIRCUMSTANCES - FOR<br>FUEL SELECTOR IN OFF                                            | E ENGINE FAILURE/FLAM<br>CED LANDING OFF AIRPO                   | MEOU             |           |            | INE      |                                                        |                                                                            |
| 3-2476 | TIME - 14                                            |                                                                                                                  | CESSNA 170B<br>N2757C<br>DAMAGE-DESTROYED<br>NTENDED DESTINATION |                  |           |            |          | NONCOMMERCIAL<br>PleaSure/Personal transp              | PRIVATE, AGE 41, 770<br>TOTAL HOURS, 300 IN TYPE,<br>NOT INSTRUMENT RATED. |
|        | ONTAR<br>TYPE OF A<br>ENGINE                         | IO,OREG                                                                                                          | LOCAL                                                            |                  | I         | I          | N FL     | F OPERATION<br>IGHT NORMAL CRUISE<br>NG FINAL APPROACH |                                                                            |
|        | POWERPI<br>MISCELI<br>MISCELI<br>FACTOR(S<br>TERRAII | N - ROUGH/UNEVEN<br>Y CIRCUMSTANCES - FOR                                                                        | NS - MATERIAL FAILURI<br>NS - OIL EXHAUSTION-1                   | E<br>ENGI<br>DRT | NE L      | AND        | ICAT     | TON SYSTEM                                             |                                                                            |
|        |                                                      |                                                                                                                  |                                                                  |                  | DAN       |            |          |                                                        |                                                                            |
| 3-1944 | 4/27/72<br>TIME - 1                                  | 205                                                                                                              | CESSNA 172K<br>N7227G<br>DAMAGE-SUBSTANTIAL                      |                  |           |            |          | COMMERCIAL<br>ASSOC FIRE CTL ACTIVITY <sup>.</sup>     | COMMERCIAL, AGE 26, 2150<br>TOTAL HOURS, 235 IN TYPE,<br>INSTRUMENT RATED. |
|        | DEPARTUR<br>POTTS<br>TYPE OF                         | TOWN+PA                                                                                                          | NTENDED DESTINATION<br>NEW LONDON,PA                             |                  | ł         |            |          | F OPERATION<br>NG ROLL                                 |                                                                            |
|        | PILOT<br>FACTOR(S<br>AIRPOR<br>MISCEL                | CAUSE(S)<br>IN COMMAND - SELECTED<br>)<br>TS/AIRWAYS/FACILITIES<br>LANEOUS ACTS,CONDITIO<br>NOSE GR COLLAPSED,RW | - AIRPORT CONDITIONS<br>NS - OVERLOAD FAILUR                     |                  | OFT I     | RUN        | WAY      |                                                        |                                                                            |

| FILE   | DATE                                            | LOCATION                                                                    | AIRCRAFT DATA                                                                                                            | INJU<br>F      | JRIES<br>S M |        | FLIGHT<br>PUR <b>POS</b> E                   | PILOT DATA                                                                    |
|--------|-------------------------------------------------|-----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|----------------|--------------|--------|----------------------------------------------|-------------------------------------------------------------------------------|
| 3-1878 | 5/11/72<br>TIME - 1545                          | SCOT TSDALE + PA                                                            | STINSON 108-2<br>N9464K<br>DAMAGE-SUBSTANTIAL                                                                            | CR- (<br>PX- ( |              |        | NONCOMMERCIAL<br>Pleasure/Personal tran      | PRIVATE, AGE 26, 76 TOTAL<br>ISP HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | NAME OF AIR                                     | PORT - MT PLEASA                                                            |                                                                                                                          |                |              |        |                                              |                                                                               |
|        | ROSTRAVE                                        |                                                                             | INTENDED DESTINATION<br>SCOTTSDALE,PA                                                                                    |                |              |        |                                              |                                                                               |
|        | TYPE OF ACC                                     |                                                                             |                                                                                                                          |                |              |        | OPERATION<br>G GO-AROUND                     |                                                                               |
|        | NOSE OVER                                       | WITH OBJECT<br>Voown                                                        |                                                                                                                          |                |              |        | G GO-AROUND                                  |                                                                               |
|        | PILOT IN                                        | COMMAND - DELAYE<br>Command - Failed                                        | D IN INITIATING GO-AROU<br>TO SEE AND AVOID OBJEC                                                                        | CTS OR C       |              |        |                                              |                                                                               |
|        | MISCELLAN<br>FACTOR(S)                          | EOUS ACTS, CONDIT                                                           | IONS - NOT ALIGNED WITH                                                                                                  | H RUNWAY       | Y/1N1        | ENDE   | D LANDING AREA                               |                                                                               |
|        | AIRPORTS                                        |                                                                             | ES - AIRPORT CONDITION<br>RWY MRKR. PLT UNFAMIL                                                                          |                |              |        |                                              |                                                                               |
| 3-2374 | 5/13/72                                         | EAST ON + PA                                                                | PIPER PA-24                                                                                                              | CR- C          | n 0          | 2      | INSTRUCTIONAL                                | COMMERCIAL, FL.INSTR.,                                                        |
| 2314   | TIME - 0920                                     |                                                                             | N9378P<br>DAMAGE-SUBSTANTIAL                                                                                             | PX- (          |              |        | DUAL                                         | AGE 65, 30000 TOTAL<br>HOURS, 5000 IN TYPE,<br>INSTRUMENT RATED.              |
|        | NAME OF AIR<br>DEPARTURE P<br>EASTON, PA        |                                                                             | INTENDED DESTINATION                                                                                                     |                |              |        |                                              | INSTROPENT KALLD.                                                             |
|        | TYPE OF ACC<br>OVERSHOOT<br>GEAR COLL           | •                                                                           | · ·                                                                                                                      |                | L            | AND IN | OPERATION<br>G LEVEL OFF/TOUCHDOWN<br>G ROLL | 1                                                                             |
|        | DUAL STUD<br>PILOT IN<br>MISCELLAN<br>FACTOR(S) | DENT - MISJUDGED<br>ENT - FAILED TO<br>COMMAND - INADEQ<br>EOUS ACTS,CONDIT | DISTANCE AND SPEED<br>INITIATE GO-AROUND<br>UATE SUPERVISION OF FL<br>IONS - INTENTIONAL GROU<br>IONS - SIMULATED CONDIT | JND-WATE       | ER-LC        | )0P-S  | WERVE                                        |                                                                               |
|        | MISCELLAN                                       |                                                                             | IONS - OVERLOAD FAILURE                                                                                                  |                |              |        |                                              |                                                                               |
| 3-1836 | 5/19/72<br>TIME - 1319                          | DUBOIS, PA                                                                  | CESSNA 150H<br>N23156<br>DAMAGE-SUBSTANTIAL                                                                              |                |              |        | INSTRUCTIONAL<br>TRAINING                    | STUDENT, AGE 45, 36 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.     |
|        | NAME OF AIR<br>Departure p                      | PORT - DUBOIS-JE                                                            |                                                                                                                          |                | LAST         | ENR    | OUTE STOP                                    |                                                                               |
|        | ZELIENOP<br>TYPE OF ACC<br>COLLIDED             |                                                                             | RETURN                                                                                                                   |                | PHAS         |        | •PA<br>OPERATION<br>TO TAKEOFF               |                                                                               |
|        | PROBABLE CA<br>PILOT IN                         |                                                                             | JATE PREFLIGHT PREPARAT                                                                                                  | TION AND       | D/OR         | PLAN   | N ING                                        |                                                                               |

| FILE   | DATE                                                                             | LOCATION                                                                                                                            | AIRCRAFT DATA                                                                                                                |                       |                             | [ES<br>5 m/1           |                   | IGHT<br>RPDSE                | P'ILOT DATA                                                                                        |
|--------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------------|------------------------|-------------------|------------------------------|----------------------------------------------------------------------------------------------------|
| 3-1834 | 5/21/72<br>TIME - 17                                                             | SHARON, PA<br>00                                                                                                                    | CESSNA 150<br>N8521J<br>DAMAGE-SUBSTANTIAL                                                                                   |                       |                             |                        |                   | MMERCIAL<br>URE/PERSONAL TRA | PRIVATE, AGE 41, 100<br>ANSP TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED.                 |
|        | NAME OF A<br>DEPARTURE<br>SHARON<br>TYPE OF A<br>STALL                           | I, PA                                                                                                                               | INTENDED DESTINATION<br>LOCAL                                                                                                |                       | PI                          |                        | OF OPER<br>OFF IN | ATION<br>ITIAL CLIMB         |                                                                                                    |
|        | PROBABLE<br>PILOT I<br>FACTOR(S)                                                 | N COMMAND - FAILED                                                                                                                  | TO OBTAIN/MAINTAIN FLY                                                                                                       | ING SI                | PEEI                        | )                      |                   |                              |                                                                                                    |
|        | AIRPORT                                                                          | S/AIRWAYS/FACILITI<br>S/AIRWAYS/FACILITI                                                                                            | TO FOLLOW APPROVED PRO<br>ES - AIRPORT CONDITIONS<br>ES - AIRPORT CONDITIONS<br>,8DEG UPHILL GRAD,GRASS                      | HIGH                  | H VI<br>ER                  | GET                    | TION              |                              | AN FOR SHORT FLD TKOF.                                                                             |
| -2191  | AIRPORT<br>AIRPORT<br>REMARKS-<br>5/23/72<br>TIME - 17<br>NAME OF A<br>DEPARTURE | S/AIRWAYS/FACILITI<br>S/AIRWAYS/FACILITI<br>1300FT GRASS STRIP<br>CENTRE HALL,PA<br>45<br>VIRPORT - CENTRE AI<br>E POINT<br>HALL,PA | ES - AIRPORT CONDITIONS<br>ES - AIRPORT CONDITIONS<br>,8DEG UPHILL GRAD,GRASS<br>AERONCA 7AC<br>N84539<br>DAMAGE-SUBSTANTIAL | HIGH<br>DTHE<br>6-811 | H VI<br>ER<br>N H<br>O<br>O | GET<br>IGH.I<br>0<br>0 | TION<br>DID NOT   | FOLLOW OWNERS M              | AN FOR SHORT FLD TKOF.<br>STUDENT, AGE 31, 9 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED. |

· ....

| FILE  | DATE LOCATION                                                                                                                                                                    | AIRCRAFT DATA                                                                       | INJURIES<br>F S M/N                                          | .FLIGHT<br>PURPOSE                             | PILOT DATA                                                                  |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------|------------------------------------------------|-----------------------------------------------------------------------------|
|       | 5/28/72 DINGMANS FERRY,F<br>TIME - 1230<br>DEPARTURE POINT<br>BLAIRSTOWN,NJ<br>TYPE OF ACCIDENT<br>UNDERSHOOT<br>COLLIDED WITH TREES                                             | A SCHLEICHER KA-6<br>N29JG<br>DAMAGE-SUBSTANTIAL                                    | CR- 0 0 1<br>PX- 0 0 0<br>PHASE 01<br>LAND IT                | M I SCE LLAN EOUS                              | PRIVATE, AGE 52, 238<br>TOTAL HOURS, 35 IN TYPE,<br>NOT INSTRUMENT RATED.   |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISJUE<br>FACTOR(S)<br>WEATHER - DOWNDRAFT,UPDRA<br>TERRAIN - HIGH OBSTRUCTIC<br>WEATHER BRIEFING - OTHER<br>WEATHER FORECAST - UNKNOWN/ | NFTS<br>DNS                                                                         | IDE                                                          |                                                |                                                                             |
|       | SKY CONDITION<br>CLEAR<br>VISIBILITY AT ACCIDENT SITE<br>5 OR OVER<br>OBSTRUCTIONS TO VISION AT A<br>NONE<br>TYPE OF WEATHER CONDITIONS<br>VFR<br>REMARKS- PLT STATED HE ENCO    | ACCIDENT SITE                                                                       | UNLIM<br>PRECIPI<br>NONE<br>TEMPERA<br>80<br>TYPE OF<br>NONE | TATION AT ACCIDENT SI<br>TURE-F<br>FLIGHT PLAN |                                                                             |
| -2194 | 6/8/72 JEFFERSON,PA<br>TIME - 1449<br>DEPARTURE POINT<br>CONNELLSVILLE,PA                                                                                                        | HILLER ACFT FH1100<br>N5059F<br>DAMAGE-NONE<br>INTENDED DESTINATION<br>JEFFERSON,PA | PX- 0 1 0                                                    | CORP/EXEC                                      | COMMERCIAL, AGE 26, 196<br>Total Hours, 81 in type<br>Not instrument rated. |
|       | TYPE OF ACCIDENT<br>PROPELLER/ROTOR ACCIDENT                                                                                                                                     | TO PERSON                                                                           |                                                              | = OPERATION<br>C IDLING ROTORS                 |                                                                             |
|       | PROBABLE CAUSE(S)<br>PERSONNEL - MISCELLANEOUS<br>FACTOR(S)<br>PILOT IN COMMAND - INADEG                                                                                         | -PERSONNEL PASSENGER                                                                |                                                              |                                                |                                                                             |

| FILE   | DATE LOCATION                                                                                                                                   | AIRCRAFT DATA                                                                             | INJURIES<br>F S M/N  | FLIGHT<br>PURPOSE                                                               | PILOT DATA                                                                   |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|----------------------|---------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| 3-1994 | 6/11/72 KUNKLÉTOWN,PA<br>TIME - 1540<br>DEPARTURE POINT<br>WURTSBORD,NY<br>TYPE OF ACCIDENT<br>COLLIDED WITH WIRES/POU                          | SCHLEICHER KA-6<br>N1510<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>SNYDER,PA<br>ES | PX- 0 0 0<br>Phase 0 | NONCOMMERCIAL<br>Pleasure/Personal transp<br>DF Operation<br>Ing Final Approach | PRIVATE, AGE 30, 77 TOTA<br>Hours, 9 in type, Not<br>Instrument rated.       |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - FAILE<br>FACTOR(S)<br>PILOT IN COMMAND - IMPRO<br>TERRAIN - HIGH OBSTRUCTI<br>REMARKS- RAN OUT OF LIFT. | PER IN-FLIGHT DECISIONS<br>ONS                                                            |                      | TIONS                                                                           |                                                                              |
| 3-2393 | 6/11/72 SUGAR GROVE,PA<br>TIME - 1700<br>NAME OF AIRPORT - SANDERS<br>DEPARTURE POINT<br>SUGAR GROVE,PA<br>TYPE OF ACCIDENT<br>STALL MUSH       | PIPER PA-22<br>N31462<br>Damage-Substantial<br>PVT STRP<br>INTENDED DESTINATION<br>LOCAL  | PX- 0 0 3<br>PHASE 0 | NONCOMMERCIAL<br>Pleasure/personal transp<br>DF Operation<br>DFF Initial Climb  | COMMERCIAL, AGE 39, 600<br>TOTAL HOURS, 500 IN TYPE<br>NOT INSTRUMENT RATED. |
| ·      | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - PREMA<br>PILOT IN COMMAND - FAILE<br>REMARKS- HEAVILY LOADED.                                           |                                                                                           | YING SPEED           |                                                                                 |                                                                              |
| 3-2193 | 6/18/72 NEW CASTLE,PA<br>TIME - 1101<br>NAME OF AIRPORT - NEW CAST                                                                              |                                                                                           |                      | NONCOMMERCIAL<br>Pleasure/Personal Transp                                       | COMMERCIAL, AGE 28, 1638<br>TOTAL HOURS, 2 IN TYPE,<br>INSTRUMENT RATED.     |
|        | DEPARTURE POINT<br>NEW CASTLE,PA<br>TYPE OF ACCIDENT<br>OVERSHOOT<br>COLLIDED WITH TREES                                                        | INTENDED DESTINATION<br>LOCAL                                                             | LAND                 | DF OPERATION<br>Ing level off/touchdown<br>Ing Roll                             |                                                                              |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISJU<br>PILOT IN COMMAND - FAILE<br>FACTOR(S)<br>PILOT IN COMMAND - LACK                               | D TO INITIATE GO-AROUND                                                                   | CRAFT                |                                                                                 |                                                                              |

• PAGE 1200

| FILE   | DATE                                                                      |                                                                               | AIRCRAFT DATA                                             |        |        |           |                                  | FLIGHT<br>PURPOSE                  |        | PILOT DATA                                                                   |
|--------|---------------------------------------------------------------------------|-------------------------------------------------------------------------------|-----------------------------------------------------------|--------|--------|-----------|----------------------------------|------------------------------------|--------|------------------------------------------------------------------------------|
| 3-2192 | 6/18/72<br>TIME - 123<br>DEPARTURE                                        | LOCK HAVEN,PA<br>0                                                            | N8829Y<br>DAMAGE-DESTROYED<br>INTENDED DESTINATION        | CR-    | 0<br>0 | 1<br>1    | 0<br>0                           | NONCOMMERCIAL<br>Pleasure/personal | TRANSP | COMMERCIAL, AGE 54,<br>11298 TOTAL HOURS, 1100 II<br>TYPE, INSTRUMENT RATED. |
|        | TYPE OF AC                                                                |                                                                               |                                                           |        |        |           |                                  |                                    |        |                                                                              |
|        | PROBABLE C<br>PILOT IN                                                    |                                                                               | UED VFR FLIGHT INTO AD                                    | VERSE  | WEA    | THE       | RC                               | ONDITIQNS                          |        |                                                                              |
| 3-2578 | 6/18/72<br>TIME - UNK                                                     |                                                                               | BEECH 23<br>N23780                                        | CR-    | 1      | 0         | 0                                | NONCOMMERCIAL                      | TRANSP | PRIVATE, AGE 55, 850<br>Total Hours, 300 In Type,                            |
|        | DEPARTURE                                                                 | POINT                                                                         | DAMAGE-DESTROYED<br>INTENDED DESTINATION<br>FT.MEADE,MD   |        | 2      | Ŭ         | Ū                                |                                    | TRANSI | NOT INSTRUMENT RATED.                                                        |
|        |                                                                           | ,MICH<br>CIDENT<br>N WITH GROUND∕WAT                                          |                                                           |        |        |           | F OPERATION<br>IGHT UNCONTROLLED | DESCENT                            |        |                                                                              |
|        | PILOT IN<br>FACTOR(S)<br>WEATHER<br>WEATHER BR<br>WEATHER FO              | COMMAND - CONTIN<br>COMMAND - SPATIA<br>- THUNDERSTORM AC<br>IEFING - BRIEFED | TIVITY<br>BY FLIGHT SERVICE PERS<br>SUBSTANTIALLY CORRECT | ONNEL, |        |           |                                  |                                    |        |                                                                              |
|        | SKY CONDIT                                                                |                                                                               |                                                           |        | c      | _         | . ING                            | AT ACCIDENT SITE                   |        |                                                                              |
|        | BROKEN/LOWER SCATTERED<br>VISIBILITY AT ACCIDENT SITE<br>3 MILES OR LESS- |                                                                               |                                                           |        |        | REC       | IP I                             | TATION AT ACCIDENT<br>ERSTORM      | SITE   |                                                                              |
|        | OBSTRUCTIO<br>FOG                                                         | NS TO VISION AT A                                                             | CCIDENT SITE                                              |        | т      | EMP<br>68 |                                  | TURE-F                             | -      |                                                                              |

ø

BRIEFS OF ACCIDENTS

|        |                                                                         |                                                                                           |                                                                                                               | OF AC    |                          |                                                                        | ~~~~                                                                                                                                                 |                                                                             |
|--------|-------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|----------|--------------------------|------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| FILE   | DATE                                                                    | LOCATION                                                                                  | AIRCRAFT DATA                                                                                                 | INJ<br>F | URIE<br>S                | ES<br>M∕N                                                              | FLIGHT<br>PURPOSE                                                                                                                                    | PILOT DATA                                                                  |
|        | 7/14/72<br>TIME - 164                                                   | CUDDY, PA                                                                                 | CESSNA 150L<br>N1288Q<br>DAMAGE-SUBSTANTIAL                                                                   | CR-      | 0 0                      | ) 1                                                                    | INSTRUCTIONAL<br>TRAINING                                                                                                                            | STUDENT, AGE 17, 36 TOTA<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.    |
|        |                                                                         | A<br>CCIDENT<br>NDING                                                                     |                                                                                                               |          | 1                        | ANDI                                                                   | F OPERATION<br>NG LEVEL OFF/TOUCHDOWN<br>NG ROLL                                                                                                     |                                                                             |
|        | PILOT IN<br>FACTOR(S)<br>WEATHER<br>MISCELLA<br>PILOT IN<br>WEATHER BR  | N COMMAND - IMPROP<br>N COMMAND - IMPROP<br>- UNFAVORABLE WIN<br>ANEOUS ACTS,CONDIT       | ER RECOVERY FROM BOUNCE<br>D CONDITIONS<br>TONS - OVERLOAD FAILURE<br>TED OPERATION BEYOND E<br>TING RECEIVED | E -      |                          | ABILI                                                                  | TY LEVEL                                                                                                                                             |                                                                             |
|        | 4 MILES<br>OBSTRUCTIO<br>HAZE<br>WIND DIREC<br>220<br>TYPE OF WE<br>VFR | Y AT ACCIDENT SITE<br>OR LESS<br>DNS TO VISION AT A<br>CTION-DEGREES<br>EATHER CONDITIONS |                                                                                                               | D LNDGS  | PRE<br>REI<br>WII<br>TYI | 3500<br>ECIPI<br>NONE<br>LATIV<br>LEFT<br>ND VE<br>12<br>PE OF<br>NONE | AT ACCIDENT SITE<br>TATION AT ACCIDENT SITE<br>E BEARING OF WIND<br>CROSS WIND 248-292 DEGR<br>LOCITY-KNOTS<br>FLIGHT PLAN<br>INSTRUCTOR SUPERVISION | -<br>REES                                                                   |
| 3-2474 | 7/15/72<br>TIME - 142                                                   |                                                                                           | SCHWEIZER 233A<br>N1241S<br>DAMAGE-SUBSTANTIAL                                                                |          |                          |                                                                        | NONCOMMERCIAL<br>Pleasure/Personal trai                                                                                                              | STUDENT, AGE 28, 32 TOT/<br>NSP HOURS, 11 IN TYPE, NOT<br>INSTRUMENT RATED. |
|        | TYPE OF AC                                                              | IRPORT - VANSANT<br>CCIDENT<br>DWITH TREES                                                | DAMAGE SUBSTANTIAE                                                                                            |          |                          |                                                                        | F OPERATION<br>NG FINAL APPROACH                                                                                                                     | INSTROMENT RATED.                                                           |
|        | MISCELL/<br>FACTOR(S)                                                   | N COMMAND - IMPROP                                                                        | PER IN-FLIGHT DECISIONS<br>IONS - POORLY PLANNED<br>LIGHT,CLEAR AIR                                           |          |                          | 1G                                                                     |                                                                                                                                                      |                                                                             |
|        | 5 OR OVE<br>OBSTRUCTIO                                                  | Y AT ACCIDENT SITE                                                                        |                                                                                                               |          | PRI<br>F<br>TY           | UNLIM<br>ECIPI<br>NONE<br>PE OF                                        | AT ACCIDENT SITE<br>ITED<br>TATION AT ACCIDENT SITI<br>WEATHER CONDITIONS                                                                            | E ·                                                                         |
|        |                                                                         | LIGHT PLAN                                                                                |                                                                                                               |          |                          | VFR                                                                    |                                                                                                                                                      |                                                                             |

| FILE  | DATE                                                         | LOCATION                                                                            | AIRCRAFT DATA                                                                         |        | -   | IES<br>S M |     | FLIGHT<br>PURPOSE                  |        | PILOT DATA                                                                |
|-------|--------------------------------------------------------------|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|--------|-----|------------|-----|------------------------------------|--------|---------------------------------------------------------------------------|
| -2429 | 7/16/72<br>TIME - 140                                        | KUTZTOWN,PA<br>DO                                                                   | CHAMPION 7KCAB<br>N2753G<br>DAMAGE-SUBSTANTIAL                                        |        |     |            |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL | TRANSP | COMMERCIAL, AGE 50, 789<br>TOTAL HOURS, 30 IN TYPE,<br>INSTRUMENT RATED.  |
|       | DEPARTURE<br>RED WIN<br>TYPE OF AC<br>GROUND-W               | IG APT.,N.J.                                                                        | INTENDED DESTINATION<br>KUTZTOWN,PA                                                   |        | Ρ   | L۸         | NDI | F OPERATION<br>NG ROLL<br>NG ROLL  |        |                                                                           |
|       | FACTOR(S)                                                    | I COMMAND - FAILED                                                                  | TO MAINTAIN DIRECTIONA<br>ED WRONG RUNWAY RELATIV                                     |        |     |            | NG  | 4 IND                              |        |                                                                           |
| -2490 | 7/17/72<br>TIME - 190                                        | MONTROSE, PA                                                                        | CESSNA 170<br>N2987D<br>Damage-Substantial                                            |        |     |            |     | NONCOMMERCIAL<br>BUSINESS          |        | PRIVATE, AGE 40, 257<br>Total Hours, 40 in Type,<br>Not instrument rated. |
|       | NAME OF AI<br>DEPARTURE<br>LOCK HA<br>TYPE OF AC<br>NOSE OVE | VEN PA<br>CIDENT                                                                    | INTENDED DESTINATION<br>BROOM COUNTY APT,PA                                           |        | Ρ   |            |     | - OPERATION<br>Ng ROLL             |        | NOT INSTRUCTING RATED.                                                    |
|       | PILOT IN<br>FACTOR(S)<br>TERRAIN<br>EMERGENCY                | I COMMAND - BECAME<br>I COMMAND - SELECT<br>- HIGH VEGETATION<br>CIRCUMSTANCES - PF | ED UNSUITABLE TERRAIN<br>Recautionary Landing of<br>DW on fuel<br>PPROACHING DARKNESS | FAIRF  | POR | т          |     |                                    |        |                                                                           |
| -2612 | 7/29/72<br>TIME - 163                                        | CENTRAL CITY,PA<br>5                                                                | STINSON 108<br>N40105<br>DAMAGE-SUBSTANTIAL                                           |        |     |            |     | NONCOMMERCIAL<br>PLEASURE/PERSONAL | TRANSP | PRIVATE, AGE 28, 183<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT       |
|       | DEPARTURE<br>MCDONAL<br>TYPE OF AC<br>GROUND-W               | D, PA                                                                               | E<br>INTENDED DESTINATION<br>CENTRAL CITY,PA                                          |        | Ρ   | LA         | NDI | F OPERATION<br>NG ROLL<br>NG ROLL  |        | RATED.                                                                    |
|       |                                                              |                                                                                     | TO MAINTAIN DIRECTIONA                                                                | _ CONT | rro | L          |     |                                    |        |                                                                           |

|        |                                  |                                                                                      | BRIEF                                                                                                |                  |                 |             |                                        |           |                                                                                                |
|--------|----------------------------------|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|------------------|-----------------|-------------|----------------------------------------|-----------|------------------------------------------------------------------------------------------------|
| FILE   | DATE                             |                                                                                      | AIRCRAFT DATA                                                                                        | IN               | IJURIE<br>FS    | S<br>M/N    | FLIGHT<br>PURPOSE                      |           | PILOT DATA                                                                                     |
|        | 8/31/72<br>TIME - 14             | NEWTOWN, PA                                                                          | CESSNA 150G<br>N3161J<br>DAMAGE-DESTROYED                                                            | CR-              | 1 0             | 0           | INSTRUCTIONAL<br>DUAL                  |           | COMMERCIAL, FL.INSTR.,<br>AGE 50, 2230 TOTAL HOURS,<br>910 IN TYPE, NOT INSTRU-<br>MENT RATED. |
|        |                                  | IRPORT - PEACOCK<br>POINT                                                            | INTENDED DESTINATION                                                                                 |                  |                 |             |                                        |           |                                                                                                |
|        | PHILAD<br>TYPE OF A              | ELPHIA, PA                                                                           | LOCAL                                                                                                |                  | РНА             | SE O        | F OPERATION                            |           |                                                                                                |
|        |                                  | FAILURE OR MALFUNC                                                                   | TION                                                                                                 |                  | I               | N FL        | IGHT NORMAL CRUIS<br>NG FINAL APPROACE |           |                                                                                                |
|        | PILOT I<br>PILOT I               | N COMMAND - IMPROP<br>N COMMAND - FAILED<br>N COMMAND - FAILED<br>ANEOUS - EVASIVE M | ER OPERATION OF POWERP<br>TO FOLLOW APPROVED PR<br>TO OBTAIN/MAINTAIN FL<br>ANEUVER TO AVOID COLLI   | DCEDUR<br>YING S | ES,DI           |             |                                        | ·         |                                                                                                |
|        | MISCELL<br>COMPLETE<br>EMERGENCY | ANEOUS ACTS, CONDIT<br>POWER LOSS - COMPL<br>CIRCUMSTANCES - F                       | IONS - SIMULATED CONDI<br>ETE ENGINE FAILURE/FLA<br>ORCED LANDING OFF AIRP<br>R PRACTICE FORCED LDG. | MEOUT-<br>DRT ON | LAND            |             | START. STALLED WH                      | ILE AVOIC | DING TREE.                                                                                     |
| 3-2387 | 7/13/72<br>TIME - 15             |                                                                                      | PIPER PA-32<br>N4088W<br>DAMAGE-SUBSTANTIAL                                                          | РХ-              |                 |             |                                        | L TRANSP  | COMMERCIAL, FL.INSTR.,<br>AGE 32, 2404 TOTAL HOURS, 6<br>IN TYPE, INSTRUMENT<br>RATED.         |
|        |                                  | IRPORT - T.F.GREEN<br>POINT<br>•NY                                                   | INTENDED DESTINATION<br>WARWICK,RI                                                                   |                  |                 |             |                                        |           |                                                                                                |
|        | TYPE OF A                        |                                                                                      |                                                                                                      |                  |                 |             | F OPERATION<br>FROM LANDING            |           |                                                                                                |
|        |                                  | N COMMAND - TAXIED<br>N COMMAND - FAILED                                             | /PARKED WITHOUT PROPER<br>TO SEE AND AVOID OBJE                                                      |                  |                 |             | IONS                                   |           |                                                                                                |
|        | MISCELL<br>WEATHER B             | RIEFING - BRIEFED                                                                    | D CONDITIONS<br>IONS - CONGESTED RAMP/<br>BY FLIGHT SERVICE PERS<br>SUBSTANTIALLY CORRECT            |                  |                 | AD I O      |                                        |           |                                                                                                |
|        | SKY CONDI                        |                                                                                      |                                                                                                      |                  |                 |             | AT ACCIDENT SITE                       |           |                                                                                                |
|        | UNKNOWN<br>OBSTRUCTI             | Y AT ACCIDENT SITE<br>/NOT REPORTED<br>ONS TO VISION AT A                            |                                                                                                      |                  | PRE<br>R<br>TEM | AIN<br>PERA | TATION AT ACCIDEN<br>TURE-F            | T SITE    |                                                                                                |
|        | 190                              | CTION-DEGREES                                                                        |                                                                                                      |                  | 1               | D VE        | LOCITY-KNOTS                           |           |                                                                                                |
|        | IFR                              | EATHER CONDITIONS                                                                    |                                                                                                      |                  | I               | FR          | FLIGHT PLAN                            |           |                                                                                                |
|        | REMARKS-                         | R WG HIT LUW FENCE                                                                   | WHILE GOING AROUND AN                                                                                | DIHER            | ACFI.           | REP         | TO VIS REDUCED DU                      | E RAIN.   |                                                                                                |

| FILE   |                                                       | LOCATION                                                                                                       |                                                                                                                                   | FS                    | MZN   | PURPOSE                                           | PILOT DATA                                                                               |
|--------|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------|---------------------------------------------------|------------------------------------------------------------------------------------------|
| 3-1802 |                                                       | WEST COLUMBIA,SC                                                                                               |                                                                                                                                   | CR- 0<br>PX- 0        | 01    | INSTRUCTIONAL<br>TRAINING                         | COMMERCIAL, FL.INSTR.,<br>AGE 26, 2821 TOTAL HOURS,<br>800 IN TYPE, INSTRUMENT<br>RATED. |
|        | DEPARTURE<br>WEST CO<br>TYPE OF A                     | LUMBIÀ,SC<br>CCIDENT<br>FAILURE OR MALFUNCT                                                                    | INTENDED DESTINATION<br>LOCAL                                                                                                     |                       | IN FL | F OPERATION<br>IGHT NORMAL CRUISE<br>NG ROLL      |                                                                                          |
|        | PÍLOT I                                               | ANEOUS ACTS, CONDITI                                                                                           | ONS - SIMULATED CONDIT<br>TENTLY RETRACTED GEAR<br>CHECK.                                                                         | T I ON S              |       |                                                   | · ·                                                                                      |
| 3-2206 |                                                       | CLOVER,SC<br>15                                                                                                | PIPER PA-28<br>N9177J<br>DAMAGE-SUBSTANTIAL                                                                                       | CR- 0<br>PX- 0        |       |                                                   | ATR,FLIGHT INSTR., AGE<br>36, 3425 TOTAL HOURS, 75<br>IN TYPE, INSTRUMENT<br>RATED.      |
|        | NAME <sup>,</sup> OF A<br>DEPARTURE<br>GASTON         |                                                                                                                | INTENDED DESTINATION                                                                                                              |                       |       |                                                   |                                                                                          |
|        | TYPE OF A<br>Engine<br>Stall                          | CCIDENT<br>FAILURE OR MALFUNCT                                                                                 | ION                                                                                                                               |                       | IN FL | F OPERATION<br>IGHT NORMAL CRUISE<br>NG GO-AROUND |                                                                                          |
|        | PILOT I<br>DUAL ST<br>MISCELL<br>FACTOR(S)<br>TERRAIN | ANEOUS ACTS,CONDITI<br>N COMMAND - INADEQU<br>UDENT - FAILED TO O<br>ANEOUS - EVASIVE MA<br>- HIGH OBSTRUCTION | DNS - SIMULATED CONDIT<br>ATE SUPERVISION OF FL<br>BTAIN/MAINTAIN FLYING<br>NEUVER TO AVOID COLLIS<br>S<br>ANDING STALLED AVOIDIN | IGHT<br>SPEED<br>SION |       |                                                   |                                                                                          |

|        |                                                                                                                       |                                                                                         |                                                                                         | S OF A  |                      |                             |                                                                                                                  |                                                                                 |  |  |  |
|--------|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|---------|----------------------|-----------------------------|------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|--|--|--|
| FILE   | DATE                                                                                                                  | LOCATION                                                                                | AIRCRAFT DATA                                                                           |         | JURI<br>= S          | ES<br>5 M/N                 | FLIGHT<br>PURPOSE                                                                                                | PILOT DATA                                                                      |  |  |  |
| 3-2005 | 6/5/72<br>TIME - 1530                                                                                                 | BARNWELL,SC                                                                             | CALLAIR A-9<br>N7244V<br>DAMAGE-DESTROYED                                               |         |                      |                             | COMMERCIAL<br>AERIAL APPLICATION                                                                                 | COMMERCIAL, AGE 25, 3550<br>TOTAL HOURS, 281 IN TYPE,<br>NOT INSTRUMENT RATED.  |  |  |  |
|        | DEPARTURE F<br>BARNWELL<br>TYPE OF ACC<br>ENGINE FA                                                                   | SC                                                                                      | INTENDED DESTINATION<br>LOCAL                                                           |         |                      | IN F                        | OF OPERATION<br>LIGHT SWATH RUN<br>ING LEVEL OFF/TOUCHD                                                          | DWN                                                                             |  |  |  |
|        | MISCELLAM<br>TERRAIN -<br>COMPLETE PO                                                                                 | NT - FUEL SYSTEM<br>NEOUS ACTS,CONDIT<br>- OTHER<br>DWER LOSS - COMPL                   | PUMPS<br>TIONS - MATERIAL FAILURI<br>ETE ENGINE FAILURE/FLAM<br>ORCED LANDING OFF AIRPO | MEOUT-: |                      |                             |                                                                                                                  |                                                                                 |  |  |  |
|        | KIND OF C<br>PILOT'S S<br>GOGGLES -<br>TANK/HOPF                                                                      | JRS IN CROP CONTR<br>CROP - OTHER<br>SEAT BELT - UNKNC<br>NOT USED<br>PER-LOCATION - FC |                                                                                         |         | TY<br>GL<br>CR<br>SW | PE O<br>OVES<br>ASH<br>IATH | F OPERATION - SPRAYIN<br>F CHEMICAL USED - LIQ<br>- NOT USED<br>HELMET - AVAILABLE-USI<br>RUN-HOW FLOWN - WIND ( | UID CHEMICAL-NONTOXIC                                                           |  |  |  |
| 8-2355 | 7/2/72<br>TIME - 1730                                                                                                 | AIKEN,SC<br>)                                                                           | PIPER J-3<br>N5147B<br>DAMAGE-SUBSTANTIAL                                               |         |                      |                             | NONCOMMERCIAL<br>Pleasure/Personal Ti                                                                            | PRIVATE, AGE 53, 886<br>RANSP TOTAL HOURS, 16 IN TYPE,<br>NOT INSTRUMENT RATED. |  |  |  |
|        | NAME OF AIF<br>DEPARTURE F<br>AIKEN,SC                                                                                | RPORT - AIKEN<br>POINT                                                                  | INTENDED DESTINATION                                                                    |         |                      |                             |                                                                                                                  | NOT INSTRUMENT RATED.                                                           |  |  |  |
|        | TYPE OF ACC<br>NOSE OVER                                                                                              |                                                                                         |                                                                                         |         |                      |                             | OF OPERATION<br>ING LEVEL OFF/TOUCHDO                                                                            | DWN                                                                             |  |  |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - EXERCISED POOR JUDGMENT<br>WEATHER - UNFAVORABLE WIND CONDITIONS<br>FACTOR(S) |                                                                                         |                                                                                         |         |                      |                             |                                                                                                                  |                                                                                 |  |  |  |
|        | WEATHER BRI                                                                                                           | COMMAND - INADEG<br>EFING - NO BRIEF<br>RECAST - UNKNOWN/                               |                                                                                         | TION A  | 10/0                 | IR PL                       | ANNING                                                                                                           |                                                                                 |  |  |  |
|        | SKY CONDITI<br>SCATTERED<br>VISIBILITY                                                                                | -                                                                                       |                                                                                         |         |                      | UNL I                       | G AT ACCIDENT SITE<br>MITED<br>ITATION AT ACCIDENT S                                                             | ITE                                                                             |  |  |  |
|        | 5 OR OVER<br>OBSTRUCTION                                                                                              |                                                                                         |                                                                                         |         | WI                   | NONE                        | ELOCITY-KNOTS                                                                                                    |                                                                                 |  |  |  |
|        | TYPE OF WEA<br>VFR                                                                                                    | THER CONDITIONS                                                                         |                                                                                         |         |                      | PE O                        | F FLIGHT PLAN                                                                                                    |                                                                                 |  |  |  |

|                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | DRIC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | - ACC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | IDEI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 113                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| DATE LOCA                                                                                                                                                                                                      | TION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | AIRCRAFT DATA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | INJUI<br>F                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | RIES<br>S M                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 5<br>4/N                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | FLIGHT<br>PURPOSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | PILOT DATA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |  |  |
| 7/9/72 MYRTLE B<br>TIME - 1500<br>NAME OF AIRPORT - N                                                                                                                                                          | EACH,SC<br>. MYRTLE BE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | PIPER PA-28<br>N5129S<br>DAMAGE-SUBSTANTIA<br>EACH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | CF<br>P3<br>NL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | R- 0<br>κ- 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 1<br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | PRIVATE, AGE 46, 400<br>NSP TOTAL HOURS, 35 IN TYPE,<br>NOT INSTRUMENT RATED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |  |
| TYPE OF ACCIDENT PHASE OF OPERATION<br>HARD LANDING LANDING LEVEL OFF/TOUCHDOWN                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |  |
| PILOT IN COMMAND                                                                                                                                                                                               | - IMPROPER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | RECOVERY FROM BOUN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | ICED I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | LANDI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | NG                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |  |
| DEPARTURE POINT                                                                                                                                                                                                | IN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TENDED DESTINATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | R- 0<br>K- 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 0<br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 1<br>0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | PRIVATE, AGE 46, 803<br>TOTAL HOURS, 200 IN TYPE<br>NOT INSTRUMENT RATED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |  |
| KINGSTREE SC     LOCAL       TYPE OF ACCIDENT     PHASE OF OPERATION       ENGINE FAILURE OR MALFUNCTION     IN FLIGHT PROCEDURE TURNAROUND       COLLIDED WITH     CROP       LANDING     LEVEL OFF/TOUCHDOWN |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |  |
| TERRAIN - ROUGH/U<br>FACTOR(S)<br>PILOT IN COMMAND                                                                                                                                                             | NEVEN<br>- ATTEMPTED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | OPERATION BEYOND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | EXPE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | RIENC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | E/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | BILI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |  |
| EMERGENCY CIRCUMSTA                                                                                                                                                                                            | NCES - FORC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | CED LANDING OFF AIR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | RPORT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | ONL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |  |
| GOGGLES - NDT USE<br>COCKPIT CRASHPAD<br>TANK/HOPPER-LOCAT                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | TYP<br>GLO<br>CRA<br>CRA<br>TERI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | E OF<br>VES<br>SH H<br>SH B<br>RAIN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | CHEMICAL USED - LIQUI<br>- NOT USED<br>ELMET - AVAIALABLE-NOT<br>AR - NOT INSTALLED<br>-TYPE - LEVEL,FLAT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | D CHEMICAL-NONTOXIC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |  |
|                                                                                                                                                                                                                | 7/9/72 MYRTLE B<br>TIME - 1500<br>NAME OF AIRPORT - N<br>DEPARTURE POINT<br>WILMINGTON,NC<br>TYPE OF ACCIDENT<br>HARD LANDING<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND<br>PILOT IN COMMAND<br>REMARKS- NOSE WHEEL<br>7/18/72 CADES,SC<br>TIME - 0900<br>DEPARTURE POINT<br>KINGSTREE SC<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR<br>COLLIDED WITH CR<br>PROBABLE CAUSE(S)<br>POWERPLANT - MISC<br>TERRAIN - ROUGH/U<br>FACTOR(S)<br>PILOT IN COMMAND<br>COMPLETE POWER LOSS<br>EMERGENCY CIRCUMSTA<br>SPECIAL DATA<br>TOTAL HOURS IN CR<br>KIND OF CROP - UN<br>PILOT'S SEAT BELT<br>GOGGLES - NOT USE<br>COCKPIT CRASHPAD | 7/9/72 MYRTLE BEACH, SC<br>TIME - 1500<br>NAME OF AIRPORT - N. MYRTLE BE<br>DEPARTURE POINT IN<br>WILMINGTON, NC<br>TYPE OF ACCIDENT<br>HARD LANDING<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPER<br>REMARKS- NOSE WHEEL TIRE BLEW<br>7/18/72 CADES, SC<br>TIME - 0900<br>DEPARTURE POINT IN<br>KINGSTREE SC<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTIO<br>COLLIDED WITH CROP<br>PROBABLE CAUSE(S)<br>POWERPLANT - MISCELLANEOUS<br>TERRAIN - ROUGH/UNEVEN<br>FACTOR(S)<br>PILOT IN COMMAND - ATTEMPTED<br>COMPLETE POWER LOSS - COMPLETE<br>EMERGENCY CIRCUMSTANCES - FORC<br>SPECIAL DATA<br>TOTAL HOURS IN CROP CONTROL<br>KIND OF CROP - UNKNOMN/NOT F<br>PILOT'S SEAT BELT - FASTENED<br>GOGGLES - NOT USED<br>COCKPIT CRASHPAD - NOT INSTA | DATE LOCATION AIRCRAFT DATA<br>7/9/72 MYRTLE BEACH, SC PIPER PA-28<br>TIME - 1500 DAMAGE-SUBSTANTIA<br>NAME OF AIRPORT - N. MYRTLE BEACH<br>DEPARTURE POINT INTENDED DESTINATION<br>WILMINGTON,NC MYRTLE BEACH,SC<br>TYPE OF ACCIDENT<br>HARD LANDING<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPER LEVEL OFF<br>PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUN<br>REMARKS- NOSE WHEEL TIRE BLEW ON TOUCHDOWN.<br>7/18/72 CADES,SC PIPER J3C<br>TIME - 0900 DAMAGE-SUBSTANTIA<br>DEPARTURE POINT INTENDED DESTINATION<br>KINGSTREE SC LOCAL<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>COLLIDED WITH CROP<br>PROBABLE CAUSE(S)<br>POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE<br>TERRAIN - ROUGH/UNEVEN<br>FACTOR(S)<br>PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND<br>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FI<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIF<br>SPECIAL DATA<br>TOTAL HOURS IN CROP CONTROL - 1<br>KIND OF CROP - UNKNOWN/NOT REPORTED<br>PILOT'S SEAT BELT - FASTENED-PROPERLY<br>GOGGLES - NOT USED<br>COCKPIT CRASHPAD - NOT INSTALLED<br>TANK/HOPPER-LOCATION - BELLY | DATELOCATIONAIRCRAFT DATA7/9/72MYRTLE BEACH, SCPIPER PA-28CITIME - 1500N5129SP2DAMAGE - SUBSTANTIALNAME OF AIRPORT - N. MYRTLE BEACHDEPARTURE POINTINTENDED DESTINATIONWILMINGTON, NCMYRTLE BEACH, SCTYPE OF ACCIDENTHARD LANDINGPROBABLE CAUSE(S)PILOT IN COMMAND - IMPROPER LEVEL OFFPILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED INREMARKS- NOSE WHEEL TIRE BLEW ON TOUCHDOWN.7/18/72CADES, SCPIPER J3CCLTIME - 0900N77549DAMAGE-SUBSTANTIALDEPARTURE POINTINTENDED DESTINATIONKINGSTREE SCLOCALTYPE OF ACCIDENTENGINE FAILURE OR MALFUNCTIONCOLLIDED WITHCROPPROBABLE CAUSE(S)POWERPLANT - MISCELLANEOUSPOWERPLANT - MISCELLANEOUSPOWERPLANT FAILURE FORTERRAIN - ROUGH/UNEVENFACTOR(S)PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPEICOMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOIEMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORTSPECIAL DATATOTAL HOURS IN CROP CONTROL - 1KIND OF CROP - UNKNOWN/NOT REPORTEDPILOT'S SEAT BELT - FASTENED-PROPERLYGOGGLES - NOT USEOCOCKFIT CRASHPAD - NOT INSTALLEDTANK/HOPPER-LOCATION - BELLY | DATE LOCATION AIRCRAFT DATA INJU<br>7/9/72 MYRTLE BEACH,SC PIPER PA-28 CR- 0<br>TIME - 1500 DAMAGE-SUBSTANTIAL<br>NAME OF AIRPORT - N. MYRTLE BEACH<br>DEPARTURE POINT INTENDED DESTINATION<br>WILMINGTON,NC MYRTLE BEACH,SC<br>TYPE OF ACCIDENT<br>HARD LANDING<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPER LEVEL OFF<br>PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDIN<br>REMARKS- NOSE WHEEL TIRE BLEW ON TOUCHDOWN.<br>7/18/72 CADES,SC PIPER J3C CR- 0<br>TIME - 0900 N77549 PX- 0<br>DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>KINGSTREE SC LOCAL<br>TYPE OF ACCIDENT<br>ENGINE FAILURE OR MALFUNCTION<br>COLLIDED WITH CROP<br>PROBABLE CAUSE(S)<br>POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDE<br>TERRAIN - ROUGH/UNEVEN<br>FACTOR(S)<br>PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENC<br>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE FOR UNDE<br>TERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON L<br>SPECIAL DATA<br>TOTAL HOURS IN CROP CONTROL - 1<br>KINDO F CROP - UNKNOWN/NOT REPORTED<br>PILOT'S SEAT BELT - FASTENED-PROPERLY<br>GOGGLES - NOT USED<br>COCKPIT CRASHPAD - NOT INSTALLED<br>TANK/HOPPER-LOCATION - BELLY | DATE LOCATION AIRCRAFT DATA INJURIES<br>7/9/72 MYRTLE BEACH, SC PIPER PA-28 CR- 0 0<br>TIME - 1500 N5129S PX- 0 0<br>DAMAGE-SUBSTANTIAL<br>NAME OF AIRPORT - N. MYRTLE BEACH<br>DEPARTURE POINT INTENDED DESTINATION<br>WILMINGTON,NC MYRTLE BEACH, SC<br>TYPE OF ACCIDENT HARD LANDING LA<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - IMPROPER LEVEL OFF<br>PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING<br>7/18/72 CADES,SC PIPER J3C CR- 0 0<br>TIME - 0900 N77549 PX- 0 0<br>DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>KINGSTREE SC LOCAL<br>TYPE OF ACCIDENT PX- 0 0<br>DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>KINGSTREE SC LOCAL<br>TYPE OF ACCIDENT PX- 0 0<br>PROBABLE CAUSE(S)<br>POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERN<br>TERRAIN - ROUGH/UNEVEN<br>FACTOR(S)<br>PLOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/AI<br>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEDUT-1 ENG<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>SPECIAL DATA<br>TOTAL HOURS IN CROP CONTROL - 1 KINN<br>KIND OF CROP - UNKNOWN/NOT REPORTED TYPE<br>PILOT'S SEAT BELT - FASTENED-PROPERLY GLO<br>GOGGLES - NOT USEO<br>CARAIT - ROUSED | DATE LOCATION AIRCRAFT DATA INJURIES<br>F S M/N<br>7/9/72 MYRTLE BEACH, SC PIPER PA-28 CR- 0 0 1<br>TIME - 1500 DAMAGE-SUBSTANTIAL<br>NAME OF AIRPORT - N. MYRTLE BEACH<br>DEPARTURE POINT INTENDED DESTINATION<br>WILMINGTON,NC MYRTLE BEACH, SC<br>TYPE OF ACCIDENT INTENDED DESTINATION<br>WALMINGTON,NC MYRTLE BEACH, SC<br>PLOT IN COMMAND - IMPROPER LEVEL OFF<br>PLOT IN COMMAND - IMPROPER LEVEL OFF<br>PLOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING<br>REMARKS- NOSE WHEEL TIRE BLEW ON TOUCHDOWN.<br>7/18/72 CADES, SC PIPER J3C CR- 0 0 1<br>TIME - 0900 N77549 PX- 0 0 0<br>DAMAGE-SUBSTANTIAL<br>DEPARTURE POINT INTENDED DESTINATION<br>KINGSTREE SC LOCAL<br>TYPE OF ACCIDENT PHASE OC<br>ENGINE FAILURE OR MALFUNCTION IN FL<br>COLLIDED WITH CROP<br>PROBABLE CAUSE(S)<br>POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINE<br>TERRAIN - ROUGH/UNEVEN<br>FACTOR(S)<br>PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILI<br>COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/LAMEOUT-1 ENGINE<br>EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND<br>SPECIAL DATA<br>TOTAL HOURS IN CROP CONTROL - 1 KIND OF<br>KIND OF CROP - UNKNOMN/NOT REPORTED TYPE OF CASH BLET - FASTENED-PROPERLY<br>GOGGLES - NOT USED CRASH<br>COCKPIT CRASHPAD - NOT INSTALLED CRASH B<br>TANK/HOPPER-LOCATION - BELLY | DATE       LOCATION       AIRCRAFT DATA       INJURIES       FLIGHT         DATE       LOCATION       AIRCRAFT DATA       INJURIES       FLIGHT         T/9/72       MYRTLE BEACH,SC       PIPER PA-28       CR-001       NONCOMMERCIAL         TIME - 1500       N51293       PX-000       PLEASURE/PERSONAL TRADARGE-SUBSTANTIAL         NAME OF AIRPORT - N. MYRTLE BEACH       DEPARTURE POINT       INTENDED DESTINATION         WILMINGTON,NC       MYRTLE BEACH,SC       PHASE OF OPERATION         TYPE OF ACCIDENT       INTENDED LESTINATION       LANDING LEVEL OFF/TOUCHDOW         PROBABLE CAUSE(S)       PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING       LANDING         PROBABLE CAUSE(S)       PIPER J3C       CR-000       O AERIAL APPLICATION         DEPARTURE POINT       INTENDED DESTINATION       NT7549       PX-0000       AERIAL APPLICATION         DEPARTURE POINT       INTENDED DESTINATION       DAMAGE-SUBSTANTIAL       DEVENTION       DAMAGE-SUBSTANTIAL         DEPARTURE POINT       INTENDED DESTINATION       LANDING       LANDING       LANDING         KINGSTREE SC       LOCAL       PHASE OF OPERATION       LANDING       LANDING       LANDING         PROBABLE CAUSE(S)       POWERPLANT       MISCELLANEOUS       POWERPLANT       N |  |  |  |

BRIEFS OF ACCIDENTS

|        |                                                                                                                                                                                            |                                                                                                                                                           | BRIEFS                                                                                                 | S OF AC        | CIDEN                                        | тs                                 |                                                                                                                                                                           |                                                                                               |  |  |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|----------------|----------------------------------------------|------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--|--|
| FILE   | DATE                                                                                                                                                                                       | LOCATION                                                                                                                                                  | AIRCRAFT DATA                                                                                          |                | URIES<br>S M                                 |                                    | FLIGHT<br>PURPOSE                                                                                                                                                         | PILOT DATA                                                                                    |  |  |
|        | 7/22/72<br>TIME - 1000                                                                                                                                                                     | PINEWOOD, SC                                                                                                                                              | BELL 47G-2<br>N6711D<br>DAMAGE-SUBSTANTIAL                                                             |                |                                              |                                    | COMMERCIAL<br>AERIAL APPLICATION                                                                                                                                          | COMMERCIAL, FL.INSTR.,<br>AGE 45, 8000 TOTAL HOURS,<br>60 IN TYPE, INSTRUMENT<br>RATED.       |  |  |
|        | DEPARTURE PINEWOOD                                                                                                                                                                         | POINT<br>• SC                                                                                                                                             | INTENDED DESTINATION<br>LOCAL                                                                          |                |                                              |                                    |                                                                                                                                                                           |                                                                                               |  |  |
|        | PINEWDUDJSC     LUCAL       TYPE OF ACCIDENT     PHASE OF OPERATION       PROPELLER/ROTOR FAILURE TAIL ROTOR     IN FLIGHT PROCEDURE TURNAROUND       ROLL OVER     LANDING ROLL-ON/RUN-ON |                                                                                                                                                           |                                                                                                        |                |                                              |                                    |                                                                                                                                                                           |                                                                                               |  |  |
|        | MISCELLA<br>PERSONNE<br>TERRAIN                                                                                                                                                            | T - FLIGHT CONTR<br>NEDUS ACTS,CONDIT<br>- MAINTENANCE,S<br>WET,SOFT GROUND                                                                               | OL SYSTEMS TAIL ROTOR<br>IONS - IMPROPERLY SECUR<br>ERVICING, INSPECTION IN<br>ORCED LANDING OFF AIRPO | RED<br>NADEQUA | ТЕ МА                                        |                                    |                                                                                                                                                                           |                                                                                               |  |  |
|        | KIND OF (<br>PILOT'S S<br>GOGGLES -<br>COCKPIT (<br>TANK/HOP<br>ELEVATIO<br>PROCEDUR                                                                                                       | JRŚ IN CROP CONTR<br>CROP - COTTON<br>SEAT BELT - FASTE<br>- NOT USED<br>CRASHPAD - NOT IN<br>PER-LOCATION - SI<br>N-AREA BEING TREA<br>E TURNAROUND - FI | NED-PROPERLY<br>ISTALLED<br>DES<br>ITED-FEET - 150                                                     | NTO SOF        | TYPE<br>GLOV<br>CRAS<br>CRAS<br>TERR<br>SWAT | OF<br>ES<br>H H<br>B<br>AIN<br>H R | OPERATION - SPRAYING (<br>CHEMICAL USED - LIQUII<br>- NOT USED<br>ELMET - AVAILABLE-USED<br>AR - NOT INSTALLED<br>-TYPE - LEVEL,FLAT<br>UN-HOW FLOWN - WIND CAU<br>N LDG. | CHEMICAL-TOXIC                                                                                |  |  |
| 3-2617 | 7/28/72<br>TIME - 120                                                                                                                                                                      |                                                                                                                                                           | CESSNA 421A<br>N2983Q<br>Damage—Substantial                                                            |                |                                              |                                    | NONCOMMERCIAL<br>PLEASURE/PERSONAL TRAI                                                                                                                                   | COMMERCIAL, FL.INSTR.,<br>NSP AGE 59, 20000 TOTAL<br>HOURS, 876 IN TYPE,<br>INSTRUMENT RATED. |  |  |
|        | NAME OF AI<br>DEPARTURE<br>LOUISVI<br>TYPE OF AC<br>WHEELS-U                                                                                                                               | LLE,KY<br>CIDENT                                                                                                                                          | AD<br>INTENDED DESTINATION<br>HILTON HEAD,SC                                                           |                |                                              |                                    | F OPERATION<br>NG LEVEL OFF/TOUCHDOW                                                                                                                                      |                                                                                               |  |  |
|        | PROBABLE C.<br>PILOT IN                                                                                                                                                                    |                                                                                                                                                           | D TO EXTEND LANDING GEAR                                                                               | R              |                                              |                                    |                                                                                                                                                                           |                                                                                               |  |  |

| FILE   | DATE       | LOCATION                                                                                                       | AIRCRAFT DATA                                     |            | JUR<br>F |        |        | FLIGHT<br>PURPOSE                         | PILOT DATA                                                                    |  |  |
|--------|------------|----------------------------------------------------------------------------------------------------------------|---------------------------------------------------|------------|----------|--------|--------|-------------------------------------------|-------------------------------------------------------------------------------|--|--|
| 3-2659 | DEPARTURE  | 00<br>IRPORT - RIDGELAN<br>POINT                                                                               | INTENDED DESTINATION                              | CR-<br>PX- |          | -      |        |                                           | PRIVATE, AGE 48, 472<br>TOTAL HOURS, 450 IN TYPE<br>NOT INSTRUMENT RATED.     |  |  |
|        | TYPE OF A  | SAVANNAH,GA RIDGELAND,SC<br>TYPE OF ACCIDENT PHASE OF OPERATION<br>COLLIDED WITH FENCE,FENCEPOSTS LANDING ROLL |                                                   |            |          |        |        |                                           |                                                                               |  |  |
|        | MISCELL    | E - LANDING GEAR                                                                                               | BRAKING SYSTEM (NORMAL<br>IONS - MATERIAL FAILURE |            | M)       |        |        |                                           |                                                                               |  |  |
|        |            |                                                                                                                |                                                   |            |          |        |        |                                           |                                                                               |  |  |
| 3–2693 | TIME - 11: | LANDRUM,SC<br>15<br>IRPORT - FAIRVIEW                                                                          | CESSNA 172H<br>N2881L<br>DAMAGE-SUBSTANTIAL       | CR-<br>PX- | 0<br>0   | 0<br>0 | 1<br>3 | NONCOMMERCIAL<br>Pleasure/Personal Transp | PRIVATE, AGE 55, 298<br>TOTAL HOURS, ALL IN<br>TYPE, NOT INSTRUMENT<br>RATED. |  |  |

- 44.14

|        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                               |                                             | S OF AC                                                     |                      |                                |                       |                                                                                                                             |                                                                            |  |  |  |  |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-------------------------------------------------------------|----------------------|--------------------------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|--|--|--|--|
| FILE   | DATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | LOCATION                                                                                                                      | AIRCRAFT DATA                               | INJ<br>F                                                    | URI                  | IES<br>SM/I                    | N.                    | FLIGHT<br>PURPOSE                                                                                                           | PILOT DATA                                                                 |  |  |  |  |
|        | 3/18/72<br>TIME - 07                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | BROOKINGS,S DAK                                                                                                               | PIPER PA-31<br>N6620L<br>DAMAGE-SUBSTANTIAL | CR-<br>PX-                                                  | 0                    | 0                              | 1                     | NONCOMMERCIAL<br>CORP/EXEC                                                                                                  | COMMERCIAL, AGE 31, 3008                                                   |  |  |  |  |
|        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | POINT<br>N DAK                                                                                                                | INTENDED DESTINATION<br>BROOKINGS,S DAK     |                                                             | P۲                   | HASE                           | OF                    | OPERATION                                                                                                                   |                                                                            |  |  |  |  |
|        | HARD LA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | NDING                                                                                                                         |                                             |                                                             |                      | LAN                            | DIN                   | G LEVEL OFF/TOUCHDOW                                                                                                        | N                                                                          |  |  |  |  |
|        | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - MISJUDGED SPEED AND ALTITUDE<br>FACTOR(S)<br>PILOT IN COMMAND - FAILED TO USE OR INCORRECTLY USED MISC.EQUIPMENT<br>MISCELLANEOUS ACTS,CONDITIONS - ANTI-ICING/DEICING EQUIPMENT-IMPROPER OPERATION OF/OR FAILED TO USE<br>MISCELLANEOUS ACTS,CONDITIONS - AIRFRAME ICE<br>WEATHER - ICING CONDITIONS-INCLUDES SLEET,FREEZING RAIN,ETC.<br>WEATHER BRIEFING - BRIEFED BY WEATHER BUREAU PERSONNEL, IN PERSON<br>WEATHER FORECAST - WEATHER SLIGHTLY WORSE THAN FORECAST |                                                                                                                               |                                             |                                                             |                      |                                |                       |                                                                                                                             |                                                                            |  |  |  |  |
|        | SKY CONDI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                               |                                             |                                                             | CE                   | EILII<br>600                   | ١G                    | AT ACCIDENT SITE                                                                                                            |                                                                            |  |  |  |  |
|        | VISIBILIT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Y AT ACCIDENT SITE                                                                                                            |                                             | PRECIPITATION AT ACCIDENT SITE                              |                      |                                |                       |                                                                                                                             |                                                                            |  |  |  |  |
|        | 3 MILES<br>OBSTRUCTI<br>FOG                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | NONE<br>RELATIVE BEARING OF WIND<br>CALM                                                                                      |                                             |                                                             |                      |                                |                       |                                                                                                                             |                                                                            |  |  |  |  |
|        | TEMPERATU<br>28                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                               |                                             |                                                             |                      | OCITY-KNOTS                    |                       |                                                                                                                             |                                                                            |  |  |  |  |
|        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | EATHER CONDITIONS<br>INIMUMS                                                                                                  |                                             |                                                             | T١                   | CALI<br>YPE I<br>IFR           |                       | FLIGHT PLAN                                                                                                                 |                                                                            |  |  |  |  |
| 3-2204 | TIME - 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 30                                                                                                                            | PIPER PA-18<br>N3471Z<br>DAMAGE-SUBSTANTIAL |                                                             |                      |                                |                       | COMMERCIAL<br>AERIAL APPLICATION                                                                                            | COMMERCIAL, AGE 26, 1300<br>TOTAL HOURS, 400 IN TYPE,<br>INSTRUMENT RATED. |  |  |  |  |
|        | PIERRE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                               | INTENDED DESTINATION<br>LOCAL               |                                                             |                      |                                |                       |                                                                                                                             |                                                                            |  |  |  |  |
|        | TYPE OF A<br>STALL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | CCIDENT                                                                                                                       |                                             |                                                             |                      |                                |                       | OPERATION<br>GHT PROCEDURE TURNAR                                                                                           | OUND                                                                       |  |  |  |  |
|        | PROBABLE<br>PILOT I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                               | TO OBTAIN/MAINTAIN FL                       | ING SP                                                      | EEC                  | D <sup>.</sup>                 |                       |                                                                                                                             |                                                                            |  |  |  |  |
|        | KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | ATA<br>OURS IN CROP CONTRO<br>CROP - PASTURE<br>SEAT BELT - FASTEN<br>- NOT USED<br>CRASHPAD - NOT INS<br>PPER-LOCATION - BEL | ED-PROPERLY<br>TALLED                       |                                                             | TN<br>GL<br>CR<br>CR | YPE (<br>LOVES<br>RASH<br>RASH | DF<br>5 –<br>HE<br>BA | OPERATION - SPRAYING<br>CHEMICAL USED - LIQUI<br>NOT USED<br>LMET - AVAILABLE-USED<br>R - NOT INSTALLED<br>TYPE - LEVELFLAT | D CHEMICAL-NONTOXIC                                                        |  |  |  |  |
|        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ON-AREA BEING TREAT<br>RE TURNAROUND - ENT                                                                                    | ED-FEET - 1800<br>RY TO PROCEDURE TURN      | TERRAIN-TYPE - LEVEL,FLAT<br>Swath run-how flown - downwind |                      |                                |                       |                                                                                                                             |                                                                            |  |  |  |  |

| n<br>Narr |                                                                                                                                                           |                                                                                                                                                                                                                                             | BRIEFS                                                                                                                                                                               | OF AC                      | CIU                                     | TS                                                                                  |                               |                                                                                                                                                                     |                                                                                |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-----------------------------------------|-------------------------------------------------------------------------------------|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| FILE      |                                                                                                                                                           |                                                                                                                                                                                                                                             | AIRCRAFT DATA                                                                                                                                                                        | r                          | - 3                                     |                                                                                     |                               | FLIGHT<br>PURPOSE                                                                                                                                                   | PILOT DATA                                                                     |
|           | 6/3/72<br>TIME - 160<br>DEPARTURE<br>CONDE,S<br>TYPE OF AC                                                                                                | CONDE,S DAK<br>O<br>POINT<br>DAK<br>CIDENT<br>AILURE OR MALFUNCT                                                                                                                                                                            | PIPER PA-25<br>N7326Z<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL                                                                                                         | CR-<br>PX-                 | 0<br>0<br>PH                            | 0 1<br>0 0<br>IASE<br>IN F                                                          | OF<br>LI                      | COMMERCIAL<br>AERIAL APPLICATION<br>OPERATION<br>GHT RETURN TO STRIP<br>G ROLL                                                                                      | COMMERCIAL, AGE 55, 3700<br>TOTAL HOURS, 200 IN TYPE,<br>NOT INSTRUMENT RATED. |
|           | PILOT IN<br>MISCELLA<br>TERRAIN<br>FACTOR(S)<br>MISCELLA<br>COMPLETE P<br>EMERGENCY<br>SPECIAL DA<br>TOTAL HO<br>KIND OF<br>PILOT'S<br>GOGGLES<br>COCKPIT | COMMAND - INADEQU<br>COMMAND - MISMANA<br>NEOUS ACTS,CONDITI<br>- ROUGH/UNEVEN<br>NEOUS ACTS,CONDITI<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO                                                                                            | ONS - INATTENTIVE TO F<br>ONS - FUEL EXHAUSTION<br>ONS - OVERLOAD FAILURE<br>TE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO<br>L - UNKNOWN/ÑOT REPORT<br>S<br>N/NOT REPORTED<br>ED | EOUT-1<br>REOUT-1<br>RT ON | EN<br>LAN<br>KI<br>TY<br>GL<br>CR       | IGINE<br>ID<br>ID<br>ID<br>ID<br>ID<br>ID<br>ID<br>ID<br>ID<br>ID<br>ID<br>ID<br>ID | FF_HE                         | NING<br>DPERATION - SPRAYING C<br>CHEMICAL USED - LIQUIC<br>NOT USED<br>MET - AVAILABLE-USED<br>R - INSTALLED                                                       |                                                                                |
| 3-2349    | TIME - 173<br>DEPARTURE<br>PUKWANA,<br>TYPE OF AC<br>ENGINE F<br>COLLIDED<br>PROBABLE C<br>PILOT IN                                                       | POINT<br>S DAK<br>CIDENT<br>AILURE OR MALFUNCT<br>WITH FENCE,FENCE<br>AUSE(S)                                                                                                                                                               | DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL<br>ION<br>POSTS<br>ATE PREFLIGHT PREPARAT                                                                                        |                            | РН                                      | IASE<br>IN F<br>LAND                                                                | OF<br>LI<br>IN                | COMMERCIAL<br>AERIAL APPLICATION<br>OPERATION<br>GHT PROCEDURE TURNARG<br>G ROLL<br>NING                                                                            | COMMERCIAL, AGE 26, 789<br>TOTAL HOURS, 589 IN TYPE,<br>NOT INSTRUMENT RATED.  |
|           | MISCELLA<br>PILOT IN<br>COMPLETE P<br>EMERGENCY<br>SPECIAL DA<br>TOTAL HO<br>KIND OF<br>PILOT'S<br>CRASH HE<br>CRASH BA<br>TERRAIN-<br>SWATH RU           | NEOUS ACTS, CONDITI<br>COMMAND - MISJUDG<br>OWER LOSS - COMPLE<br>CIRCUMSTANCES - FO<br>TA<br>URS IN CROP CONTRO<br>CROP - GRAIN FIELD<br>SEAT BELT - UNKNOW<br>LMET - AVAIALABLE-<br>R - INSTALLED<br>TYPE - ROLLING<br>N-HOW FLOWN - WIND | ONS - FUEL EXHAUSTION<br>ED DISTANCE AND ALTITU<br>TE ENGINE FAILURE/FLAM<br>RCED LANDING OFF AIRPO<br>L - 59<br>S<br>N/NOT REPORTED<br>NOT USED                                     | IEOUT–1<br>RT ON           | LAN<br>KI<br>GO<br>CO<br>TA<br>EL<br>PR | ND O<br>PE O<br>GGLE<br>CKPI<br>NK/H<br>EVAT<br>OCED                                | F<br>F<br>S<br>T<br>OPI<br>IO | DPERATION - SPRAYING C<br>CHEMICAL USED - LIQUIC<br>- NOT USED<br>CRASHPAD - INSTALLED<br>PER-LOCATION - FORWARC<br>N-AREA BEING TREATED-F<br>E TURNAROUND - SECOND | CHEMICAL-NONTOXIC<br>DF PILOT<br>EET - 1740                                    |

|       |                                                                                                                                                                                                                                                   | BRIEFS                                                                                | S OF AC         | CIDENT                                           | S                           |                                                                                                          |                                                                               |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|-----------------|--------------------------------------------------|-----------------------------|----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| FILE  | DATE LOCATION                                                                                                                                                                                                                                     | AIRCRAFT DATA                                                                         |                 | URIES<br>S M                                     | 'N                          | FLIGHT<br>PURPOSE                                                                                        | PILOT DATA                                                                    |
| -2528 |                                                                                                                                                                                                                                                   | K PIPER PA-18<br>N1636A<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>LOCAL        | PX-             | D D<br>PHASE                                     | 0                           | NONCOMMERCIAL<br>BUSINESS<br>OPERATION<br>F INITIAL CLIMB                                                | STUDENT, AGE 25, 97 TOTAL<br>HOURS, ALL IN TYPE, NOT<br>INSTRUMENT RATED.     |
|       | PROBABLE CAUSE(S)<br>PILOT IN COMMAND - SELECTE<br>PILOT IN COMMAND - FAILED<br>FACTOR(S)<br>PILOT IN COMMAND - INADEQU<br>WEATHER - HIGH DENSITY ALT<br>TERRAIN - HIGH VEGETATION<br>WEATHER BRIEFING - NO BRIEFI<br>WEATHER FORECAST - FORECAST | TO ABORT TAKEOFF<br>ATE PREFLIGHT PREPARAT<br>ITUDE<br>NG RECEIVED                    | TION AN         | D/OR I                                           | PLAI                        | NN ING                                                                                                   |                                                                               |
|       | SKY CONDITION<br>CLEAR<br>VISIBILITY AT ACCIDENT SITE<br>5 OR OVER<br>OBSTRUCTIONS TO VISION AT AC<br>NONE<br>TYPE OF WEATHER CONDITIONS<br>VFR<br>REMARKS- BEGAN T/O FROM TRAI                                                                   | CIDENT SITE                                                                           | •ABORTE         | UNI<br>PREC<br>NOI<br>TEMPI<br>65<br>TYPE<br>NOI | IM<br>IPI<br>NE<br>RA<br>OF | AT ACCIDENT SITE<br>ITED<br>FATION AT ACCIDENT SITE<br>FURE-F<br>FLIGHT PLAN<br>DNT T/O.DENSITY ALT 4950 | FT.PLTS OWN RANCH.                                                            |
| -2294 | HURON,S DAK<br>Type of Accident<br>Ground-Water Loop-Swerve                                                                                                                                                                                       | CESSNA 180<br>N9033C<br>DAMAGE-SUBSTANTIAL<br>INTENDED DESTINATION<br>WATERTOWN,S DAK |                 | O O<br>PHAS                                      |                             | F OPERATION<br>NG ROLL                                                                                   | PRIVATE, AGE 39, 1800<br>P TOTAL HOURS, 200 IN TYPE,<br>NOT INSTRUMENT RATED. |
|       | NOSE DVER/DOWN<br>PROBABLE CAUSE(S)<br>PILOT IN COMMAND - SELECTE<br>MISCELLANEOUS - ANIMAL(S)<br>MISCELLANEOUS - EVASIVE MA<br>MISCELLANEOUS ACTS, CONDITI<br>REMARKS- SHEEP FREE TO RUN A                                                       | ON RUNWAY/TAXIWAY/RAMP<br>NEUVER TO AVOID COLLIS<br>ONS - INTENTIONAL GROU            | SION<br>UND-WAT | ER-LO                                            |                             | NG ROLL<br>Swerve                                                                                        |                                                                               |

|        |                                                                          |                                                                                                                                  | BRIEF                                                                                          | 5 0                 | F ACC                  |           | DEN            | 15        |                                           |                                                                                         |
|--------|--------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|---------------------|------------------------|-----------|----------------|-----------|-------------------------------------------|-----------------------------------------------------------------------------------------|
| FILE   | DATE                                                                     | LOCATION                                                                                                                         | AIRCRAFT DATA                                                                                  |                     | F                      |           | SM             | /N        | FLIGHT<br>PURPOSE                         | PILOT DATA                                                                              |
|        | 3/29/72<br>TIME - 2345                                                   | MEMPHIS, TENN                                                                                                                    | MODNEY M20A<br>N6062X<br>DAMAGE-DESTROYED                                                      | C                   | R- 3                   | 1         | 0              | 0         | NONCOMMERCIAL                             | COMMERCIAL, AGE 27, 2000<br>P TOTAL HOURS, 5 IN TYPE,<br>INSTRUMENT RATED.              |
|        | NAME OF AIF                                                              | PORT - GEN.SPAIN                                                                                                                 | NTENDED DESTINATION                                                                            |                     |                        |           |                |           |                                           |                                                                                         |
|        | MEMPHIS, T                                                               | ENN                                                                                                                              | LOCAL                                                                                          |                     |                        |           |                |           | F OPÉRATION                               |                                                                                         |
|        | TYPE OF ACC<br>ENGINE F#<br>STALL                                        | ILURE OR MALFUNCTI                                                                                                               | ON                                                                                             |                     |                        |           | IŃ             | FL        | IGHT CLIMB TO CRUISE<br>NG FINAL APPROACH |                                                                                         |
|        | PILOT IN<br>MISCELLAN<br>PILOT IN<br>COMPLETE PC<br>EMERGENCY C          | COMMAND - INADEQUA<br>COMMAND - MISMANAG<br>EOUS ACTS,CONDITID<br>COMMAND - FAILED T<br>WER LOSS - COMPLET<br>IRCUMSTANCES - FOR | NS - FUEL EXHAUSTION<br>D OBTAIN/MAINTAIN FL<br>E ENGINE FAILURE/FLAM<br>CED LANDING ON AIRPON | YIN<br>MEDI<br>RT/: | G SPE<br>UT-1<br>SEAPL | EEI<br>EI | D<br>NGI<br>NE | NE<br>BAS | E/HELIPT.                                 |                                                                                         |
|        | REMARKS- PL                                                              | T SHOT TOUCH AND G                                                                                                               | D LDG TO LOOK FOR FUI                                                                          | ELI                 | NG FA                  | A C I     | ILT            | TIE       | S.HADNT REFUELED PRIOR TO                 | D FLT.TANKS EMPTY.                                                                      |
| -2452  | 4/29/72<br>TIME - 1430                                                   | ROGERSVILLE, TENN                                                                                                                | CESSNA 150G<br>N8595J<br>Jamage-Substantial                                                    | P                   |                        |           |                |           | INSTRUCTIONAL<br>DUAL                     | COMMERCIAL, FL.INSTR.,<br>AGE 41, 710 TOTAL HOURS,<br>525 IN TYPE, INSTRUMENT<br>RATED. |
|        | NAME OF AIRPORT - HAWKINS COUNTY<br>DEPARTURE POINT INTENDED DESTINATION |                                                                                                                                  |                                                                                                |                     |                        |           |                |           |                                           |                                                                                         |
|        | ROGERSVIL<br>TYPE OF ACC<br>GROUND-WA<br>NOSE OVER                       | IDENT<br>TER LOOP-SWERVE                                                                                                         | LOCAL                                                                                          |                     |                        | Pł        | LA             | NDI       | F OPERATION<br>NG ROLL<br>NG ROLL         |                                                                                         |
|        |                                                                          | ENT - IMPROPER OPE                                                                                                               | ATION OF BRAKES AND<br>TE SUPERVISION OF FL                                                    |                     |                        | ЭH.       | тс             | ONT       | ROLS                                      |                                                                                         |
| 3-2225 | 5/23/72<br>TIME - 1045                                                   | ELIZABETHTON, TENN                                                                                                               | PIPER J3C-65<br>N98429                                                                         | P                   |                        |           |                |           | IN STRUCT I ONAL<br>TRAIN ING             | COMMERCIAL, AGE 30, 376<br>TOTAL HOURS, 72 IN TYPE                                      |
|        | DEPARTURE P<br>ELIZABETH                                                 | TON, TENN                                                                                                                        | DAMAGE-SUBSTANTIAL<br>N<br>NTENDED DESTINATION<br>LOCAL                                        |                     |                        |           | < .            |           |                                           | INSTRUMENT RATED.                                                                       |
|        | TYPE OF ACC<br>STALL                                                     | IUENI                                                                                                                            |                                                                                                |                     |                        | Ы         |                |           | F OPERATION<br>NG GO-AROUND               |                                                                                         |
|        |                                                                          |                                                                                                                                  | D OBTAIN/MAINTAIN FL'<br>Rounds.                                                               | YIN                 | G SPE                  | EEC       | D              |           |                                           |                                                                                         |
|        |                                                                          |                                                                                                                                  |                                                                                                |                     |                        |           |                |           |                                           |                                                                                         |

PAGE 1213

· · · ·

~~~

| | DATE LOCATION | AIRCRAFT DATA | INJURIES | FLIGHT | PILOT DATA |
|--------|--|--|-------------------------|---|---|
| | | | | PURPOSE | |
| | TIME - 1000 | CHAMPION 7ECA
N5188X
DAMAGE-SUBSTANTIAL | CR- 0 0 2
PX- 0 0 0 | | COMMERCIAL, FL.INSTR.,
AGE 23, 496 TOTAL HOURS,
IN TYPE, NOT INSTRUMENT
RATED. |
| | NAME OF AIRPORT - LITTE CRE
Departure point
Concord,Tenn
Type of Accident
Nose Over/Down | | | DF OPERATION
OTHER | |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - IMPROP
REMARKS- IP MISUSED BRAKES | | | CONTROLS | |
| 3-2383 | | N2940J
DAMAGE-SUBSTANTIAL | CR- 0 1 0
PX- 0 0 0 | INSTRUCTIONAL
Solo | STUDENT, AGE 27, 25 TOTAL
HOURS, ALL IN TYPE, NOT
INSTRUMENT RATED. |
| | NAME OF AIRPORT - GIBSON CC
DEPARTURE POINT
TIPTONVILLE,TENN
TYPE OF ACCIDENT
COLLIDED WITH WIRES/POLE | INTENDED DESTINATION
MILAN,TENN | | DF OPERATION
ING FINAL APPROACH | |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - MISJUD
FACTOR(S)
MISCELLANEOUS ACTS,CONDIT
TERRAIN - HIGH OBSTRUCTIO
REMARKS- HIT PWR LINES, SOL | IONS - POORLY PLANNED A
NS | | | |
| 3-2226 | 8/7/72 CLEVELAND,TENN
TIME - 1800 | CESSNA 421
N123QF
DAMAGE-DESTROYED | CR- 1 0 0
PX- 4 0 0 | NONCOMMERCIAL
Corp/exec | COMMERCIAL, AGE 47, 8500
TOTAL HOURS, UNK/NR IN
TYPE, INSTRUMENT RATED. |
| | NAME OF AIRPORT - HARDWICK
DEPARTURE POINT
CLEVELAND,TENN
TYPE OF ACCIDENT
ENGINE FAILURE OR MALFUNC
STALL | INTENDED DESTINATION
LEXINGTON,KY
TION | TAKE | DF OPERATION
DFF INITIAL CLIMB
ING FINAL APPROACH | |
| | PROBABLE CAUSE(S)
POWERPLANT - ENGINE STRUC
MISCELLANEOUS ACTS,CONDIT
PILOT IN COMMAND - FAILED
PILOT IN COMMAND - FAILED
FACTOR(S) | IONS - MATERIAL FAILURE
TO FOLLOW APPROVED PRO | E
DCEDURES,DIRECT | TIVES,ETC. | • |
| | MISCELLANEOUS ACTS, CONDIT
PARTIAL POWER LOSS - PARTIA
EMERGENCY CIRCUMSTANCES - F
FIRE AFTER IMPACT
REMARKS- R ENG NR 5 CYL CON | L LOSS OF POWER - 1 ENG
ORCED LANDING ON AIRPOR | GINE
RT/SEAPLANE BAS | | D NEAD COOCS UT |

-

| | | | BRIEFS | | | | | | |
|--------|---|---|--|------|---|----------|------------------------------------|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | | RIE
S | S
M/N | FLIGHT
PURPOSE | PILOT DATA |
| 3-2534 | 9/23/72
TIME - UNK | MEMPHIS, TENN
(/NR | CESSNA 150 F
N8279S
DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL
Pleasure/Personal Trans | CERTIFICATE UNKNOWN, AGE
UNK/NR, UNK/NR TOTAL
HOURS, UNK/NR IN TYPE,
UNK/NR INSTRUMENT RATED. |
| | DEPARTURE POINT INTENDED DESTINATION
GEN DEWITT SPAIN APT UNKNOWN/NOT REPORTED
TYPE OF ACCIDENT PHASE OF OPERATION
UNDETERMINED UNKNOWN/NOT REPORTED | | | | | | | | |
| | FACTOR(S)
MISCELL | ANEOUS - UNDETERMII | NED
IONS - STOLEN OR UNAUTH
ED.INJ INDEX AND TOTAL | | | | | AIRCRAFT | |
| 3-2497 | 9/27/72
TIME - 133 | MEMPHIS, TENN | CESSNA 150K
N5772G
DAMAGE-SUBSTANTIAL | | | | | IN STRUCTIONAL
Solo | STUDENT, AGE 43, 44 TOTAI
Hours, all in type, not |
| | DEPARTURE
MEMPHIS
TYPE OF AC
ENGINE F | S, TENN | | LAND | | |)F OPERATION
Ing final approach | INSTRUMENT RATED. | |
| | FACTOR(S)
TERRAIN | CAUSE(S)
ANT - MISCELLANEOUS
- ROUGH/UNEVEN | S POWERPLANT FAILURE F
ORCED LANDING OFF AIRPO | | | FERI | | ING ROLL
ED REASONS | Ň |
| -2635 | 10/1/72
TIME - 141 | ST ANTONV ILLE, TEŅI
15 | N CESSNA 172
N9167B
DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL
Pleasure/Pêrsonal transi | PRIVATE, AGE 41, 249
P TOTAL HOURS, 140 IN TYPE
NOT INSTRUMENT RATED. |
| | DEPARTURE | | STRIP
INTENDED DESTINATION | | | | | | NOT INSTRUMENT RATED. |
| | MEMPHIS,TENN STANTONVILLE,TENN
TYPE OF ACCIDENT
COLLIDED WITH FENCE,FENCEPOSTS
NOSE OVER/DOWN | | | | Р | L. | AND | DF DPERATION
ING ROLL
ING ROLL | |
| | PILOT IN | N COMMAND - EXERCIS
N COMMAND - MISJUD | | | | | | | |

" webplane"

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES
F S M/N | FLIGHT
PURPOSE | PILOT DATA |
|-----------------|--|---|------------------------|--|---|
| | 2/13/72 PECOS,TEX
TIME - 2005
DEPARTURE POINT
PECOS,TEX | TAYLORCRAFT BC12-D
N96911
DAMAGE-DESTROYED
INTENDED DESTINATION
LOCAL | CR- 0 1 0
PX- 0 0 1 | | STUDENT, AGE 28, 24 TOTAL
HOURS, 22 IN TYPE, NOT
INSTRUMENT RATED. |
| | TYPE OF ACCIDENT
COLLIDED WITH WIRES/POL | - | | DF OPERATION
IGHT LOW PASS | |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - EXERC
PILOT IN COMMAND - FAILE
MISCELLANEOUS ACTS,CONDI
FACTOR(S)
PILOT IN COMMAND - ATTEM | D TO SEE AND AVOID OBJEC
TIONS - UNWARRANTED LOW | FLYING | | |
| | TERRAIN - HIGH OBSTRUCTI
REMARKS- LIGHTED OIL DRILL | | NE APRX 30-40FT | AGL.NO PRIOR NITE TIME. | |
| 3-2036 | 2/16/72 ABILENE,TEX
TIME - 2045 | CESSNA U206
N71996
Damage-Substantial | | NONCOMMERCIAL
Pleasure/personal transf | PRIVATE, AGE 29, 76 TOTAL
PHOURS, 5 IN TYPE, NOT
INSTRUMENT RATED. |
| | NAME OF AIRPORT - ABILENE
DEPARTURE POINT
ABILENE,TEX
TYPE OF ACCIDENT
HARD LANDING
GEAR COLLAPSED | MUNI
INTENDED DESTINATION
LOCAL | LANDI |)F OPERATION
NG LEVEL OFF/TOUCHDOWN
NG LEVEL OFF/TOUCHDOWN | |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - IMPRO
FACTOR(S)
MISCELLANEOUS ACTS,CONDI
REMARKS- STALLED ONTO RWY. | TIONS - OVERLOAD FAILURE | E | | |
| 3 -2 453 | 4/29/72 SHAFTER,TEX
TIME - 1730 | PIPER PA-24
N5127P
DAMAGE-SUBSTANTIAL | CR- 0 0 1
PX- 0 0 3 | NONCOMMERCIAL
BUSINESS | COMMERCIAL, FL.INSTR.,
AGE 33, 534 TOTAL HOURS,
12 IN TYPE, NOT INSTRUMEN |
| | NAME OF AIRPORT - CANDELAR
DEPARTURE POINT
SHAFTER,TEX
TYPE OF ACCIDENT
GROUND-WATER LOOP-SWERVE
COLLIDED WITH OBJECT | INTENDED DESTINATION
MIDLAND,TEX | TAKEC | DF OPERATION
DFF RUN
DFF RUN | RATED. |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - FAILE
FACTOR(S)
AIRPORTS/AIRWAYS/FACILIT
REMARKS- LEFT WING HIT 6 F | TIES - AIRPORT CONDITIONS | S OTHER | | |

| | | | BRIEFS | | | | | | |
|--------|--|---|---|------------|-------------|-------------------|-------------------|---|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | | PILOT DATA |
| | | PLEASANTON, TEX | PIPER PA-18
N9266D
DAMAGE-SUBSTANTIAL | CR-
PX- | 0
0 | 1
0 | 0
0 | COMMERCIAL
AERIAL APPLICATION | COMMERCIAL, FL.INSTR.,
AGE 40, 4100 TOTAL HOURS
265 IN TYPE, INSTRUMENT
RATED. |
| | | N,TEX | INTENDED DESTINATION
LOCAL | | | | | F OPERATION
FF INITIAL CLIMB | |
| | PROBABLE CA
PILOT IN | | TO OBTAIN/MAINTAIN FLY | 'ING S | PEE | D | | | |
| | TYPE DF C
GLOVES -
CRASH HEL | RS IN CROP CONTRO
HEMICAL USED - LI | QUID CHEMICAL-TOXIC | | P
G
C | ILO
OGG
OCK | T'S
LES
PIT | OPERATION - SPRAYING CR
SEAT BELT - UNKNOWN/NOT
- NOT USED
CRASHPAD - NOT INSTALLE
PPER-LOCATION - AFT OF P | REPORTED |
| 3-2448 | 4/30/72
TIME - 1300 | SAN MARCOS,TEX | CESSNA 170B
N4303B
DAMAGE-SUBSTANTIAL | CR-
PX- | 0
0 | 0
0 | 1
1 | NONCOMMERCIAL
Pleasure/Personal trans | PRIVATE, AGE 53, 270
P TOTAL HOURS, 25 IN TYPE,
NOT INSTRUMENT, RATED. |
| | | | INTENDED DESTINATION
SAN MARCOS,TEX | | | | | | |
| | TYPE OF ACC
GROUND-WA
NOSE OVER | TER LOOP-SWERVE | | | Ρ | LA | NDI | F OPERATION
NG ROLL
NG OTHER | |
| | PROBABLE CA
PILOT IN | | TO MAINTAIN DIRECTIONA | L CON | ITRO | L | | | |
| 3-1943 | | SULPHUR SPRGS,TEX | AERONCA 0-588
N47883
DAMAGE-DESTROYED | | | | | INSTRUCTIONAL
TRAINING | STUDENT, AGE 20, 51 TOTA
Hours, all in type, not
Instrument rated. |
| | DEPARTURE P | PRGS, TEX
IDENT | | | Ρ | | | F OPERATION
FF INITIAL CLIMB | |
| | PROBABLE CA
PILOT IN
PILOT IN
FACTOR(S)
PILOT IN | USE(S)
COMMAND - IMPROPE
COMMAND - FAILED
COMMAND - FAILED | R OPERATION OF FLIGHT
TO OBTAIN/MAINTAIN FLY
TO FOLLOW APPROVED PRO
K ATTITUDE ATR TKOF.PL | ING S | ES, | DIR | ЕСТ | | INT SEAT. |

| | | | BRIEFS | OF | ACCI | DEN | TS | | | |
|--------|---|---|--|------------|-----------|-----|--------|------------------------------------|--------|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | I | NJUR
F | | | FLIGHT
PURPOSE | | PILOT DATA |
| 3-1963 | 5/2/72
TIME - 10 | SAGINAW, TEX
530 | CLARK 1000C
N78854
Damage-Substantial | CR-
PX- | - | 0 | 1
0 | NONCOMMERCIAL
PLEASURE/PERSONAL | TRANSP | COMMERCIAL, FL.INSTR.,
AGE 26, 512 TOTAL HOURS, 9
IN TYPE, NOT INSTRUMENT
RATED. |
| | DEPARTURE
STINTO
TYPE OF A
GROUND- | DN TEX | D
INTENDED DESTINATION
SAGINAW,TEX | • | F | LĂ | NDI | F OPERATION
Ng Roll
Ng Roll | | |
| | PROBABLE
PILOT | | TO MAINTAIN DIRECTION | L CO | NTRC | DL | | · . | | |
| 3-1815 | 5/9/72
TIME - 10 | FT ₩ORTH,TEX
DOO | CESSNA 150G
N4001J
Damage-Substantial | CR-
PX- | 0
0 | 0 | 1
1 | NONCOMMERCIAL
PLEASURE/PERSONAL | TRANSP | COMMERCIAL, FL.INSTR.,
AGE 46, 5700 TOTAL HOURS
800 IN TYPE, INSTRUMENT
RATED. |
| · | NAME OF A
DEPARTURE
FT WORT
TYPE OF A
STALL | TH,TEX | LD
INTENDED DESTINATION
LOCAL | | F | | | F OPERATION
IGHT LOW PASS | | KATEU: |
| | MISCELL
FACTOR(S)
PILOT | IN COMMAND - FAILED
ANEOUS ACTS,CONDIT
N COMMAND - DIVERT | TO OBTAIN/MAINTAIN FLY
IONS - UNWARRANTED LOW
ED ATTENTION FROM OPERA
ACFT. 30 DEG FLAPS. | FLYI | NG | | CRA | FT | | |

| | | | BRIEFS | S OF AC | CIDE | ITS | | | | | |
|--------|--|---------------------------------------|--|------------|-----------------------------|-----------------------------|--|---|--|--|--|
| FILE | | | | | S 1 | 1/N | PURPOSE | PILOT DATA | | | |
| | | LOUISE, TEX | GRUMMAN G164A
N986X
DAMAGE-SUBSTANTIAL | CR-
PX- | 0 0 | 1 | | COMMERCIAL, FL.INSTR., | | | |
| | DEPARTURE POINT INTENDED DESTINATION
HOLUB LOCAL PHASE OF OPERATION
TYPE OF ACCIDENT PHASE OF OPERATION
ENGINE FAILURE OR MALFUNCTION IN FLIGHT SWATH RUN
COLLIDED WITH DIRT BANK LANDING ROLL | | | | | | | | | | |
| | PROBABLE CAUSE(S)
POWERPLANT - ENGINE STRUCTURE BLOWER,IMPELLER ASSEMBLY
MISCELLANEOUS ACTS,CONDITIONS - MATERIAL FAILURE
TERRAIN - ROUGH/UNEVEN
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND | | | | | | | | | | |
| | TYPE OF
GLOVES -
COCKPIT
TANK/HOP | OPERATION - DUSTI | RY CHEMICAL-NONTOXIC
LED
RWARD OF PILOT | | PIL
CRAS
CRAS
TERF | DT"S
GH H
GH B
AIN | CROP - RICE
SEAT BELT - FASTENE
ELMET - AVAILABLE-US
AR - INSTALLED
-TYPE - LEVEL,FLAT
UN-HOW FLOWN - CROSS | SED | | | |
| 3-1826 | TIME - 220 | | GLOBE GC-1B
N3803K
DAMAGE-SUBSTANTIAL | | | | NONCOMMERCIAL
Pleasure/personal 1 | PRIVATE, AGE 34, 226
FRANSP TOTAL HOURS, 1 IN TYPE,
NOT INSTRUMENT RATED. | | | |
| | | EX
CIDENT | INTENDED DESTINATION
DALLAS,TEX | | | | F OPERATION
NG FINAL APPROACH | | | | |
| | PILOT IN | COMMAND - ATTEMP
COMMAND - FAILED | TED OPERATION BEYOND EX
TO OBTAIN/MAINTAIN FLY
N THIS MAKE & MODEL BEF | YING SP | | ILI | TY LEVEL | | | | |
| 3-1832 | 5/21/72
TIME - 170 | ELMATON,TEX
0 | CESSNA 150J
N60863
DAMAGE-SUBSTANTIAL | | | | NONCOMMERCIAL
PLEASURE/PERSONAL 1 | PRIVATE, AGE 19, 56 TOTAL
RANSP HOURS, 46 IN TYPE, NOT
INSTRUMENT RATED. | | | |
| | DEPARTURE
LIBERTY
TYPE OF AC | ,TEX | RIP
INTENDED DESTINATION
PALACIOS,TEX | | | | F OPERATION
FF INITIAL CLIMB | | | | |
| | FACTOR(S)
TERRAIN | COMMAND - FAILED
- HIGH OBSTRUCTIO | TO SEE AND AVOID OBJEC
NS
STRIP,HIT PWR LINES 50 | | | | IONS | | | | |

140000 er

| FILE | DATE LOCATION | | | S M/N | PURPOSE | PILOT DATA | | | | |
|-------|--|---|--|-------|----------------------------------|---|--|--|--|--|
| -2219 | 5/24/72 AUSTIN,TEX
TIME - 1509
NAME OF AIRPORT - ROBERT
DEPARTURE POINT | CESSNA 177
N30205
DAMAGE-SUBSTANTIAL
MUELLER
INTENDED DESTINATION | CR- 0 | 0 1 | NONCOMMERCIAL
PRACTICE | COMMERCIAL, AGE 22, 424
TOTAL HOURS, O IN TYPE,
INSTRUMENT RATED. | | | | |
| | AUSTIN,TEX
TYPE OF ACCIDENT
STALL MUSH | LOCAL | I | | OF OPERATION
Ing go-around | | | | | |
| | FACTOR(S) | ED TO OBTAIN/MAINTAIN FL\
OF FAMILIARITY WITH AIRC
ALTITUDE | | ED | | | | | | |
| | SKY CONDITION
SCATTERED
VISIBILITY AT ACCIDENT SI
5 OR OVER
OBSTRUCTIONS TO VISION AT
NONE
TYPE OF FLIGHT PLAN | | CEILING AT ACCIDENT SITE
UNLIMITED
PRECIPITATION AT ACCIDENT SITE
NONE
TYPE OF WEATHER CONDITIONS
VFR | | | | | | | |
| | NONE
REMARKS- 1ST FLT MAKE AND | MODEL,NO DUAL.DENS ALT | ABT 3457 | FT. | | | | | | |
| -1929 | 5/30/72 DICKENS,TEX
TIME - 1115 | BEECH V35
N630AW
DAMAGE-SUBSTANTIAL | | | NONCOMMERCIAL
BUSINESS | PRIVATE, AGE 73, 300
TOTAL HOURS, ALL IN
TYPE, NOT INSTRUMENT
RATED. | | | | |
| | DEPARTURE POINT
Saginaw,Tex
Fype of Accident | INTENDED DESTINATION
DURANGO,COLO | | | | | | | | |
| | ENGINE FAILURE OR MALFU
GEAR COLLAPSED | NCTION | | | LIGHT NORMAL CRUISE
DING ROLL | | | | | |
| | PROBABLE CAUSE(S)
Powerplant - Miscellane | | | | | | | | | |
| | TERRAIN - ROUGH/UNEVEN | | | | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | IES
S M | | FLIGHT
PURPOSE | PILOT DATA |
|--------|---|--|---|-------------|-------------------|------------------|---|---|
| 3-1956 | 6/1/72
TIME - 10
DEPARTURE | E POINT | CESSNA 150
N6920G
DAMAGE-SUBSTANTIAL
INTENDED DESTINATION
LOCAL | | | | NONCOMMERCIAL
Pleasure/Personal Transp | COMMERCIAL, AGE 25, 687
TOTAL HOURS, 40 IN TYPE
INSTRUMENT RATED. |
| | LAREDO
TYPE OF /
COLLIDE | | LUCAL | Ρ | | | F OPERATION
Ight low pass | |
| | PILOT FACTOR(S) | IN COMMAND - DIVERT
IN COMMAND - FAILED | ED ATTENTION FROM OPERA
TO SEE AND AVOID OBJEC | | | | | |
| -2221 | 6/1/72
TIME - 14 | MARLIN,TEX
430 | CESSNA A188
N8069V
DAMAGE-SUBSTANTIAL | 0
0 | 0
0 | | COMMERCIAL
ASSOC CROP CTL ACTIVITY | COMMERCIAL, AGE 57, 6408
Total Hours, 18 in type,
Not instrument rated. |
| | NAME OF A
DEPARTURE
MARLIN | | INTENDED DESTINATION | | | | | |
| | TYPE OF A | ACCIDENT | | Р | LA | NDI | F OPERATION
NG ROLL
NG GD-AROUND | |
| | FACTOR(S)
TERRAIN | R - LOCAL WHIRLWIND | NS | | | | | |
| | SKY CONDI
CLEAR | ITION | | с | | | AT ACCIDENT SITE | |
| | VISIBILIT
5 OR OV | - | | | REC
NO | IPI
NE | TATION AT ACCIDENT SITE | |
| | NONE | IONS TO VISION AT A
ECTION-DEGREES | CCIDENT SITE | | 87 | | TURE-F | |
| | 180 | LIGHT PLAN | | • | VF | | WEATHER CONDITIONS | |
| | KIND OF
GLOVES
CRASH F
CRASH E | DATA
HOURS IN CROP CONTR
= CROP - COTTON
- NOT USED
HELMET - AVAIALABLE
DAR - INSTALLED
BECAME AIRBORNE,SE | -NOT USED | T
G
C | YPE
OGG
OCK | OF
LES
PIT | OPERATION - SEEDING CROP
CHEMICAL USED - UNKNOWN/
- NOT USED
CRASHPAD - NOT INSTALLED
PPER-LOCATION - FORWARD O | NOT REPORTED |

| | | | AIRCRAFT DATA | | | | | PILOT DATA | | |
|--------|--|---|---|----------------|---|--|---|--|--|--|
| 3-2220 | 6/1/72 LO
TIME - 0830 | S FRESNOS, TEX | CALLAIR A-9B
N7718V
DAMAGE-ŠUBSTANTIAL | CR- 1
PX- 0 | | 0 0 | COMMERCIAL
AERIAL APPLICATION | COMMERCIAL, FL.INSTR.,
AGE 54, 2000 TOTAL
HOURS, 100 IN TYPE, NOT
INSTRUMENT RATED. | | |
| | LOS FRESNOS
TYPE OF ACCID | ,TEX
ENT
URE OR MALFUNCT: | INTENDED DESTINATION
LOCAL
ION | | PHASE OF OPERATION
IN FLIGHT PROCEDURE TURNAROUND
LANDING LEVEL OFF/TOUCHDOWN | | | | | |
| | MISCELLANEO
MISCELLANEO
TERRAIN - H
COMPLETE POWE | MMAND - MISMANA(
US ACTS,CONDITI
US ACTS,CONDITI
IGH VEGETATION
R LOSS - COMPLE | GEMENT OF FUEL
DNS - INATTENTIVE TO F
DNS - FUEL STARVATION
TE ENGINE FAILURE/FLAM
RCED LANDING OFF AIRPC | EOUT-1 | ENG | GINE | | | | |
| | KIND OF CRO
PILOT'S SEA
GOGGLES - N
COCKPIT CRA
TANK/HOPPER
ELEVATION-A
PROCEDURE T | P - COTTON
T BELT - NOT FA:
OT USED
SHPAD - NOT INS
-LOCATION - FOR
REA BEING TREAT
URNAROUND - SEC | TALLED
√ARD OF PILOT | | TYP
GLC
CRA
CRA
TEP | PE DI
DVES
ASH I
ASH I
RRAII | = OPERATION - SPRAYING
= CHEMICAL USED - LIQUI
- NOT USED
HELMET - AVAIALABLE-NOT
3AR - INSTALLED
N-TYPE - LEVEL,FLAT
RUN-HOW FLOWN - CROSSWI | D CHEMICAL-TOXIC | | |
| 8-1911 | 6/4/72 AB
TIME - 1530 | ILENE, TEX | CESSNA 150
N1797Q
DAMAGE-SUBSTANTIAL | | | | INSTRUCTIONAL
SOLO | STUDENT, AGE 36, 21 TOT
Hours, All IN TYPE, NOT
INSTRUMENT RATED. | | |
| | DEPARTURE POI
ABILENE,TEX
TYPE OF ACCID
HARD LANDIN | ENT | | | 1 | AND | DF OPERATION
ING LEVEL OFF/TOUCHDOW
ING ROLL | | | |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - IMPROPER LEVEL OFF
PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING
PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS
REMARKS- ENG MOUNT DMGD | | | | | | | | | |

BRIEFS OF ACCIDENTS

•

| FILE | | | AIRCRAFT DATA | F | | S M. | /N | PURPOSE | | PILOT DATA |
|--------|--|--|--|------------|--------|-----------------|---|--|--------|---|
| | 6/4/72
TIME - 1415 | BRENHAM, TEX | BEECH P35
N4311
DAMAGE-SUBSTANTIAL | | | | 1 NONCOMMERCIAL
0 PLEASURE/PERSONAL TRANSP | | | |
| | DEPARTURE P
HOUSTON,
TYPE OF ACC | DEPARTURE POINT INTENDED DESTINATION
HOUSTON,TEX BRENHAM,TEX
TYPE OF ACCIDENT
COLLIDED WITH WIRES/POLES | | | | | | F OPERATION
NG FINAL APPROACH | | |
| | FACTOR(S)
TERRAIN →
WEATHER →
WEATHER BRI | | G RECEIVED | | | | | | | |
| | 5 OR OVER | CATTERED
SIBILITY AT ACCIDENT SITE | | | | UN
REC
NO | IM
[PI
NE | AT ACCIDENT SITE
ITED
TATION AT ACCIDENT
TURE-F | SITE | |
| | HAZE
WIND DIRECTION-DEGREES
110 | | | | W | 86 | - | LOCITY-KNOTS | | |
| | TYPE OF WEA | THER CONDITIONS | TLED BLO WIRES. | | | | | FLIGHT PLAN | | |
| 3-2003 | 6/5/72
TIME - 1300 | ROBY, TEX | RYAN NAVION
N2254
Damage-substantial | CR-
PX- | 0
0 | 0
0 | 1
2 | NONCOMMERCIAL
Pleasure/Personal | TRANSP | PRIVATE, AGE 33, 1500
TOTAL HOURS, 150 IN TYPE,
NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - DUSTER STRIP
DEPARTURE POINT INTENDED DESTINATION
ROBY,TEX LUBBOCK,TEX
TYPE OF ACCIDENT
COLLIDED WITH FENCE,FENCEPOSTS | | | | Ρ | | | F OPERATION
FF INITIAL CLIMB | | |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - PREMATURE LIFT-OFF
REMARKS- ACFT SETTLED AFTER LIFT-OFF. | | | | | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES
S M. | /N | FLIGHT
PURPOSE | PILOT DATA |
|--------------------------|---|---|--|---------------------|-----|-------------|------|-------------------------------------|---|
| 3-2223 | DEPARTUR | AIRPORT - EAGLE PAS | HOONEY M20C
N9380V
DAMAGE-DESTROYED
SS MUNI
INTENDED DESTINATION
EAGLE PASS,TEX | CR-
PX- | | | | | PRIVATE, AGE 52, 4200
P TOTAL HOURS, 326 IN TYPE,
NOT INSTRUMENT RATED. |
| | TYPE OF
Stall | ACCIDENT | | | P | | | F DPERATION
IGHT CLIMB TO CRUISE | |
| | PILOT
PILOT | IN COMMAND - PHYSICA | TO OBTAIN/MAINTAIN FL'
L IMPAIRMENT
ONS - Alcoholic Impair | | | - | 101 | ENCY AND JUDGMENT | |
| 3 - 1 9 95 | TIME - 1 | | AERONCA 7AC
N3605E
DAMAGE-SUBSTANTIAL | CR-
PX- | | | | | PRIVATE, AGE 28, 210
P TOTAL HOURS, 29 IN TYPE,
NOT INSTRUMENT RATED. |
| | | E POINT
N,TEX | INTENDED DESTINATION
BAYTOWN, TEX | | | | | | |
| | COLLID | ACCIDENT
ED WITH OBJECT
OLLAPSED | | | P | LA | ND I | F OPERATION
NG ROLL
NG ROLL | |
| | PILOT
PILOT
FACTOR(S
MISCEL
TERRAI
PILOT | IN COMMAND - SELECTE
)
LANEOUS ACTS,CONDITI
N - ROUGH/UNEVEN
IN COMMAND - LACK OF
Y CIRCUMSTANCES - PR | R IN-FLIGHT DECISIONS
D UNSUITABLE TERRAIN
ONS - OVERLOAD FAILUR
FAMILIARITY WITH AIR
RECAUTIONARY LANDING OI
SPECTED MECHANICAL DI | E
RAFT
F AIRF | POR | т | | | |

PAGE 1224

.

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES
F S M/I | FLIGHT
N PURPOSE | | PILOT DATA |
|--------|---|---|--|----------------------------------|---|---------------|---|
| | | LASARA, TEX | CESSNA 188B
N1583M
DAMAGE-SUBSTANTIAL | CR- 0 0 | 1 COMMERCIAL | | COMMERCIAL, AGE 31, 6000
TOTAL HOURS, 513 IN TYPE
NOT INSTRUMENT RATED. |
| | DEPARTURE H | | INTENDED DESTINATION | | | | |
| | LASARA,TE
TYPE OF ACC
STALL MU | DENT | LOCAL | | OF OPERATION
EDFF INITIAL | CLIMB | |
| | PILOT IN | COMMAND - INADEG | QUATE PREFLIGHT PREPARAT
TO ABORT TAKEOFF | ION AND/OR P | L ANN ING | | |
| | WEATHER -
WEATHER BRI | - HIGH TEMPERATUR
[EFING - NO BRIEF | | 5 OTHER | | | |
| | SKY CONDIT | ION | | | NG AT ACCIDEŅ | SITE | |
| | CLEAR
VISIBILITY
5 OR OVER | AT ACCIDENT SITE | E | | IMITED
PITATION AT AG | CIDENT SITE | |
| | | NS TO VISION AT 4 | ACCIDENT SITE | | RATURE-F | | |
| | | ATHER CONDITIONS | | | DF FLIGHT PLAM
E | 4 | |
| | KIND OF (
PILOT'S S
GOGGLES -
COCKPIT (
TANK/HOPP | JRS IN CROP CONTR
CROP - RICE
SEAT BELT - UNKNO
- NOT USED
CRASHPAD - INSTAL
PER-LOCATION - FO | LED | TYPE
GLOVES
CRASH
CRASH | DF CHEMICAL US
S - NOT USED
HELMET - AVA
BAR - INSTALI | | HEMICAL-TOXIC
ED |
| | REPARKS- T | | COND OF HEAVY LOAD AND | DI LEMPSPET D | FOLLED ACFT OF | F GRND AT END | UF KWT-HII FIFE. |
| 3-2222 | 6/14/72
TIME - 1430 | RANGER, TEX | PIPER PA-30
N8372Y
DAMAGE-SUBSTANTIAL | CR- 0 0
PX- 0 0 | 0 NONCOMMERCI
0 BUSINESS | AL | COMMERCIAL, AGE 39, 1617
TOTAL HOURS, 151 IN TYPE
INSTRUMENT RATED. |
| | DEPARTURE F | STATION, TEX | | ρμαςε | OF OPERATION | | |
| | COLLIDED | WITH TREES | | | DING ROLL | | |
| | FACTOR(S) | COMMAND - MISJUD | DGED CLEARANCE
TED UNSUITABLE TERRAIN | | | | |

,

DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FILE E S M/N PURPOSE 3-2335 6/17/72 WEATHERFORD, TEX GLOBE GC-1B CR- 0 1 0 NONCOMMERCIAL COMMERCIAL. AGE 50. 4000 TIME - 1400 N3854K PX- 0 1 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 50 IN TYPE. DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - PVT STRIP DEPARTURE POINT INTENDED DESTINATION WEATHEREORD.TEX MCALLEN.TEX TYPE OF ACCIDENT PHASE OF OPERATION STALL MUSH TAKEOFF INITIAL CLIMB PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND ~ FAILED TO OBTAIN/MAINTAIN FLYING SPEED FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE TERRAIN - HIGH OBSTRUCTIONS PERSONNEL - MAINTENANCE, SERVICING, INSPECTION IMPROPERLY SERVICED AIRCRAFT (OWNER-PILOT) MISCELLANEOUS ACTS, CONDITIONS - FUEL GRADE-IMPROPER WEATHER BRIEFING - NO BRIEFING RECEIVED WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 4000 **VISIBILITY AT ACCIDENT SITE** PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE TEMPERATURE-F NONE 87 WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 8 120 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- DENSITY ALT APRX 3000 FT. AUTO FUEL IN SERVICING TANK. STRIP SURROUNDED BY HIGH OBSTRUCTIONS. 3-2218 6/18/72 FRISCO, TEX BEECH M35 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, FL.INSTR., TIME - 1745 N239BA PX- 0 0 0 DUAL AGE 29, 1793 TOTAL HOURS, DAMAGE-SUBSTANTIAL 160 IN TYPE. INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION ADDISON, TEX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION IN FLIGHT NORMAL CRUISE ENGINE FAILURE OR MALFUNCTION NOSE OVER/DOWN LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS TERRAIN - HIGH VEGETATION EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- IP PULLED MIX CTL.STU CLSD THROTTLE, PULLED PROP CTL.UN RESTART ENG OR REACH SUITABLE LDG AREA.

BRIEFS OF ACCIDENTS

| FILE | DATE LOCATI | ION AIRCRAFT DATA | | RIES
S M/N | FLIGHT
PURPOSE | PILOT DATA | | | |
|---------------------|---|--|--------------------------|--|-------------------------------------|--|--|--|--|
|
3 - 2224 | 6/21/72 NR.EL CAMPO,
TIME - 1500 | , TEX GRUMMAN G-164A
N5356
DAMAGE-SUBSTAN | PX- 0 | | MISCELLANEOUS
FERRY | COMMERCIAL, FL.INSTR.,
AGE 37, 11284 TOTAL
HOURS, 2500 IN TYPE,
INSTRUMENT RATED. | | | |
| | NAME OF AIRPORT - AG
DEPARTURE POINT
EL CAMPO, TEX
TYPE OF ACCIDENT
NOSE OVER/DOWN | STRIP
INTENDED DESTINAT
LOCAL | | | OF OPERATION
Ing Roll | | | | |
| | | IMPROPER OPERATION OF BRA
ACTION W PARKING BRAKE IN | | | | KES LOCK. | | | |
| 8-2183 | 6/21/72 TAHOKA,TEX
TIME - 1758 | N6341Z
DAMAGE-SUBSTANI | PX- 0 | | COMMERCIAL
ASSOC CROP CTL ACTIVI | COMMERCIAL, AGE 24, 350
TY TOTAL HOURS, 45 IN TYPE
NOT INSTRUMENT RATED. | | | |
| | NAME OF AIRPORT - T-E
DEPARTURE POINT
TAHOKA,TEX
TYPE OF ACCIDENT
STALL MUSH | INTENDED DESTINAT:
LOCAL | | | DF OPERATION
DFF INITIAL CLIMB | | | | |
| | PILOT IN COMMAND -
FACTOR(S)
WEATHER - HIGH DENS
TERRAIN - HIGH OBST
MISCELLANEOUS - EVA
WEATHER BRIEFING - NO | TRUCTIONS
ASIVE MANEUVER TO AVOID CO | N FLYING SPE
DLLISION | | ANN ING | | | | |
| | SKY CONDITION | | | | AT ACCIDENT SITE | | | | |
| | CLEAR
VISIBILITY AT ACCIDEN
5 OR OVER | NT SITE | | | MITED
ITATION AT ACCIDENT SIT | E | | | |
| | OBSTRUCTIONS TO VISIO | IN AT ACCIDENT SITE | | FEMPER.
90 | ATURE-F | | | | |
| | WIND DIRECTION-DEGREE | ES | | WIND VELOCITY-KNOTS
5 | | | | | |
| | TYPE OF WEATHER CONDI
VFR | TIONS | | TYPE OF FLIGHT PLAN
None | | | | | |
| | SPECIAL DATA
TOTAL HOURS IN CROP
KIND OF CROP - COTT
PILOT'S SEAT BELT -
GOGGLES - NOT USED
COCKPIT CRASHPAD - | TON
- UNKNOWN/NOT REPORTED | | KIND OF OPERATION - SPRAYING CROPS
TYPE OF CHEMICAL USED - LIQUID CHEMICAL-TOXIC
GLOVES - USED
CRASH HELMET - AVAILABLE-USED
CRASH BAR - NOT INSTALLED
TERRAIN-TYPE - LEVEL,FLAT
SWATH RUN-HOW FLOWN - CROSSWIND
N TO AVOID PWR LINE. DENS ALT APRXLY 5500 FT | | | | | |

| FILE | | LOCATION | | | F S | 5 M/I | N PURPOSE | | PILOT DATA |
|------|-----------------------|-----------------|--|-------|-----|-------|----------------------------------|-----|--|
| | | GRAHAM, TEX | BELL 47H-1
N4958E
DAMAGE-DESTROYED | CR- | 0 | 0 | 1 NONCOMMERCIAL | | AIRLINE TRANSPORT, AGE
34, 5403 TOTAL HOURS, 114
IN TYPE, INSTRUMENT
RATED. |
| | DEPARTURE | RANCH
CIDENT | NCH
INTENDED DESTINATION
LOCAL | | | | OF OPERATION
DING ROLL-ON/RUN | -0N | |
| | | | | | | | | | |
| | PILOT IN
FACTOR(S) | | | ROTOR | | .м. | | | |

.

| FILE | | OCATION | AIRCRAFT DATA | INJU
F | S M/I | I PURPOSE | - | PILOT DATA |
|-------|--|---|--|----------------|---|---|--------------|---|
| -2405 | 6/26/72 MARFA
TIME - 1400 | ,TEX | | CR- 0
PX- 0 | 1 (| NONCOMMER | IAL | AIRLINE TRANSPORT, AGE
47, 19646 TOTAL HOURS,
419 IN TYPE, NOT INSTRU-
MENT RATED. |
| ~ | DEPARTURE POINT
MARFA,TEX
TYPE OF ACCIDENT
AIRFRAME FAILU | | NTENDED DESTINATION
LOCAL | I | | OF OPERATION
LIGHT NORMA | | |
| | AIRFRAME - FLI
MISCELLANEOUS
AIRFRAME - WIN
MISCELLANEOUS
FACTOR(S)
WEATHER - TURB
MISCELLANEOUS | ODUCTION-DESI
INTENANCE,SER
GHT CONTROL S
ACTS,CONDITIO
GS SPARS
ACTS,CONDITIO
ULENCE IN FLI
ACTS,CONDITIO
- BRIEFED BY | VICING,INSPECTION IN
URFACES OTHER
NS - FLUTTER
NS - OVERLOAD FAILURE
GHT,CLEAR AIR
NS - SEPARATION IN FL
WEATHER BUREAU PERSC | Іднт | | | INSPECTION | |
| | SKY CONDITION
SCATTERED
VISIBILITY AT AC
5 OR OVER
OBSTRUCTIONS TO
NONE
TYPE OF FLIGHT P
NONE
REMARKS- TAIL CT | VISION AT ACC | IDENT SITE
T BALANCED AFTR MODIF | | UNL
PRECI
NON
TYPE
VFR | DF WEATHER CO | CCIDENT SITE | |
| | | | | | | | | |
| -2184 | 6/28/72 WALL,
TIME — 1700 | тех | PIPER PA-25
N6587Z
DAMAGE-SUBSTANTIAL | CR- 0
PX- 0 | 0
0 | COMMERCIAL | CTL ACTIVITY | COMMERCIAL, AGE 47, 3000
TOTAL HOURS, 2000 IN
TYPE, NOT INSTRUMENT |
| | DEPARTURE POINT
WALL,TEX
TYPE OF ACCIDENT
COLLIDED WITH | | NTENDED DESTINATION
LOCAL | | | OF OPERATION | I | RATED. |
| | PROBABLE CAUSE(S
PILOT IN COMMA
FACTOR(S)
TERRAIN - OTHE | ND - SELECTED | UNSUITABLE TERRAIN | | | •. | | |
| | SPECIAL DATA
TOTAL HOURS IN CROP CONTROL - 2000
KIND OF CROP - CORN
PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED
GOGGLES - USED
COCKPIT CRASHPAD - INSTALLED
TANK/HOPPER-LOCATION - FORWARD OF PILOT
ELEVATION-AREA BEING TREATED-FEET - 1872
REMARKS- PLT COULD HAVE CHOSEN SECTION OF ROAD | | | | TYPE
GLOVE:
CRASH
CRASH
TERRA | DF CHEMICAL U
5 - USED
HELMET - AV7
BAR - INSTAL
N-TYPE - ROI | LED | |

| | | | SR IEF: | S OF AC | IDENTS | | | |
|-------|--|---|--|--------------------|---|---|-----------------------------------|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | JRIES
S M/N | FLIGHT
PURPOSE | | PILOT DATA |
| -2444 | 6/29/72 W
TIME - 1750 | HARTON TEX | CESSNA 188
N8101V
DAMAGE-SUBSTANTIAL | PX- | | COMMERCIAL
Aerial Applica | TION | COMMERCIAL, AGE 28, 525
Total Hours, 82 IN Type,
Not Instrument Rated. |
| | DEPARTURE PO
OSCARS ST
TYPE OF ACCI | RIP | NTENDED DESTINATION
LOCAL | | | DF OPERATION
IGHT STARTING | SWATH RUN | |
| | FACTOR(S) | |) ALTITUDE AND CLEAR | ANCE | | • | | |
| | KIND OF CR
PILOT'S SE
GOGGLES -
TANK/HOPPE
ELEVATION- | S IN CROP CONTROL
OP - Cotton
At Belt - Unknown, | YNOT REPORTED
Ard of Pilot
D-Feet - 105 | | TYPE OF
GLOVES
CRASH F
TERRAIN | OPERATION - SP
CHEMICAL USED
- NOT USED
HELMET - AVAIALA
HTYPE - LEVEL,F
RUN-HOW FLOWN - | - LIQUID CH
BLE-NOT USE
LAT | HEMICAL-TOXIC |
| -2441 | 6/29/72 V
TIME - 1600 | AN HORN TEX | GLASFLUGEL STD LB
N9422
DAMAGE-SUBSTANTIAL | РХ- | | NONCOMMERCIAL
Pleasure/perso | NAL TRANSP | AIRLINE TRANSPORT, AGE
35, 4727 TOTAL HOURS, 102
IN TYPE, INSTRUMENT |
| | DEPARTURE PO
Marfa,Tex
Type of Acci
Collided W | | NTENDED DESTINATION
VAN HORN TEX | | PECO
PHASE (| NROUTE STOP
)S TEX
)F OPERATION
ING LEVEL OFF/T | OUCHDOWN | RATED. |
| | PILOT IN C
FACTOR(S)
WEATHER -
WEATHER BRIE
WEATHER BRIE
WEATHER FORE | OMMAND - IMPROPER
OMMAND - SELECTED
UNFAVORABLE WIND (
THUNDERSTORM ACTI
FING - BRIEFED BY
CAST - UNKNOWN/NO
RCUMSTANCES - FOR(| /ITY
FLIGHT SERVICE PERS | ONNEL,
ORT ON I | ITIONS
IN PERSO | | -
- | |
| | 5 OR OVER | T REPORTED
T ACCIDENT SITE
TO VISION AT ACC | IDENT SITE | | 2000
PRECIP
THUNI | G AT ACCIDENT SI
ITATION AT ACCIE
DERSTORM
= WEATHER CONDIT | DENT SITE | |

| | | | BRIEFS | UF / | | UE1 | | | |
|--------|--|---|---|------------|---|--|--------------------------------------|--|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | II | IJUR
F | | | FLIGHT
PURPOSE | PILOT DATA |
| 3-2669 | 2669 7/1/72 LUFKIN,TEX
TIME - 0830
NAME OF AIRPORT - ANGELINA
DEPARTURE POINT | 30
AIRPORT - ANGELINA | | | | | | INŚTRUCTIONAL
SOLO | STUDENT, AGE 53, 11 TOTAL
HOURS, ALL IN TYPE, NOT
INSTRUMENT RATED. |
| | DEPARTURE PUINI INI
LUFKIN,TEX
TYPE OF ACCIDENT
GROUND-WATER LOOP-SWERVE
GEAR COLLAPSED | | LOCAL | | | | AND I | F OPERATION
NG ROLL
N <u>G</u> ROLL | |
| | FACTOR(S)
WEATHER
MISCELL
WEATHER B | N COMMAND - FAILED
- UNFAVORABLE WINC
ANEOUS ACTS,CONDITI
RIEFING - BRIEFING | TO MAINTAIN DIRECTIONA
CONDITIONS
ONS - OVERLOAD FAILURE
RECEIVED-METHOD UNKNOW
SUBSTANTIALLY CORRECT | | NTRC | IL | | | |
| | SKY CONDITION
SCATTERED
VISIBILITY AT ACCIDENT SITE
5 OR OVER | | | 19
REC | 500 | AT ACCIDENT SITE
TATION AT ACCIDENT SIT | re . | | |
| | NONE
WIND DIRE
180 | ONS TO VISION AT AC | CIDENT SITE | | NUNE
RELATIVE BEARING OF WIND [®]
RIGHT QUARTERING HEAD WIND 0.
WIND VELOCITY-KNOTS
12 | | QUARTERING HEAD WIND
LOCITY-KNOTS | 023-067 DEGREES | |
| | TYPE OF W
VFR | EATHER CONDITIONS | | | Т | | E OF | FLIGHT PLAN | |
| -2212 | TIME - 15 | | N2104
DAMAGE-SUBSTANTIAL | CR-
PX- | 0
0 | 0
0 | 1
0 | NONCOMMERCIAL
PLEASURE/PERSONAL TRA | COMMERCIAL, FL.INSTR.,
ANSP AGE 43, 2000 TOTAL HOURS,
IN TYPE, INSTRUMENT
RATED. |
| | DEPARTURE
CROSBY,
TYPE OF A
ENGINE | TEX | INTENDED DESTINATION
LAPORTE,TEX | | Ρ | 11 | I FL | F OPERATION
IGHT NORMAL CRUISE
NG ROLL | |
| | PROBABLE CAUSE(S)
POWERPLANT - ENGINE STRUCTURE MASTER AND CONNECTING
MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE
TERRAIN - OTHER | | | | | | | | |
| | COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT O
REMARKS- PLT RPRTD NR4 CNCTNG ROD FAILED.HIT CHAIN LIN | | | | | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | | URIE
S | | FLIGHT '
Purpose | PILOT DATA |
|--------|---|---|--------|--------------------------|------------------------------|--|---|
| 3-2216 | 7/7/72 PRIDDY,TEX
TIME - 0800
DEPARTURE POINT | PIPER PA-25
N6708Z
DAMAGE-SUBSTANTIAL
INTENDED DESTINATION | PX- | | | COMMERCIAL
AERIAL APPLICATION | COMMERCIAL, AGE 25, 2400
TOTAL HOURS, 100 IN TYPE,
INSTRUMENT RATED. |
| | PRIDDY,TEX
TYPE OF ACCIDENT
COLLIDED WITH TREES | LOCAL | | | | F OPERATION
IGHT SWATH RUN | |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - FA | LED TO SEE AND AVOID OBJE | CTS OR | OBST | RUCT | IONS | |
| | SPECIAL DATA
TOTAL HOURS IN CROP CI
KIND'OF`CROP - OTHER
GLOVES - USED
CRASH HELMET - AVAILAI
CRASH BAR - NOT INSTA
TERRAIN-TYPE - ROLLIN.
SWATH RUN-HOW FLOWN -
REMARKS- FLYING UNDER PI | BLE-USED
LLED
G
UPWIND | | TYP
Gog
Coc
Tan | E OF
GLES
KPIT
K/HC | OPERATION - SPRAYING
CHEMICAL USED - LIQU
- USED
CRASHPAD - NOT INSTA
PPER-LOCATION - FORWA
ON-AREA BEING TREATED | ID CHEMICAL-TOXIC
LLED
RD OF PILOT |
| 3-2213 | 7/7/72 DALLAS,TEX
TIME - 1820 | PIPER PA-30
N8493Y
DAMAGE-SUBSTANTIAL | PX- | | | NONCOMMERCIAL
BUSINESS | PRIVATE, AGE 47, 3233
Total Hours, 1527 In
Type, Instrument Rated. |
| | NAME OF AIRPORT - LOVE
DEPARTURE POINT
DALLAS,TEX
TYPE OF ACCIDENT
TURBULENCE
COLLISION WITH GROUND | FIELD
INTENDED DESTINATION
LOCAL | | т | AKEC | F OPERATION
FF INITIAL CLIMB
FF INITIAL CLIMB | |
| | PROBABLE CAUSE(S)
MISCELLANEOUS - VORTE
REMARKS- ACFT DEPTD SHO | X TURBULENCE
RTLY AFTR A BOEING 727 LND | D • | | | | |
| 3-2365 | 7/9/72 HEATH,TEX
TIME — 1545 | SCHREDER HP-11
N822G
DAMAGE-DESTROYED | | | | INSTRUCTIONAL
TRAINING | NO CERTIFICATE, AGE 17,
68 TOTAL HOURS, 8 IN TYPE
NOT INSTRUMENT RATED. |
| | DEPARTURE POINT
ROCKWALL,TEX
Type of Accident
Stall Spin | INTENDED DESTINATION
LOCAL | 1
 | | | F OPERATION
IGHT OTHER | |
| - | | TEMPTED OPERATION BEYOND E
ILED TO OBTAIN/MAINTAIN FL
EOUS-PERSONNEL~ OTHER | | | BILI | TY LEVEL | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | URIES
S M/ | N | FLIGHT
PURPOSE | PILOT DAT | Δ |
|-------|--|---|--|-----------------------------|---|---------------------------------------|---|--|---------|
| -2389 | 7/13/72 NR.CAN
TIME - 0520 | YON, TEX | ERCO 415-C
N2108H
DAMAGE-SUBSTANTIAL | CR- (
PX- (| | | NONCOMMERCIAL
Practice | NO CERTIFICATE,
15 TOTAL HOURS,
TYPE, NOT INSTRU
RATED. | ALL IN |
| | DEPARTURE POINT
CANYON, TEX | | NTENDED DESTINATION
LOCAL | | | ~- | | | |
| | TYPE OF ACCIDEN
Engine Failuri
Gear Collapsei | E OR MALFUNCTI | ON | | LAN | DING | OPERATION
3 GO-AROUND
5 ROLL | | |
| | | AND - IMPROPER
ACTS;CONDITIO | OPERATION OF POWERPL
NS - ENGINE LOADED UP | | POWERP | LANT | CONTROLS | | · |
| | PILOT IN COMMA
MISCELLANEOUS
EMERGENCY CIRCUM | AND - ATTEMPTE
ACTS,CONDITIO
ASTANCES - FOR | NS - OVERLOAD FAILURE
D OPERATION BEYOND E>
NS - SIMULATED CONDIT
CED LANDING OFF AIRPC
DLY ON RECOVERY FROM | PERIENC
IONS
IRT ON L | LAND | | | INSTRUCTION. | |
| 2422 | 7/15/72 SAN /
TIME - 1230 | ANTONIO,TEX | MINIPLANE DSA
N3867
Damagé-substantial | | | | NONCOMMERCIAL
PLEASURE/PERSONAL TR | PRIVATE, AGE 39
ANSP TOTAL HOURS, 75
NOT INSTRUMENT F | IN TYPE |
| | NAME OF AIRPORT
Type of Accident
Collided With | r , ' | | | - | - | OPERATION
GO-AROUND | | |
| | | | | | | | | | |
| | PILOT IN COMMA
FACTOR(S)
WEATHER - UNFA
WEATHER BRIEFING | AND - DELAYED
AND - IMPROPER
AVORABLE WIND
5 - NO BRIEFIN | | | LS | | | | |
| | PILOT IN COMMA
PILOT IN COMMA
FACTOR(S)
WEATHER - UNFA
WEATHER BRIEFING
WEATHER FORECAST
SKY CONDITION
BROKEN | AND - DELAYED
AND - IMPROPER
AVORABLE WIND
G - NO BRIEFIN
G - FORÉCAST S | OPERATION OF FLIGHT
CONDITIONS
G RECEIVED | CONTROL | CEILI
300 | 0 | AT ACCIDENT SITE | ·
· | |
| | PILOT IN COMMA
PILOT IN COMMA
FACTOR(S)
WEATHER BRIEFING
WEATHER BRIEFING
WEATHER FORECAST
SKY CONDITION
BROKEN
VISIBILITY AT AC
5 OR OVER
OBSTRUCTIONS TO
NONE | AND - DELAYED
AND - IMPROPER
AVORABLE WIND
5 - NO BRIEFIN
7 - FORÉCAST S
CCIDENT SITE | OPERATION OF FLIGHT
CONDITIONS
G RECEIVED
UBSTANTIALLY CORRECT | CONTROL | CEILI
300
PRECI
NON
RELAT | 0
PIT#
E
IVE | AT ACCIDENT SITE
ATION AT ACCIDENT SI
BEARING OF WIND
CROSS WIND 068-112 D | | |
| · | PILOT IN COMMA
PILOT IN COMMA
FACTOR(S)
WEATHER BRIEFING
WEATHER BRIEFING
WEATHER FORECAST
SKY CONDITION
BROKEN
VISIBILITY AT AC
5 OR OVER
OBSTRUCTIONS TO | AND - DELAYED
AND - IMPROPER
AVORABLE WIND
5 - NO BRIEFIN
7 - FORÉCAST S
CCIDENT SITE
VISION AT ACC | OPERATION OF FLIGHT
CONDITIONS
G RECEIVED
UBSTANTIALLY CORRECT | CONTROL | CEILI
300
PRECI
NON
RELAT
RIG
WIND
180 | O
PITA
E
IVE
HT C
DIRE | ATION AT ACCIDENT SI
BEARING OF WIND | | |

| • | | | | OF ACC | | | | | | | |
|--------|---|--|--|------------------------------------|------------|---|------------------------------------|--|---|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | F | RIE
S | 5
1/N | FLIGHT
PURPOSE | | PILOT DATA | | |
| | TIME - 1915
NAME OF AIRPORT - BAY CITY MUN
DEPARTURE POINT IN
BAY CITY,TEX | | CESSNA 177
N30139
DAMAGE-SUBSTANTIAL | PX- 0 0 1 PLEASURE/PERSONAL TRANSP | | | | | PRIVATE, AGE 41, 495 | | |
| | TYPE OF ACCI
GROUND-WATE
NOSE OVER/D | ER LOOP-SWERVE | | | L | NDI | IF OPERATION
NG ROLL
NG ROLL | | | | |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - SELECTED UNSU
FACTOR(S)
AIRPORTS/AIRWAYS/FACILITIES - AI
REMARKS- HARD SFC RWY AVBL• | · · · · · · · · · · · · | 5 SOFT | RUNI | A Y | | | | | | |
| 3-2485 | 7/17/72 SW
TIME - 1745 | VEETWATER, TEX | CESSNA 182
N3758D
DAMAGE-SUBSTANTIAL | | | | NONCOMMERCIAL
BUSINESS | | COMMERCIAL, AGE 56, 3100
TOTAL HOURS, ALL IN
TYPE, NOT INSTRUMENT
RATED. | | |
| | DEPARTURE POINT
SWEETWATER,TEX | TEX | INTENDED DESTINATION
MIDLAND TX | | | | | | KATED. | | |
| | | TYPE OF ACCIDENT
COLLIDED WITH FENCE,FENCEPOSTS | | | | PHASE OF OPERATION
TAKEOFF INITIAL CLIMB | | | | | |
| | FACTOR(S) | DMMAND - FAILED | TO SEE AND AVOID OBJEC
D UNSUITABLE TERRAIN | TS OR C | BST | RUCI | IONS | | ~ | | |

~

| FILE | | | AIRCRAFT DATA | | - | · · · | | FLIGHT | PILOT DATA |
|--------|---|---|---|-------------------|------------------|--------------------------|------------------------|---|--|
| 3-2603 | 7/19/72 | /19/72 PORTLAND,TEX PIPER PA-18 CR-
IME - 1530 N4342Z PX-
DAMAGE-SUBSTANTIAL | | | | | | | |
| | DEPARTURE I
PORTLANI
TYPE OF AC | RPORT - HUNT'S
POINT
D TEX
CIDENT
WITH WIRES/POLE | INTENDED DESTINATION
LOCAL
S | | F | | | F OPERATION
IGHT PULLUP FROM SWATH | RUN |
| | FACTOR(S) | | TO SEE AND AVOID OBJEC | TS OR | Oe | STR | UCT | IONS | |
| | KIND OF (
PILOT'S S
GOGGLES -
COCKPIT (
TANK/HOPF
ELEVATION
PROCEDURE | JRS IN CROP CONTR
CROP - COTTON
SEAT BELT - FASTE
- NOT USED
CRASHPAD - NOT IN
PER-LOCATION - FOI
N-AREA BEING TREA | NED-PROPERLY
STALLED | | T
G
C
C | YPE
LOV
RAS
RAS | OF
ES
H H
H B | OPERATION - UNKNOWN/NO
CHEMICAL USED - LIQUID
- NOT USED
ELMET - AVAILABLE-USED
AR - INSTALLED
-TYPE - LEVEL,FLAT
UN-HOW FLOWN - CROSSWIN | CHEMICAL-TOXIC |
| 3-2457 | TIME - 0645 | SPEARMAN,TEX
5
RPORT - SPEARMAN | MOONEY M2OC
N7884V
Damage-None | CR-
PX-
OT- | 0
0
0 | 0
0
1 | 1
1
0 | NONCOMMERCIAL
Pleasure/Personal tran | PRIVATE, AGE 42, 694
SP TOTAL HOURS, 415 IN TYPE
NOT INSTRUMENT RATED. |
| | DEPARTURE F
SPEARMAN
TYPE OF ACC | POINT
TEX | INTENDED DESTINATION
UNKNOWN/NOT REPORTED
TO PERSON |) | | | | F OPERATION
C IDLING ENGINE(S) | |
| | | - MISCELLANEOUS | -PERSONNEL GROUND CREW
FARTED WITH JUMPER CABL | | ND | CRE | WMA | N WALKED BETWEEN ACFT A | ND PICKUP INTO PROP. |

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES
F S M/ | FLIGHT
N PURPOSE | PILOT DA | TA |
|--------|--|---|--------------------|--|--|------------------|
| 3-2677 | 7/23/72 ODESSA, TEX
TIME - 1600 | SCHWEIZER SGS123
N8607R
DAMAGE-SUBSTANTIAL | | 1 NONCOMMERCIAL
0 PLEASURE/PERSONAL TR | COMMERCIAL, AGE
Ransp Total Hours, 19
Not Instrument | O IN TYPE, |
| • | NAME OF AIRPORT - ECTOR COU
Departure point
Odessa,tex
Type of accident
Collision with ground/wat | NTY
INTENDED DESTINATION
LOCAL | | OF OPERATION
Ding level off/touchdo | | RATED |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - IMPROPI
PILOT IN COMMAND - MISJUD
FACTOR(S)
TERRAIN - ROUGH/UNEVEN
REMARKS- GLIDER PLT, WHO HAD | GED DISTANCE AND ALTITU | DE | | A DASTING | |
| | REMARKS- GLIDER FEITWIND HAD | NEVER FLOWN IN TEXAS D | ILFURL FRAM OU | I OF CIFI AND LANDED IF | A PASIURE. | |
| 3-2614 | 7/28/72 KRUM+TEX
TIME - 1830 | CESSNA 182
N4041D
Damage-Substantial | | 1 NONCOMMERCIAL
1 PLEASURE/PERSONAL TF | CERTIFICATE UNK
RANSP UNK/NR, UNK/NR
HOURS, UNK/NR INSTRUME
UNK/NR INSTRUME | TOTAL
N TYPE, |
| | DEPARTURE POINT
BLUE MOUND,TEX
Type of accident
Engine failure or Malfunc
Collision with ground/wat | | PHASE
IN | OF OPERATION
FLIGHT NORMAL CRUISE
DING LEVEL OFF/TOUCHDC | | NI KAFED. |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - ATTEMP
PILOT IN COMMAND - MISMAN,
MISCELLANEOUS ACTS, CONDIT
TERRAIN - ROUGH/UNEVEN
COMPLETE POWER LOSS - COMPLI
EMERGENCY CIRCUNSTANCES - FI
REMARKS- UNAUZD USE OF ACFT. | AGEMENT OF FUEL
IONS – FUEL EXHAUSTION
ETE ENGINE FAILURE/FLAM
DRCED LANDING OFF AIRPO | EOUT-1 ENGIN | E | ON FUEL. | - · · |
| 3-2611 | 7/29/72 WAXAHACHIE,TEX
TIME - 1600 | BEECH B23
N2377Q
DAMAGE-SUBSTANTIAL | | 1 NONCOMMERCIAL
1 PLEASURE/PERSONAL TR | PRIVATE, AGE 26
RANSP HOURS, 12 IN TY
INSTRUMENT RATE | PE, NOT |
| | NAME OF AIRPORT - OBRIEN
DEPARTURE POINT
ITALY,TEX
TYPE OF ACCIDENT
OVERSHOOT
COLLIDED WITH OBJECT | INTENDED DESTINATION
WAXAHACHIE,TEX | LANI | OF OPERATION
DING LEVEL OFF/TOUCHOO
DING ROLL | | .U • |
| • | PROBABLE CAUSE(S)
PILOT IN COMMAND - MISJUDO
FACTOR(S)
TERRAIN - HIGH OBSTRUCTION
REMARKS- HIT A TERRACE. | | | | | |

•

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES
S M/ | | FLIGHT
PURPOSE | | PILOT DATA |
|--------|---|-----------------------------|--|-------|---------------|--|-------------------------------------|---|--------|--|
| 3-2610 | NAME OF
TYPE OF
GROUND | 500
AIRPORT - POSSUM KIN | CHAMPION 7ECA
N6386N
DAMAGE-SUBSTANTIAL
NGDOM | | 0
Pi | 0
HASE
TAK | 1
OF
EOF | NONCOMMERCIAL
PLEASURE/PERSONAL
OPERATION
F RUN
F INITIAL CLIMB | TRANSP | PRIVATE, AGE 22, 133
TOTAL HOURS, 3 IN TYPE,
NOT INSTRUMENT RATED. |
| | FACTOR(S)
WEATHEN
TERRAIN
WEATHER | IN COMMAND - FAILED | NS
ING RECEIVED | L CON | TROI | L | | | | |
| | 5 OR OV
OBSTRUCT
NONE
WIND DIRU
290 | TY AT ACCIDENT SITE | CCIDENT SITE | | PI
TI
W | UNL
RECI
NON
EMPE
102
IND
15 | IMI
PIT
E
RAT
VEL
OF | AT ACCIDENT SITE
TED
ATION AT ACCIDENT
URE-F
OCITY-KNOTS
FLIGHT PLAN | SITE | |
| | REMARKS- | SETTLED, HIT DIRT MO | DUND,FURTHER DMG. | | | | | | | |
| 3-2682 | 8/1/72
TIME - 10 | FABENS, TEX | PIPER PA-28
N5009S
DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL
PRACTICE | | COMMERCIAL, FL.INSTR.,
AGE 65, 2880 TOTAL HOURS,
22 IN TYPE, NOT INSTRUMEN
RATED. |
| | DEPARTURE | | INTENDED DESTINATION
EL PASO TEX | | | | | OPERATION
G LEVEL OFF/TOUC | HDOWN | |
| | FACTOR(S) | IN COMMAND - FAILED | TO ASSURE THE GEAR WAS | | | | | D | | |

-

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR
F | IES
S M | /N | FLIGHT
PURPOSE | PILOT DATA | |
|--------|--|--|---|------------|----------|------------|--------|--|---|--|
| | 8/1/72 | | PIPER PA-24 | CR-
PX- | 0 | 0 | 1 | NONCOMMERCIAL
BUSINESS | COMMERCIAL, AGE 51,
10000 TOTAL HOURS, 1000 IN
TYPE, NOT INSTRUMENT
RATED. | |
| | DEPARTURI
PFLUGE
TYPE OF
ENGINE | RVILLE,TEX
ACCIDENT
FAILURE OR MALFUNC | INTENDED DESTINATION
HOUSTON TEX | | | TA | KEO | F OPERATION
FF INITIAL CLIMB
NG ROLL | | |
| | COLLIDED WITH FENCE,FENCEPOSTS
PROBABLE CAUSE(S)
POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS
TERRAIN - HIGH OBSTRUCTIONS
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND
REMARKS- NO ENGINE MALFUNCTION DURING GROUND OPERATIONAL CK. BENCH CK FUEL SYS REVEALED NO MALFUNCTION. | | | | | | | | | |
| 3-2215 | DEPARTUR | E POINT | DAMAGE-SUBSTANTIAL
INTENDED DESTINATION | | 0
0 | 0
0 | 1
1 | NONCOMMERCIAL
Pleasure/Personal trans | PRIVATE, AGE 23, 197
5P TOTAL HOURS, 43 IN TYPE,
NOT INSTRUMENT RATED. | |
| | WHITEWRIGHT,TEX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE,FENCEPOSTS TAKEOFF RUN | | | | | | | | | |
| | PILOT
PILOT
TERRAI | IN COMMAND - SELECT
N - OTHER | UATE PREFLIGHT PREPARAT
ED UNSUITABLE TERRAIN
NCE DURG ATMTD TKOF FRO | | | | | NNING
HI GRASS. HAD LNDD TO (| CORRECT ENG PROBLEM. | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | IES
S M, | 'N | FLIGHT
PURPOSE | | PILOT DATA |
|--------|---|---|--|--------|-----|-------------|------|---|-----------|--|
| 3-2214 | 8/6/72
TIME - 16 | HOUSTON, TEX | CESSNA 140
N1778V
DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL
PLEASURE/PERSONAL TRA | NSP T | RIVATE, AGE 48, 1369
OTAL HOURS, 427 IN TYPE
OT INSTRUMENT RATED. |
| | NAME OF A
DEPARTURE
HOUSTON
TYPE OF A
STALL
NOSE OV | ,TEX
CCIDENT
MUSH | INTENDED DESTINATION
ARLINGTON, TEX | | P | T AF | EOF | OPERATION
F INITIAL CLIMB
F ABORTED | 14 | INSTRONENT RATED. |
| | PILOT I
PILOT I
MISCELL
PILOT I
FACTOR(S)
WEATHER | N COMMAND - INADEQ
N COMMAND - SELECT
N COMMAND - PREMAT
ANEOUS ACTS,CONDIT | IONS - FAILED TO USE AL
D ACTION IN ABORTING TA
TITUDE | E TO | EXI | STIM | IG W | IND | | |
| | SKY CONDI
SCATTER
VISIBILIT
5 OR OV
OBSTRUCTI
NONE
TEMPERATU
92
WIND VELO | CEILING AT ACCIDENT SITE
UNLIMITED
PRECIPITATION AT ACCIDENT SITE
NONE
RELATIVE BEARING OF WIND
LEFT QUARTERING TAIL WIND 203-247 DEGREES
WIND DIRECTION-DEGREES
230 | | | | | | | | |
| | 7
TYPE OF F
NONE | LIGHT PLAN | FT,SOD.DENS ALT ABT 205 | OFT.RI | | VFF | L | FATHER CONDITIONS | | |
| -2266 | 8/10/72
TIME - 15 | MATAGORDA,TEX
30 | CESSNA 150G
N4808X
DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL
Pleasure/Personal Tra | NSPA
7 | OMMERCIAL, FL.INSTR.,
GE 29, 1342 TOTAL HOURS
2 IN TYPE, INSTRUMENT
ATED. |
| | DEPARTURE
SAN AN
TYPE OF A | TONIO,TEX
CCIDENT
WATER LOOP-SWERVE | PENINSU
INTENDED DESTINATION
PALACIOS,TEX | | Pl | LAN | DIN | OPERATION
5 ROLL
5 ROLL | K | |
| | FACTOR(S)
TERRAIN
MISCELL | N COMMAND - SELECT
-
- Sandy | ED UNSUITABLE TERRAIN
IONS - OVERLOAD FAILURE | | | | | | | |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ _____ 3-2500 9/26/72 TERRELL, TEX CESSNA 140 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, FL.INSTR., N77153 PX- 0 0 0 DUAL AGE 27, 322 TOTAL HOURS, 7 TIME - 1800 DAMAGE-SUBSTANTIAL IN TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - TERRELL MUNI DEPARTURE POINT INTENDED DESTINATION TERRELL • TEX LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE TAKEOFF RUN TAKEOFE RUN COLLIDED WITH DITCHES PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT 3-2649 12/28/72 ROCKPORT, TEX CESSNA 150 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 34, 91 TOTAL TIME - 1735 N8724G PX- 0 0 3 PLEASURE/PERSONAL TRANSP HOURS, 61 IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - ARANSAS COUNTY DEPARTURE POINT INTENDED DESTINATION TEAGUE, TEX PORTLAND, TEX PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH DITCHING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER REMARKS- 1/4 MI SHORT OF RWY-WATER 7 FT DEEP. PLT AND PX STAYED ON ACFT WINGS UNTIL RESCUED. 3-2647 12/28/72 ADRIAN, TEX CESSNA 150 CR- 0 1 0 NONCOMMERCIAL STUDENT, AGE 57, 57 TOTAL TIME - 1130 N50030 PX- 0 0 0 PLEASURE/PERSONAL TRANSP HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION ADRIAN.TEX I DCAL TYPE DE ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE LANDING OTHER STALL PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - FAILED TO OBTAIN/MAINTAIN FLYING SPEED

------FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-2644 12/30/72 EL PASO, TEX HELIO ACFT H-391B CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 27, 323 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 40 IN TYPE, TIME - 1100 N316HW DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - EL PASO INTL DEPARTURE POINT INTENDED DESTINATION BIG SPRINGS, TEX EL PASO, TEX TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - OVERLOAD FAILURE 3-2618 12/31/72 TOMBALL, TEX CESSNA 177 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 47, 158 TIME - 1130 N29434 PX- 0 0 2 PLEASURE/PERSONAL TRANSP TOTAL HOURS, ALL IN DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - DAVID W HOOKS MEM DEPARTURE POINT INTENDED DESTINATION ALIGE, TEX TOMBALL, TEX TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH FENCE, FENCEPOSTS LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) WEATHER - UNEAVORABLE WIND CONDITIONS SKY CONDITION CEILING AT ACCIDENT SITE SCATTERED UNI IMITED **VISIBILITY AT ACCIDENT SITE** PRECIPITATION AT ACCIDENT SITE 5 OR OVER NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND NONE RIGHT CROSS WIND 068-112 DEGREES TEMPERATURE-F WIND DIRECTION-DEGREES 55 65 WIND VELOCITY-KNOTS TYPE OF WEATHER CONDITIONS 10 VFR TYPE OF FLIGHT PLAN NONE REMARKS- WIND GUSTING 15K. LNDD RWY 35.

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES
F S M/N | FLIGHT
PURPOSE | PILOT DATA |
|--------|---|---|---|---|--|---|
| 3-1980 | 5/11/72 LO
TIME - 1525 | GAN, UT | CESSNA 182A
N6095B
Damage-Substantial | CR- 0 0 1
PX- 0 0 3 | | COMMERCIAL, FL.INSTR.,
AGE 58, 5719 TOTAL HOURS
1000 IN TYPE, NOT INSTRU
MENT RATED. |
| | NAME OF AIRPO
DEPARTURE POI
LOGAN,UT | RT - LOGAN-CACHE
NT | INTENDED DESTINATION | | | |
| | TYPE OF ACCID | URE OR MALFUNCT | | TAKE | OF OPERATION
OFF INITIAL CLIMB
ING ROLL | |
| | PILOT IN CO | MMAND - INADEQUA
MMAND - MISMANAG
US ACTS,CONDITIC | TE PREFLIGHT PREPARA
EMENT OF FUEL
DNS - FUEL EXHAUSTION | TION AND/OR PL | ANN ING | • |
| | COMPLETE POWE | R LOSS - COMPLET | E ENGINE FAILURE/FLAM
RCED LANDING OFF AIRPO | | | |
| 3-2280 | 6/9/72 MO | AB UT | CESSNA 150G | CR- 0 1 0 | MISCELLANEOUS | COMMERCIAL, AGE 48, 7602 |
| | | | N8408 | PX- 0 0 0 | | TOTAL HOURS, 1003 IN |
| | TIME - 0545 | | DAMAGE-SUBSTANTIAL | | | TYPE, NOT INSTRUMENT |
| | TIME - 0545
DEPARTURE POI
GRAND JUNC | | DAMAGE-SUBSTANTIAL
INTENDED DESTINATION
MOAB,UTAH | | | RATED. |
| | DEPARTURE POI
Grand Junc
Type of Accid | TION,COLO
ENT
URE OR MALFUNCT | INTENDED DESTINATION
MOAB,UTAH | IN F | OF OPERATION
LIGHT NORMAL CRUISE
ING LEVEL OFF/TOUCHDOWN | RATED. |
| | DEPARTURE POI
GRAND JUNC
TYPE OF ACCID
ENGINE FAIL
NOSE OVER/D
PROBABLE CAUS
PILOT IN CO
PILOT IN CO | TION,COLO
ENT
URE OR MALFUNCT
OWN
E(S)
MMAND - INADEQUA
MMAND - MISMANA(| INTENDED DESTINATION
MOAB,UTAH
ION
ATE PREFLIGHT PREPARA
GEMENT OF FUEL | IN F
LAND
FION AND/OR PL | LIGHT NORMAL CRUISE
ING LEVEL OFF/TOUCHDOWN | RATED. |
| | DEPARTURE POI
GRAND JUNC
TYPE OF ACCID
ENGINE FAIL
NOSE OVER/D
PROBABLE CAUS
PILOT IN CO
PILOT IN CO
MISCELLANEO
TERRAIN - H | TION,COLO
ENT
URE OR MALFUNCTI
OWN
E(S)
MMAND - INADEQUA
MMAND - MISMANAG
US ACTS,CONDITIG
US ACTS,CONDITIG
US ACTS,CONDITIG | INTENDED DESTINATION
MOAB,UTAH
ION
ATE PREFLIGHT PREPARA | IN F
LAND
TION AND/OR PL
EVEL SUPPLY | LIGHT NORMAL CRUISE
ING LEVEL OFF/TOUCHDOWN
ANNING | RATED. |

BRIEFS OF ACCIDENTS

| | | | BRIEFS | | | | | | |
|-------|--|---|---|---------------------------|-----------|-----------------|---------------------|---|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | IJUR
F | S | s
M/N | FLIGHT
PURPOSE | PILOT DATA |
| | 6/14/72 | LAKETOWN,UT
0 | PIPER PA-18
N8268P
DAMAGE-SUBSTANTIAL | С R —
Р X - | 0
0 | 0
0 | 1
1 | NONCOMMERCIAL
PLEASURE/PERSONAL TRAN | PRIVATE, AGE 46, 644
ISP TOTAL HOURS, 40 IN TYPE,
INSTRUMENT RATED. |
| | DEPARTURE
BEAR LA
TYPE OF AC | KE∳UT
CIDENT
ATER LOOP-SWERVE | INTENDED DESTINATION
SALT LAKE CITY,UT | | Ρ | T, | AKEC | DF OPERATION
DFF RUN
DFF INITIAL CLIMB | |
| | PILOT IN | | | FION ₽ | AND/ | OR | PLA | INN ING | |
| | | /AIRWAYS/FACILITIE
IGHT GR HIT CHUCK | S - AIRPORT CONDITIONS
HOLE IN RWY. | S POC | RLY | ′ М. | AINT | AINED RUNWAY SURFACE | |
| -2438 | 7/16/72
TIME - 1750 | RODSEVELT,UT | ERCO 415-C
N3926H
DAMAGE-DESTROYED | CR-
PX- | 0
0 | 1
1 | 0
0 | NONCOMMERCIAL
Pleasure/Personal tran | STUDENT, AGE 24, 32 TOTAL
ISP HOURS, ALL IN TYPE, NOT
INSTRUMENT RATED. |
| | | T∳UT
CIDENT | | | Р | | | F OPERATION
FF INITIAL CLIMB | INSTRUMENT RATED. |
| | PILOT IN
FACTOR(S)
PILOT IN
WEATHER · | COMMAND - FAILED
COMMAND - INADEQU | | TION A | ND/ | OR | | | |
| | 5 OR OVER | AT ACCIDENT SITE | CIDENT CITE | | Ρ | UI
REC
NC | NLIM
CIPI
DNE | AT ACCIDENT SITE
ITED
TATION AT ACCIDENT SITE | : |
| | NONE
WIND DIREC
270 | NS TO VISION AT AC
FION-DEGREES | CIDENT SITE | | | 92 | 2
) VE | TURE-F
LOCITY-KNOTS | |
| | VFR | ATHER CONDITIONS | ALT 5100 FT. | | | NO | DNE | FLIGHT PLAN
BS PASSG. | |

BRIEFS OF ACCIDENTS FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE CESSNA 182L CR- 0 0 1 NONCOMMERCIAL 3-2580 8/1/72 LOGAN, UT PRIVATE, AGE 33, 81 TOTAL TIME - 0755 N42300 PX- 0 0 4 BUSINESS HOURS. 19 IN TYPE. NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - LOGAN INTENDED DESTINATION DEPARTURE POINT NAMPA, ID LOGAN,UT TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING FACTOR(S) INSTRUMENTS/EQUIPMENT AND ACCESSORIES - FLIGHT AND NAVIGATION INSTRUMENTS AIRSPEED MISCELLANEOUS - FOREIGN MATERIAL AFFECTING NORMAL OPERATIONS EMERGENCY CIRCUMSTANCES - PRECAUTIONARY LANDING ON AIRPORT SUSPECTED MECHANICAL DISCREPANCY REMARKS- A/S PITOT TUBE CLOGGED WITH STRAW. NOSE WHEEL TIRE FLAT, DMGD FIREWALL. 3-2507 9/25/72 ST GEORGE,UT CESSNA T210-H CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 42, 2000 PX-0 0 3 BUSINESS TIME - 1500 N2242R TOTAL HOURS, 81 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - DIXIE DEER ASTRP DEPARTURE POINT INTENDED DESTINATION ST GEORGE,UT LAS VEGAS, NEV TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH FENCE, FENCEPOSTS TAKEOFF ABORTED COLLIDED WITH DITCHES TAKEOFF ABORTED PROBABLE CAUSE(S) PILOT IN COMMAND - DELAYED ACTION IN ABORTING TAKEOFF FACTOR(S) WEATHER - HIGH DENSITY ALTITUDE 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 TYPE OF WEATHER CONDITIONS NONE VFR TYPE OF FLIGHT PLAN NONE

 λ

| FILE | DATE LOCATION | AIRCRAFT DATA | | IURII
S | ES
M/N | FLIGHT
PURPOSE | PILOT DATA |
|--------|---|--|-------------------------------|------------|-----------|---|--|
| 3-2240 | 5/23/72 W.BRIDGEWATE
TIME - 1415 | R,VT SCHLEICHER K8B
NI164
DAMAGE-SUBSTANTIA | CR-
PX- | 0 0 | 0 1 | NONCOMMERCIAL | COMMERCIAL, FL.INSTR.,
AGE 29, 104 TOTAL HOURS,
77 IN TYPE, NOT INSTRUMENT
RATED. |
| | NAME OF AIRPORT - RUTLA
DEPARTURE POINT
WARREN,VT
TYPE OF ACCIDENT
COLLISION WITH GROUND | INTENDED DESTINATION
ROUND-ROBIN | | | | DF OPERATION
Ing level off/touchdown | |
| | PILOT IN COMMAND - MI
EMERGENCY CIRCUMSTANCES | PROPER IN-FLIGHT DECISION
SJUDGED DISTANCE,SPEED,AN
- PRECAUTIONARY LANDING (
ADVERSE/UNFAVORABLE WE
T.CRASHED DRG LOW ALT MAI | D ALTITU
DFF AIRP
ATHER | DE | NG | | |
| 3-2607 | 9/28/72 BASIN HARBOR
TIME - 1300 | VT PIPER PA-22
N3520A
DAMAGE-SUBSTANTIA | PX | | | INSTRUCTIONAL
SOLO | STUDENT, AGE 42, 37 TOTAL
HOURS, ALL IN TYPE, NOT |
| | NAME OF AIRPORT - BASI
DEPARTURE POINT
PLATTSBURG,NY
TYPE OF ACCIDENT
GROUND-WATER LOOP-SWEF
COLLIDED WITH DITCHES | N HARBOR
INTENDED DESTINATION
BASIN HARBOR VT | | (| LANDI | DF OPERATION
NG ROLL
ING ROLL | INSTRUMENT RATED. |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - FA: | LED TO MAINTAIN DIRECTION | IAL CONT | ROL | | | |
| 3-2023 | 2/12/72 WINCHESTER,V/
TIME - 1130 | CESSNA 170A
N1307D
Damage-Substantiai | PX- | | | NONCOMMERCIAL
PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 60, 351
TOTAL HOURS, 137 IN TYPE,
NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - WINCHI
DEPARTURE POINT
LEESBURG,VA
TYPE OF ACCIDENT
ENGINE FAILURE OR MALF
GEAR COLLAPSED | INTENDED DESTINATION
FRONT ROYAL,VA | | L | LANDI | PF OPERATION
NG FINAL APPROACH
NG LEVEL OFF/TOUCHDOWN | |
| | TERRAIN - ROUGH/UNEVEN
FACTOR(S) | NEOUS POWERPLANT FAILURE | | ETER | RMINE | D REASONS | |

LOCATION AIRCRAFT DATA FILE DATE INJURIES FLIGHT PILOT DATA F S M/N PURPOSE 3-1837 5/19/72 WARRENTON, VA PIPER PA-12 CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 30, 260 TIME - 0800 N7599H PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, ALL IN DAMAGE-SUBSTANTIAL TYPE, NOT INSTRUMENT RATED. NAME OF AIRPORT - WARRENTON DEPARTURE POINT INTENDED DESTINATION WARRENTON, VA LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS PILOT IN COMMAND - ATTEMPTED OPERATION BEYOND EXPERIENCE/ABILITY LEVEL SKY CONDITION CEILING AT ACCIDENT SITE OVERCAST 12000 VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE 4 MILES OR LESS NONE OBSTRUCTIONS TO VISION AT ACCIDENT SITE RELATIVE BEARING OF WIND HAZE LEFT CROSS WIND 248-292 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 60 10 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- PLT REPTD UNABLE TO USE HEEL BRAKES DUE TO OLD INJURY

BRIEFS OF ACCIDENTS

| FILE | DATE LOCATION | AIRCRAFT DATA | F S M/N | PURPOSE | PILOT DATA | | | | |
|---------------------|--|--|------------------------|---|--|--|--|--|--|
| 8-1895 | 5/25/72 CHANTIĽLYγVA
TIME - 1600 | N PIPER J3C-85
N30261
DAMAGE-SUBSTANTIAL | CR- 0 0 1
PX- 0 0 0 | NONCOMMERCIAL
PRACTICE | PRIVATE, AGE 49, 6765
TOTAL HOURS, 800 IN TYPE
NOT INSTRUMENT RATED. | | | | |
| | NAME OF AIRPORT - GLASC
DEPARTURE POINT
CHANTILLY,VA
TYPE OF ACCIDENT
MISCELLANEOUS
COLLIDED WITH TREES | OCK
INTENDED DESTINATION
LOCAL | ΤΑΚΕΟ | F OPERATION
FF INITIAL CLIMB
FF INITIAL CLIMB | | | | | |
| | MISCELLANEOUS - FOREI
MISCELLANEOUS ACTS,CO
FACTOR(S)
WEATHER - UNFAVORABLE
WEATHER BRIEFING - NO B | WIND CONDITIONS | AL OPERATIONS | UL SYSTEM | | | | | |
| | SKY CONDITION
UNKNOWN/NOT REPORTED
VISIBILITY AT ACCIDENT | SITE | 3000 | AT ACCIDENT SITE | | | | | |
| | OBSTRUCTIONS TO VISION | _ | NONE
Temper/ | | | | | | |
| | WIND DIRECTION-DEGREES | | WIND VE | | | | | | |
| | TYPE OF WEATHER CONDITI
VFR | ONS | TYPE OF
NONE | FLIGHT PLAN | | | | | |
| | REMARKS- BANNER TOW HOU | K CAUGHT KUDDEK CHAINICAUS | | CTION. VEEKED L INTO IK | EE3• | | | | |
| 3 - 1921 | 6/4/72 KING GEORGE,
TIME - 1800
NAME OF AIRPORT - RICHA | N 5464F
DAMAGE-SUBSTANTIAL | PX-000 | NONCOMMERCIAL
Pleasure/personal tran | PRIVATE, AGE 32, 176
SP TOTAL HOURS, 54 IN TYPE,
NOT INSTRUMENT RATED. | | | | |
| | DEPARTURE POINT
AQUALAND,MD | INTENDED DESTINATION
KING GEORGE,VA | | | | | | | |
| | TYPE OF ACCIDENT
HARD LANDING
GEAR COLLAPSED | | LAND | F OPERATION
NG LEVEL OFF/TOUCHDOWN
NG ROLL | | | | | |
| | | IPROPER LEVEL OFF
IPROPER RECOVERY FROM BOUNC | ED LANDING | | | | | | |
| | FACTOR(S) | | | | | | | | |

| FILE | DATE LOCATION | AIRCRAFT DATA | | URIES
S M/M | FLIGH
PURPO | | | PILOT DATA |
|-------|--|--|--|------------------------|-----------------------------------|--------|------------|---|
| -2256 | 7/1/72 WARRENTON,VA
TIME - 1400 | STEARMAN A75N1
N66442
DAMAGE-SUBSTANTIAL | | | INSTRUCT
TRAINING | | | STUDENT, AGE 48, 307
TOTAL HOURS, 47 IN TYPE,
NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - CLIFTON FAR
DEPARTURE POINT IN
WARRENTON,VA
TYPE OF ACCIDENT
STALL | | | | OF OPERATI
OFF INITI | - | | |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - FAILED TO
PILOT IN COMMAND - FAILED TO
FACTOR(S) | | | | | | | |
| | AIRPORTS/AIRWAYS/FACILITIES
AIRPORTS/AIRWAYS/FACILITIES
WEATHER - HIGH TEMPERATURE
TERRAIN - HIGH DBSTRUCTIONS
WEATHER BRIEFING - NO BRIEFING
WEATHER FORECAST - UNKNOWN/NO | - AIRPORT CONDITIONS
RECEIVED | | | | •
• | • | |
| | SKY CONDITION
SCATTERED
VISIBILITY AT ACCIDENT SITE | | | UNL | G AT ACCID
MITED
ITATION AT | | SITE | • |
| | 5 OR OVER
OBSTRUCTIONS TO VISION AT ACCIDENT SITE
HAZE
TEMPERATURE-F | | | | VE BEARING
ELOCITY-KN | | 2.**
2. | |
| | 92
TYPE OF WEATHER CONDITIONS
VFR
REMARKS- TREES AT END OF RWY. | | | CALM
TYPE C
None | F FLIGHT P | LAN | | |
| | REMARKS- TREES AT END OF NUT& | | | | | | | |
| 2334 | 7/2/72 SYRIA,VA
TIME - 1500 | AMER AVCO AA-1A
N9494L
Damage-destroyed | | 0 1 0 | | | TRANSP | PRIVATE, AGE 19, 41 TOTAL
Hours, 6 in type, not
Instrument rated. |
| | DEPARTURE POINT IN
WARRENTON,VA | | | | | | Х | |
| | COLLISION WITH GROUND/WATER | CONTROLLED | | | OF OPERATI
LIGHT OTH | | | |
| | PROBABLE CAUSE(S)
Pilot in command - improper
Miscellaneous acts,condition | | | | | | | |

| | | | BRIEFS | S OF AC | :c 1 | DEN | ITS | | | | |
|--------|---|--|--|------------|------|-----|------|---|---|--|--|
| FILE | DATE | LOCATION | | IN.
F | - | SM | I/N | PURPOSĘ | PILOT DATA | | |
| 3-2242 | TIME - O
NAME OF
DEPARTUR | AIRPORT - CHESAPEAK-PU
E POINT I | CESSNA 150K
N6371G
DAMAGE-SUBSTANTIAL | CR-
PX- | 0 | 0 | 1 | INSTRUCTIONAL
SOLO | STUDENT, AGE 32, 66 TOTAL
HOURS, ALL IN TYPE, NOT
INSTRUMENT RATED. | | |
| | TYPE OF
GROUND | TYPE OF ACCIDENT PHASE OF OPERATION
GROUND-WATER LOOP-SWERVE LANDING ROLL
NOSE OVER/DOWN LANDING ROLL | | | | | | | | | |
| | PILOT
PILOT | CAUSE(S)
IN COMMAND - IMPROPER
IN COMMAND - IMPROPER
IN COMMAND - FAILED T | RECOVERY FROM BOUNCE | | | | | | | | |
| 3-2420 | 7/22/72
TIME - 0 | FREDERICKSBURG,VA
950 | BELLANCA 14-19
N8848R
DAMAGE-DESTROYED | | | | | NONCOMMERCIAL
PLEASURE/PERSONAL TRANSP | PRIVATE, AGE 48, UNK/NR
TOTAL HOURS, UNK/NR IN
TYPE, NOT INSTRUMENT
RATED. | | |
| | TYPE OF
ENGINE | AIRPORT - SHANNON
ACCIDENT
FAILURE OR MALFUNCTI
ION WITH GROUND/WATER | | | Ρ | ΤA | KEO | F OPERATION
FF INITIAL CLIMB
NG LEVEL OFF/TOUCHDOWN | | | |
| | POWERP
TERRAI
PARTIAL
EMERGENC | CAUSE(S)
LANT - MISCELLANEOUS
N - SANDY
POWER LOSS - PARTIAL N
Y CIRCUMSTANCES - FORM
CRASH LNDD. | LOSS OF POWER - 1 ENG | GINE | | | INE | D REASONS | | | |
| 3-2590 | 7/22/72
TIME - 1 | | PIPER PA-28
N4355J
DAMAGE-SUBSTANTIAL | | | | | INSTRUCTIONAL
Solo | STUDENT, AGE 26, 21 TOTAL
HOURS, ALL IN TYPE, NOT
INSTRUMENT RATED. | | |
| | DEPARTUR
QUANT
TYPE OF
GROUND | AIRPORT - SHANNON
E POINT II
ICO,VA
ACCIDENT
-WATER LOOP-SWERVE
OLLAPSED | NTENDED DESTINATION
FREDERICKSBURG,VA | | Ρ | LA | ND I | F OPERATION
NG ROLL
NG OTHER | | | |
| | PILOT
MISCEL
FACTOR(S | CAUSE(S)
IN COMMAND - FAILED TI
LANEOUS ACTS,CONDITION
)
LANEOUS ACTS,CONDITION | NS - NOT ALIGNED WITH | RUNWA | | | END | ED LANDING AREA | | | |

-

| | | | BRIEFS | G OF ACC | | | |
|--------|---|---|--|----------------|---|--|---|
| FILE | | LOCATION | AIRCRAFT DATA | INJUF
F | RIES
S M/N | FLIGHT
PURPOSE | PILOT DATA |
| | 7/24/72
TIME - 104
DEPARTURE
BOYKINS
TYPE OF A | NEWSOMS,VA
40
Point
5,VA
CCIDENT
FAILURE OR MALFUN(| PIPER PA-25
N4744Y
DAMAGE-SUBSTANTIAL
INTENDED DESTINATION
LOCAL | CR- 0
PX- 0 | 0 1
0 C
PHASE
IN F | COMMERCIAL | COMMERCIAL, AGE 26, 1500
TOTAL HOURS, 400 IN TYPE,
NOT INSTRUMENT RATED. |
| | PILOT IN
MISCELL
TERRAIN
COMPLETE | N COMMAND - INADEO
N COMMAND - MISMAN
ANEOUS ACTS;CONDI
- ROUGH/UNEVEN
POWER LOSS - COMPI | QUATE PREFLIGHT PREPARAT
HAGEMENT OF FUEL
FIONS - FUEL EXHAUSTION
ETE ENGINE FAILURE/FLAM
FORCED LANDING OFF AIRPO | IEOUT-1 A | ENGINE | | |
| | KIND OF
PILOT'S
GOGGLES
COCKPIT
TANK/HO
ELEVATI
PROCEDU | DURS IN CROP CONT
CROP - COTTON
SEAT BELT - FAST
- NOT USED
CRASHPAD - INSTA
OPER-LOCATION - FO
DN-AREA BEING TRE
RE TURNAROUND - TO | ENED-PROPERLY
LLED
JRWARD OF PILOT
NTED-FEET - 50 | | TYPE C
GLOVES
CRASH
CRASH
FERRAI
SWATH | DF OPERATION - SPRAYING
DF CHEMICAL USED - LIQU
- NOT USED
HELMET - AVAILABLE-USE
BAR - INSTALLED
N-TYPE - LEVEL,FLAT
RUN-HOW FLOWN - WIND C | ID CHEMICAL-TOXIC
D |
| 3-2413 | 11/25/72
TIME - 17 | DUBLIN,VA
30 | CESSNA 206D
N71964
Damage-Substantial | PX- 0 | 0 1
0 3 | NONCOMMERCIAL
BUSINESS | COMMERCIAL, FL.INSTR.,
Age 31, 1080 TOTAL HOURS,
27 IN TYPE, INSTRUMENT
RATED. |
| | TYPE OF A | DRO , NC | INTENDED DESTINATION
DUBLIN,VA | | | OF OPERATION
VING FINAL APPROACH | |
| | PILOT I | N COMMAND - IMPROP
N COMMAND - FAILED | PER IFR OPERATION
D TO FOLLOW APPROVED PRO
STOOK LTS ON GRND FOR AF | | DIREC | TIVES,ETC. | |
| | | | ۰
بر ۱۹۰۹ کی اور
بر ۱۹۰۹ کی اور | PAGE 1250 |) | | |
| | | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | JUR
F | IES
S M | /N | FLIGHT
PURPOSE | P | ILOT DATA |
|--------|---|--|--|------------------|-----------|-------------|-----|--|------------|---|
| 3-2251 | 3/10/72
TIME - 134 | TACOMA,WASH
7 | PIPER PA-32
N5567J
DAMAGE-DESTROYED | CR-
PX- | | 0
0 | | COMMERCIAL
AIR TAXI-PASSG | 35, 2071 | TRANSPORT, AGE
Total Hours, 39
Instrument |
| | DEPARTURE
TACOMA,W
TYPE OF AC
ENGINE F | ASH | INTENDED DESTINATION
BREMERTON, WASH | | Ρ | TA | EOF | F OPERATION
FF INITIAL CLIMB
NG FINAL APPROACH | | |
| | TERRAIN
FACTOR(S)
PILOT IN
COMPLETE P
EMERGENCY
FIRE AFTER | NEOUS ACTS, CONDITI
- HIGH OBSTRUCTION
COMMAND - INADEQU
OWER LOSS - COMPLE
CIRCUMSTANCES - FO
IMPACT | ONS - FUEL STARVATION
S
ATE PREFLIGHT PREPARAT
TE ENGINE FAILURE/FLAN
RCED LANDING OFF AIRPO
UNDETERMINED REASON. | IEOUT-
ORT ON | 1 E
LA | NG IN
ND | E | | | |
| 3-1877 | 5/11/72
TIME - 112 | BELLEVUE≠WASH
0 | ERCO 415-C
N2O41H
DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL
Pleasure/personal trans | P HOURS, 7 | AGE 28, 88 TOTAL
2 IN TYPE, NOT
NT RATED. |
| | NAME OF AI
DEPARTURE
SEATTLE
TYPE OF AC
UNDERSHO
GEAR COL | ,WASH
CIDENT
OT | INTENDED DESTINATION
BELLEVUE,WASH | | P | LAN | DIN | OPERATION
IG FINAL APPROACH
IG LEVEL OFF/TOUCHDOWN | | |
| | FACTOR(S) | COMMAND - MISJUDG | ED DISTANCE,SPEED,AND
ONS - OVERLOAD FAILURE | | UDĘ | | | | | |

BRIEFS OF ACCIDENTS LOCATION AIRCRAFT DATA INJURIES PILOT DATA FILE DATE FLIGHT E S M/N PURPOSE _____ 3-1838 5/19/72 WATERVILLE,WASH CESSNA 180 CR- 0 0 1 NONCOMMERCIAL COMMERCIAL. FL.INSTR., N2882A PX- 0 0 0 PLEASURE/PERSONAL TRANSP AGE 55, 10285 TOTAL TIME - 0810 DAMAGE-SUBSTANTIAL HOURS, 1940 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - WATERVILLE MUNIC DEPARTURE POINT INTENDED DESTINATION WATERVILLE, WASH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE(S) AIRFRAME - LANDING GEAR BRAKING SYSTEM (NORMAL SYSTEM) MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE FACTOR(S) WEATHER - UNFAVORABLE WIND CONDITIONS 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 RELATIVE BEARING OF WIND NONE RIGHT CROSS WIND 068-112 DEGREES WIND DIRECTION-DEGREES WIND VELOCITY-KNOTS 10 12 TYPE OF WEATHER CONDITIONS TYPE OF FLIGHT PLAN VFR NONE REMARKS- PLT RPRTD LEFT BRAKE FAILED. 3-2239 5/23/72 OAK HARBOR, WASH CESSNA 150 CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, FL.INSTR., TIME - 1530 N6837G PX- 0 0 0 DUAL AGE 25, 799 TOTAL HOURS, DAMAGE-SUBSTANTIAL 475 IN TYPE. INSTRUMENT RATED. NAME OF AIRPORT - OAK HARBOR DEPARTURE POINT INTENDED DESTINATION OAK HARBOR, WASH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB COLLIDED WITH DITCHES LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - INATTENTIVE TO FUEL SUPPLY MISCELLANEOUS ACTS, CONDITIONS - FUEL STARVATION AIRPORTS/AIRWAYS/FACILITIES - AIRPORT CONDITIONS OTHER FACTOR(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- HIT DITCH ON FLD.

| FILE | DATE LOCATION | AIRCRAFT DATA | IN | JUR
F | IE
S | S
M/N | | PURPOSE | PILOT DATA |
|-------|--|--|-----------------------------|--|--------------|-------------------|-----------|---|---|
| -1842 | 5/25/72 BLAINE,WASH
TIME - 1257 | | CR-
PX- | | | | | | PRIVATE, AGE 47, 270
TOTAL HOURS, ALL IN
TYPE, NOT INSTRUMENT
RATED. |
| | NAME OF AIRPORT - BLAIN
DEPARTURE POINT
BELLINGHAM,WASH
TYPE OF ACCIDENT
ENGINE FAILURE OR MAL
COLLIDED WITH WIRES/ | INTENDED DESTINATION
BLAINE,WASH
FUNCTION | I | Ρ | I | V F | LI | OPERATION
GHT NORMAL CRUISE
G FINAL APPROACH | |
| | MISCELLANEOUS ACTS,CO
PILOT IN COMMAND - MI
PARTIAL POWER LOSS - PA
EMERGENCY CIRCUMSTANCES | TRUCTURE CYLINDER ASSEMD
NDITIONS - MATERIAL FAILU
SJUDGED DISTANCE AND SPEE
RTIAL LOSS OF POWER - 1 E
S - FORCED LANDING OFF AIR
PARATED FROM BASE, PLT OV | RE
D
Ngine
Port on | | | BLE | FI | LD AND HIT PWR LINE. | |
| -1870 | 5/26/72 NR.MOSES LAKE
TIME - 1000 | WASH BELL 47G2
N6712D
DAMAGE-DESTROYED | | | | | | COMMERCIAL
AERIAL APPLICATION | ATR,FLIGHT INSTR., AGE
27, 1799 TOTAL HOURS, 10
IN TYPE, INSTRUMENT |
| | DEPARTURE POINT
MODRE RANCH
TYPE OF ACCIDENT
COLLISION WITH GROUND | INTENDED DESTINATION
MOORE RANCH
WATER UNCONTROLLED | | PHASE OF OPERATION
IN FLIGHT PROCEDURE TURNAROUND | | | | | RATED. |
| | | ILED TO OBTAIN/MAINTAIN F
PROPER COMPENSATION FOR W
WIND CONDITIONS | | | | ٩S | | | |
| | SKY CONDITION
CLEAR
VISIBILITY AT ACCIDENT
5 OR OVER
OBSTRUCTIONS TO VISION | | | Ρ | U
RE
N | NLI
CIP
DNE | MIT
IT | AT ACCIDENT SITE
TED
ATION AT ACCIDENT SIT
JRE-F | TE |
| | NONE
WIND DIRECTION-DEGREES
80 | | | | 7 | 2 | | DCITY-KNOTS | |
| | TYPE OF WEATHER CONDITI
VFR
SPECIAL DATA | ONS | | т | | E O
DNE | | FLIGHT PLAN | |
| | | | | | | | F | DPERATION - SPRAYING | CROPS |

| | | BRIEFS | S OF ACCIDENTS | | · · · · · · · · · · · · · · · · · · · |
|--------|---|---|---|---|---|
| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES
F S M/N | FLIGHT
PURPOSE | PILOT DATA |
| 3-1867 | 5/27/72 DAYTON,WASH
TIME - 0640
DEPARTURE POINT
DAYTON,WASH
TYPE OF ACCIDENT
ENGINE FAILURE OR MALFUNCT
NOSE OVER/DOWN | BOEING A75N1
N54929
Damage-Substantial
Intended Destination
Dayton,Wash | PHASE O
IN FL | COMMERCIAL
AERIAL APPLICATION
F OPERATION
IGHT PROCEDURE TURNAF
NG ROLL | COMMERCIAL, AGE 37, 2561
TOTAL HOURS, 272 IN TYPE
INSTRUMENT RATED. |
| | PROBABLE CAUSE(S)
POWERPLANT - ENGINE STRUC
MISCELLANEOUS ACTS;CONDIT
TERRAIN - ROUGH/UNEVEN
PARTIAL POWER LOSS - PARTIAL
ENERGENCY CIRCUMSTANCES - FO | IONS - MATERIAL FAILURE
Loss of Power - 1 Eng | EGINE | | |
| | SPECIAL DATA
TOTAL HOURS IN CROP CONTRO
KIND OF CROP - GRAIN FIEL
PILOT'S SEAT BELT - UNKNOU
GOGGLES - NOT USED
COCKPIT CRASHPAD - NOT IN
TANK/HOPPER-LOCATION - FOR
ELEVATION-AREA BEING TREA
PROCEDURE TURNAROUND - FIR
REMARKS- ACFT STRUCK DIRT BA | OS
WN/NOT REPORTED
STALLED
WARD OF PILOT
TED-FEET - 3400
RST 1/3 OF TURN | TYPE OF
GLOVES
CRASH H
CRASH B
TERRAIN | OPERATION - SPRAYING
CHEMICAL USED - LIQU
- USED
HELMET - AVAILABLE-USED
AR - INSTALLED
HTYPE - MOUNTAINOUS
UN-HOW FLOWN - WIND CA | ID CHEMICAL-NONTOXIC |
| 3-1914 | 6/4/72 WARDEN,WASH
TIME — 0730 | BELL 47G-2
N1657
DAMAGE-SUBSTANTIAL | CR- 0 0 1
PX- 0 0 0 | COMMERCIAL
AERIAL APPLICATION | COMMERCIAL, FL.INSTR.,
AGE 26, 803 TOTAL HOURS,
684 IN TYPE, NOT INSTRU-
MENT RATED. |
| | NAME OF AIRPORT - WARDEN
Departure point
Warden, Wash
Type of Accident
Collided With Wires/Pole | INTENDED DESTINATION
LOCAL | | F OPERATION
IGHT SWATH RUN | • |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - FAILED | TO SEE AND AVOID OBJE | CTS OR OBSTRUCT | IONS | |
| | SPECIAL DATA
TOTAL HOURS IN CROP CONTRU-
KIND OF CROP - OTHER
PILOT'S SEAT BELT - FASTEL
GOGGLES - NOT USED
COCKPIT CRASHPAD - NOT IN:
TANK/HOPPER-LOCATION - SII
ELEVATION-AREA BEING TREA
REMARKS- M/R BLADES HIT GUY | NED-PROPERLY
STALLED
DES
TED-FEET - 15 | TYPE OF
GLOVES
CRASH H
CRASH B
TERRAIN
SWATH R | OPERATION - OTHER
CHEMICAL USED - LIQU
NOT USED
ELMET - AVAILABLE-USED
GAR - NOT INSTALLED
I-TYPE - SWAMPY/WATER
UN-HOW FLOWN - WIND C/ |) |

~

BRIEFS OF ACCIDENTS

| | | · | BRIEFS | | | | | | | |
|--------|---|--|--|-----------------|------|-------------|---|---------------------------------------|--------|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | IN | 1701 | RIES
S N | 5 | FLIGHT
PURPOSE | | PILOT DATA |
| 3-1916 | 6/4/72
TIME - 0745 | ARDEN, WASH | TAYLORCRAFT BC1265
N36240
DAMAGE-DESTROYED | | | | | | TRANSP | COMMERCIAL, FL.INSTR.,
AGE 28, 1250 TOTAL HOURS
800 IN TYPE, NOT INSTRU-
MENT RATED. |
| | NAME OF AIR
DEPARTURE PO
WARDEN,WA
TYPE OF ACC
STALL SP | SH
IDENT | INTENDED DESTINATION
LOCAL | | I | | | -
DF OPERATION
.IGHT ACROBATICS | | |
| | MISCELLAN | COMMAND - EXERCI
EOUS ACTS,CONDIT | SED POOR JUDGMENT
IONS - UNWARRANTED LOW
AMMERHEAD STALL AT LOW | | łG | | | | | |
| 3-2004 | 6/5/72
TIME - 2015 | ₩APATO,₩ASH | CESSNA 140
N2215N
DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL
Pleasure/personal | | PRIVATE, AGE 20, 112
TOTAL HOURS, 14 IN TYPE,
NOT INSTRUMENT RATED. |
| | DEPARTURE PO
WAPATO,WA
TYPE OF ACC | SH | RIP
INTENDED DESTINATION
LOCAL | | , | | | F OPERATION
FF RUN | | |
| | PILOT IN (
AIRPORTS/ | COMMAND - INADEQ
COMMAND - FAILED
AIRWAYS/FACILITI | UATE PREFLIGHT PREPARAT
TO MAINTAIN DIRECTION
ES - AIRPORT CONDITIONS
FENCE POST AT SIDE OF | AL CON
5 OTH | | DL | _ | | | |
| 3-2238 | 6/6/72
TIME - 1900 | | PIPER PA-28
N6478R
DAMAGE-SUBSTANTIAL | | | | | NONCOMMERCIAL
PLEASURE/PERSONAL | TRANSP | PRIVATE, AGE 34, 200
TOTAL HOURS, 6 IN TYPE,
NOT INSTRUMENT RATED. |
| | DEPARTURE PO
COLVILLE
TYPE OF ACC
COLLIDED 1 | WASH | INTENDED DESTINATION
CURLEW,WASH | | F | | | IF OPERATION
NG GO-AROUND | | |
| | FACTOR(S)
PILOT IN (
TERRAIN - | COMMAND - DELAYE | | IND | | | | | | |

| | | | BRIEFS | OF AC | | | | | |
|-------|--|--|---|---|-------------------------|-------------------------------------|---------------|---|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | F | S | M/N | l I | | PILOT DATA |
| -2395 | 6/11/72 | OLYMPIA;WASH CESSNA 182J CR- 0 0 1 NONCOMMERCIAL
550 N2626F PX- 0 0 3 PLEASURE/PERSONAL TRANS
DAMAGE-SUBSTANTIAL | | | | | | PRIVATE, AGE 50, 283
Total Hours, all IN
Type, not instrument
Rated. | |
| · | TYPE OF A | LIS, OREG | OPERATION
GHT UNCONTROLLED DESCENT | · | | | | | |
| | PILOT II
FACTOR(S)
WEATHER
WEATHER
MISCELL | N COMMAND - CONTINUE
N COMMAND - FAILED T
- TURBULENCE, ASSOC
- ICING CONDITIONS-
ANEOUS ACTS,CONDITIO | D VFR FLIGHT INTO ADV
O OBTAIN/MAINTAIN FLY
IATED W/CLOUDS AND/OR
INCLUDES SLEET,FREEZI
NS - AIRFRAME ICE
NS - OVERLOAD FAILURE | THUNDING RAII | EED
ERS | TORM | | NDITIONS | |
| | 5 OR OV
OBSTRUCTI
NONE
TYPE OF F
VFR | Y AT ACCIDENT SITE
ER
ONS TO VISION AT ACC
LIGHT PLAN | IDENT SITE
7000ft,RCVRD BLD 100 | DOFT AG | PR
TY | 8500
ECIP
NONE
PE C
VFR |)
IT
)F | AT ACCIDENT SITE
ATION AT ACCIDENT SITE
WEATHER CONDITIONS
NGS BUCKLED. | |
| -2015 | TIME - 18
NAME OF A
DEPARTURE
MISSOU
TYPE OF A
ENGINE | IRPORT - D.E.PHILLIP
Point I
La,Mont | DAMAGE-SUBSTANTIAL
S
NTENDED DESTINATION
LIND, WASH | | РН | IN F | OF
LI | NONCOMMERCIAL
BUSINESS
OPERATION
GHT DESCENDING
G LEVEL OFF/TOUCHDOWN | COMMERCIAL, AGE 52, 9300
TOTAL HOURS, 175 IN TYPE
INSTRUMENT RATED. |
| | PROBABLE
POWERPL
PILOT I
MISCELL
FACTOR(S)
TERRAIN
COMPLETE
EMERGENCY | CAUSE(S)
ANT - MISCELLANEOUS
N COMMAND - FAILED T
ANEOUS ACTS,CONDITIO
- ROUGH/UNEVEN
POWER LOSS - COMPLET
CIRCUMSTANCES - FOR | POWERPLANT FAILURE F
O FOLLOW APPROVED PRO
NS - IMPROPER EMERGEN
E ENGINE FAILURE/FLAM
CED LANDING OFF AIRPO
ND.FEATH PROP BUT LEF | ICEDURE
ICY PRO
IEOUT-1
IRT ON | ETE
S,D
CED
EN | ERM IN
DIREC
DURES
IG INE | | REASONS
VES,ETC. | |

في . -PAGE 1256

| FILE | DATE | LOCATION | AIRCRAFT DATA | I | | IES
S M/N | ľ | FLIGHT
PURPOS | | | PIL | OT DATA | |
|--------|--|-------------------------------------|---|------------|------|--------------|---------------------------|--------------------|------|----------|------------|---|-----|
| 3-2378 | 6/25/72 k
TIME - 1600 | ARDEN,WASH | PIPER PA-22
N9168D
DAMAGE-SUBSTANTIAL | CR-
PX- | | | | NCOMMER
EASURE/ | | L TRANSP | TOTAL HOUR | GE 39, 190
S, ALL IN
INSTRUMENT | |
| | DEPARTURE PO
WARDEN,WAS
TYPE OF ACCI
ENGINE FAI
GROUND-WAT | INTENDED DESTINATION
LOCAL | | P | IN F | LIGH | PERATIO
T NORM
ROLL | SE | | | | | |
| | POWERPLANT | | | | | | | | • | | | · · · · | |
| | | LOOSE GRAVEL
RCUMSTANCES - P | PRECAUTIONARY LANDING O | F AIR | POR | т | | | | | | | |
| | SKY CONDITIO
PARTIAL OB
VISIBILITY A | | | | | 7000 |). | ACCIDE | | | | • | |
| | 5 OR OVER
OBSTRUCTIONS
NONE | | | NONE | | TION-DE | | | | | | | |
| | WIND VELOCIT
20
TYPE OF FLIG
NONE
REMARKS- PLT | HT PLAN | IG,NO MALF FOUND.₩IND GI | JSTY,S | | YPE O
VFR | | ATHER C | | N S | | | |
| | | | | | | | | | | | | | |
| -2246 | TIME - 1215 | ONGMIRE,WASH | HUGHES 500
N9068F
Damage-SubstantIAL | | | 0 1
0 0 | | SCELLAN
IER | EOUS | | TOTAL HOUR | , AGE 22, 1
S, 18 IN TY
MENT RATED. | PE, |
| | DEPARTURE PO
LONGMIRE,W | ASH | INTENDED DESTINATION
LOCAL | | | | | | | | | | |
| | TYPE OF ACCI
COLLISION | | ER UNCONTROLLED | | P | | | PERATION
OTHEN | | | | | |
| | FACTOR(S)
WEATHER -
TERRAIN -
WEATHER BRIE | DOWNDRAFT, UPDRA
HIGH DENSITY AL | TITUDE
ING RECEIVED | | | | | | | | | | |
| | SKY CONDITIO
CLEAR | | • | | | UNLI | MITEC | | | | | | |
| | 5 OR OVER | T ACCIDENT SITE
TO VISION AT A | | | | NONE | | THER CO | | | | | |

_____ AIRCRAFT DATA INJURIES PILOT DATA FILE DATE LOCATION FLIGHT F S M/N PURPOSE _____ ------_____ -----3-1987 7/7/72 SEATTLE, WASH STINSON 108 CR- 0 0 1 NONCOMMERCIAL STUDENT, AGE 43, 48 TOTAL TIME - 0642 N97909 PX- 0 0 0 PLEASURE/PERSONAL TRANSP HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - BOEING FIELD DEPARTURE POINT INTENDED DESTINATION SEATTLE . WASH LOCAL PHASE OF OPERATION TYPE OF ACCIDENT GROUND-WATER LOOP-SWERVE LANDING ROLL NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL PILOT IN COMMAND - IMPROPER OPERATION OF BRAKES AND/OR FLIGHT CONTROLS MOLSEN, WASH CR- 0 0 1 COMMERCIAL 3-2243 7/8/72 BELL 47G3B2 COMMERCIAL, AGE 26, 2530 PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, 356 IN TYPE, TIME - 2030 N7825S DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION MOLSEN.WASH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT STARTING SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS FACTOR(S) TERRAIN - HIGH OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 2500 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - GRAIN FIELDS TYPE OF CHEMICAL USED - LIQUID CHEMICAL-NONTOXIC PILOT'S SEAT BELT - UNKNOWN/NOT REPORTED GLOVES - NOT USED CRASH HELMET - AVAILABLE-USED GOGGLES - NOT USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES TERRAIN-TYPE - MOUNTAINOUS ELEVATION-AREA BEING TREATED-FEET - 2485 SWATH RUN-HOW FLOWN - WIND CALM REMARKS- VIS POOR DUE TO DECREASING LIGHT.

BRIEFS OF ACCIDENTS

BRIEFS OF ACCIDENTS AIRCRAFT DATA FILE DATE LOCATION INJURIES FLIGHT PILOT DATA F S M/N PURPOSE ____ _____ ____ 3-2241 7/9/72 BELLEVUE, WASH CESSNA 182 CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 37, 56 TOTAL TIME - 1800 N5452B PX- 0 2 1 PLEASURE/PERSONAL TRANSP HOURS, ALL IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - BELLEVUE DEPARTURE POINT INTENDED DESTINATION NIMPO, BRITISH COL. BELLEVUE, WASH PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION LANDING FINAL APPROACH GEAR COLLAPSED LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING PILOT IN COMMAND - MISMANAGEMENT OF FUEL MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION TERRAIN - ROUGH/UNEVEN TERRAIN - HIGH VEGETATION FACTOR(S) MISCELLANEOUS ACTS.CONDITIONS - OVERLOAD FAILURE COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND PIPER PA-22 3-2431 7/13/72 DALLESPORT, WASH CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 34, 1960 TIME - 1205 N9199D PX- 0 0 0 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 800 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - THE DALLES DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP BURLEY IDAHO MOLALLA OREG LA GRANDE OREG TYPE OF ACCIDENT PHASE OF OPERATION ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE NOSE OVER/DOWN LANDING ROLL PROBABLE CAUSE(S) MISCELLANEOUS ACTS, CONDITIONS - FUEL EXHAUSTION PILOT IN COMMAND - SELECTED UNSUITABLE TERRAIN FACTOR(S) PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT COMPLETE POWER LOSS - COMPLETE ENGINE FAILURE/FLAMEOUT-1 ENGINE EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON LAND REMARKS- PILOT PLACED RELIANCE ON FUEL GAGUES ON UNFAMILIAR AIRCRAFT

| FILE | DATE LOCATION | AIRCRAFT DATA | INJURIES
F S M/N | FLIGHT
PURPOSE | PILOT DATA |
|--------|---|---|---|--|---|
| 3-2483 | 7/14/72 TOUCHET≁WASH
TIME - 2015 | GRUMMAN G-164A
N7372
Damage-substantial | CR- 0 0 1
PX- 0 0 0 | COMMERCIAL
AERIAL APPLICATION | AIRLINE TRANSPORT, AGE
34, 5287 TOTAL HOURS, 89
IN TYPE, INSTRUMENT
RATED. |
| | DEPARTURE POINT
Touchet,Wash
Type of accident
Stall Mush | INTENDED DESTINATION
LOCAL | | OPERATION
GHT PROCEDURE TURNAR | |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - FAILE
PILOT IN COMMAND - INADE | | | NING | |
| | SPECIAL DATA
TOTAL HOURS IN CROP CONT
KIND OF CROP - OTHER
PILOT'S SEAT BELT - UNKN
GOGGLES - NOT USED
COCKPIT CRASHPAD - INSTA
TANK/HOPPER-LOCATION - F
ELEVATION-AREA BEING TRE.
PROCEDURE TURNAROUND - S
REMARKS- ALFALFA SD.SYSTOX | DWN/NOT REPORTED
LLED
DRWARD OF PILOT
ATED-FEET - 850
Econd 1/3 of Turn | TYPE OF
GLOVES -
CRASH HE
CRASH BA
TERRAIN-
SWATH RU | LMET - AVAILABLE-USED
R - INSTALLED
TYPE - HILLY
N-HOW FLOWN - WIND CA | D CHEMICAL-TOXIC
Lm |
| 3-2478 | 7/15/72 OTHELLO,WASH
TIME - 0415
DEPARTURE POINT
OTHELLO,WASH | PIPER PA25
N8804L
DAMAGE-SUBSTANTIAL
INTENDED DESTINATION
LOCAL | CR- 0 0 1
PX- 0 0 0 | COMMERCIAL
AERIAL APPLICATION | COMMERCIAL, AGE 37, 2075
TOTAL HOURS, 1260 IN
TYPE, INSTRUMENT RATED. |
| | TYPE OF ACCIDENT
ENGINE FAILURE OR MALFUN
HARD LANDING | | IN FLI | OPERATION
GHT SWATH RUN
G ROLL | |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - INADE
PILOT IN COMMAND - MISMA
MISCELLANEOUS ACTS+CONDI
MISCELLANEOUS ACTS,CONDI
TERRAIN - OTHER
COMPLETE POWER LOSS - COMP
EMERGENCY CIRCUMSTANCES - | NAGEMENT OF FUEL
TIONS – INATTENTIVE TO F
TIONS – FUEL EXHAUSTION
LETE ENGINE FAILURE/FLAM | UEL SUPPLY | NING | |
| | SPECIAL DATA
TOTAL HOURS IN CROP CONT
KIND OF CROP - POTATOES
GLOVES - USED
COCKPIT CRASHPAD - INSTA
TERRAIN-TYPE - LEVEL,FLA
SWATH RUN-HOW FLOWN - WI
REMARKS- FULL STALL LOG IN | LLED
T
ND CALM | TYPE OF
CRASH HE
TANK/HOP
Elevatio | OPERATION - DUSTING C
CHEMICAL USED - DRY C
LMET - AVAILABLE-USED
PER-LOCATION - FORWAR
N-AREA BEING TREATED-
E TUÇNAROUND - SECOND | HEMICAL-NONTOXIC
D OF PILOT
FEET - 1150 |

BRIEFS OF ACCIDENTS

1

| | | BRIEF | S OF ACC | IDE | ENTS | | | | |
|--------|--|--|----------------|-----|------|---|---|--|--|
| FILE | DATE LOCATION | | F | S | M/N | PURPOSE | PILOT DATA | | |
| | 7/20/72 WAPATO,WASH
TIME - 1410 | PIPER PA-11
N4930H
DAMAGE-SUBSTANTIAL | CR- C
PX- C |) (| 0 1 | | PRIVATE, AGE 32, 775
TOTAL HOURS, 728 IN TYPE,
NOT INSTRUMENT RATED. | | |
| | DEPARTURE POINT
TOPPENISH WASH | INTENDED DESTINATION
YAKIMA WASH | | _ | | | | | |
| | TYPE OF ACCIDENT
COLLISION WITH GROUND/ | WATER UNCONTROLLED | | | | OF OPERATION
LIGHT UNCONTROLLED DES | CENT | | |
| | | ROPER OPERATION OF FLIGHT
ROPER COMPENSATION FOR WI
N FLIGHT,CLEAR AIR | | | DNS | | | | |
| | SKY CONDITION
CLEAR | | | | | G AT ACCIDENT SITE
MITED | | | |
| | VISIBILITY AT ACCIDENT S | ITE | | PRE | | ITATION AT ACCIDENT SIT | E | | |
| | OBSTRUCTIONS TO VISION A | T ACCIDENT SITE | | TEM | | ATURE-F | | | |
| | TYPE OF WEATHER CONDITIO | NS | | | PE O | F FLIGHT PLAN | | | |
| | REMARKS- PILOT STATED TH | AT HE WAS BEHIND THE AIRP | LANE IND | | | A LOSS OF CONTROL OR O | VER CONTROL. | | |
| 3-2574 | 7/20/72 TOUTLE,WASH
TIME - 0800 | KAMAN K−600
N2848J
DAMAGE−SUBSTANTIAL | PX- 0 | | | COMMERCIAL
AIR TAXI-PASSG | COMMERCIAL, AGE 26, 1998
Total Hours, 80 in type,
Not instrument rated. | | |
| | DEPARTURE POINT
CASTLE ROCK WASH | INTENDED DESTINATION
FIRE BASE CAMP | | | | | | | |
| | TYPE OF ACCIDENT | | | | _ | DF OPERATION | | | |
| | ENGINE FAILURE OR MALF
Roll over | | | | | LIGHT NORMAL CRUISE
ING POWER-OFF AUTOROTA | TIVE LANDING | | |
| | PROBABLE CAUSE(S)
POWERPLANT - MISCELLAN
TERRAIN - SANDY | POWERPLANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS | | | | | | | |
| | COMPLETE POWER LOSS - CO
EMERGENCY CIRCUMSTANCES
REMARKS- PILOT SELECTED | | | | | | | | |
| | | ONLY SUITABLE TERRAIN AVA | | AND | , | | | | |

| | | | BRIEFS | S OF ACCI | DENTS | \$ | | | | | |
|--------|---|--|--|--|-----------------|------------|---|--|--|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJUF
F | IES
S M/N | | PILOT DATA | | | | |
| 3-2522 | TIME - 11
DEPARTURE
SKYKOM
TYPE OF A | POINT
NISH WASH | HILLER ACFT FH1100
N5044F
DAMAGE-SUBSTANTIAL
INTENDED DESTINATION
LOCAL | PX- 0 | 0 C
PHASE | | COMMERCIAL, AGE 44, 5679
TOTAL HOURS, 130 IN TYPE,
INSTRUMENT RATED. | | | | |
| | PILOT I
FACTOR(S)
PILOT I
MISCELL
PILOT I | IN COMMAND - IMPROP
IN COMMAND - FAILED
IN COMMAND - DIVERT
ANEOUS ACTS,CONDIT
IN COMMAND - FAILED | ER OPERATION OF FLIGHT
TO SEE AND AVOID OBJE(
ED ATTENTION FROM OPER/
IONS - AIRCRAFT CAME T(
TO USE OR INCORRECTLY
-BUCKET INTO RPD FLOWIM | CTS OR OF
ATION OF
D REST IN
USED MIS | AIRCE
N WATE | RAFT
ER | FIREFIGHTING OPN | | | | |
| 3-2290 | TIME - 20 | | BUCKER JUNGMN
N121U
DAMAGE-SUBSTANTIAL
INTENDED DESTINATION | | | | COMMERCIAL, FL.INSTR.,
SP AGE 41, 3750 TOTAL HOURS,
350 IN TYPE, INSTRUMENT
RATED. | | | | |
| | DEPARTURE POINT INTENDED DESTINATION
PENTICTON, BC, CANADA BELLINGHAM, WASH
TYPE OF ACCIDENT PHASE OF OPERATION
ENGINE FAILURE OR MALFUNCTION IN FLIGHT NORMAL CRUISE
COLLIDED WITH OBJECT LANDING ROLL | | | | | | | | | | |
| | MISCELL
TERRAIN
COMPLETE
EMERGENCY | ANT - ENGINE STRUC
ANEOUS ACTS,CONDIT
- OTHER
POWER LOSS - COMPL
CIRCUMSTANCES - F | TURE MASTER AND CONNE(
IONS — MATERIAL FAILUR)
ETE ENGINE FAILURE/FLA/
ORCED LANDING OFF AIRP(
REFLECTOR POST LDG ON 1 | E
MEOUT-1 E
DRT ON LA | ENG I NE
AND | - | | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | IJUR
F | | | FLIGHT
PURPOSE | PILOT DATA | | |
|-------|--|---|--|--------|---|---|--------------------------------|---|--|--|--|
| -2665 | TIME - 0958 | SSAQUAH,WASH
DRT - ISSAQUAH SK | CESSNA 170B
N4617C
DAMAGE-DESTROYED
YPORT | | CR- 1 0 0 MISCELLANEOUS COMMERCIAL, AG
PX- 4 0 0 PARAJUMP TOTAL HOURS, 6
NOT INSTRUMENT | | | | | | |
| | DEPARTURE PO
ISSAQUAH,W
TYPE OF ACCIO
STALL SPIN | ASH
DENT | NTENDED DESTINATION | | Ρ | | | F OPERATION
FF INITIAL CLIMB | | | |
| | PROBABLE CAU
PILOT IN CO
PILOT IN CO
FACTOR(S)
MISCELLANEO
WEATHER - H
WEATHER BRIEF | DMMAND - FAILED T
DMMAND - INADEQUA
DUS ACTS,CONDITIC
HIGH DENSITY ALTI
FING - NO BRIEFIN | | TION A | ND/ | OR | | | | | |
| | 5 OR OVER
OBSTRUCTIONS
HAZE
WIND DIRECTIO
330
TYPE OF WEATP
VFR | T ACCIDENT SITE
TO VISION AT ACC
NN-DEGREES
HER CONDITIONS | | | ,р
Т
₩
Т | UN
REC
NO
EMP
80
IND
7
YPE
NO | LIM
IPI
ERA
VEI
OF | AT ACCIDENT SITE
ITED
FATION AT ACCIDENT S
FURE-F
_OCITY-KNOTS
FLIGHT PLAN | | | |
| | REMARKS- LOST | T CTL IN LOW L TU | KN. ACFT OVER MAX GRU | JSS WT | " | LB | Se (| G AT AFT LIMITS. DE | NSITY ALT ABOUT 1300 FT | | |
| -2303 | 8/12/72 CC
TIME - 1515 | DNNELL,WASH | STINSON 108
N217C
DAMAGE-SUBSTANTIAL | | | | | INSTRUCTIONAL
SOLO | STUDENT, AGE 44, 77 TOTAL
Hours, 21 in type, not
Instrument rated. | | |
| | DEPARTURE PO
CONNELL,WAS
TYPE OF ACCIE
GROUND-WATE | Я | ENTAL
NTENDED DESTINATION
KENNEWICK,WASH | | Ρ | ΤA | KEO | = OPERATION
=F RUN
=F ABORTED | | | |
| | FACTOR(S) |)MMAND — FAILED T
RWAYS/FACILITIES | O MAINTAIN DIRECTION | | | L | | | | | |

-

BRIEFS OF ACCIDENTS IOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA FILE DATE F S M/N PURPOSE -----3-2627 9/23/72 SELAH WASH BELL 47-G2A CR- 1 0 0 COMMERCIAL COMMERCIAL, AGE 53, 5000 PX- 0 0 0 AERIAL APPLICATION TOTAL HOURS, ALL IN TIME - 1000 N73284 DAMAGE-SUBSTANTIAL TYPE, INSTRUMENT RATED. DEPARTURE POINT INTENDED DESTINATION YAKIMA WASH LOCAL TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH WIRES/POLES IN FLIGHT SWATH RUN PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS SPECIAL DATA TOTAL HOURS IN CROP CONTROL - 1100 KIND OF OPERATION - SPRAYING CROPS KIND OF CROP - FRUIT ORCHARDS TYPE OF CHEMICAL USED - DRY CHEMICAL-NONTOXIC GLOVES - USED PILOT'S SEAT BELT - FASTENED-PROPERLY GOGGLES - USED CRASH HELMET - AVAILABLE-USED COCKPIT CRASHPAD - NOT INSTALLED CRASH BAR - NOT INSTALLED TANK/HOPPER-LOCATION - SIDES TERRAIN-TYPE - DENSE WITH TREES ELEVATION-AREA BEING TREATED-FEET - 2000 SWATH RUN-HOW FLOWN - WIND CALM 3-2454 4/29/72 NEW CUMBRLND, W VA AERONCA 7AC CR- 0 0 1 NONCOMMERCIAL PRIVATE, AGE 41, 397 TIME - 1200 N83075 PX- 0 0 1 PLEASURE/PERSONAL TRANSP TOTAL HOURS, 3 IN TYPE, DAMAGE-SUBSTANTIAL NOT INSTRUMENT RATED. NAME OF AIRPORT - HERRON DEPARTURE POINT INTENDED DESTINATION WEIRTON • W VA NEW CUMBRIND, W VA TYPE OF ACCIDENT PHASE OF OPERATION GROUND-WATER LOOP-SWERVE LANDING ROLL COLLIDED WITH OBJECT LANDING ROLL PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL FACTOR(S) AIRPORTS/AIRWAYS/FACILITIES ~ AIRPORT CONDITIONS OTHER REMARKS- HIT WIND TEE.

| FILE | DATE | LOCATION | AIRCRAFT DATA | | | | | FLIGHT
PURPOSE | PILOT DATA |
|--------|--|---------------------|---|------------------------------|-------|---|--------------------|-----------------------|------------|
| 3-2254 | 6/6/72
TIME - 10 | MATEWAN,W VA
000 | BELL 206A
N163AC
DAMAGE-SUBSTANTIAL | | | | | MERCIAL
TAXI-PASSG | |
| | BLUEF:
TYPE OF | IELD,W VA | · · · · · · · · · · · · · · · · · · · | | РН | MATE
ASE | √AN,₩
DF OP | | |
| | PROBABLE
PILOT
FACTOR(S)
TERRAIN
WEATHEF
WEATHEF
EMERGENCY | | | TRUC | TIONS | | | | |
| | SKY COND
BROKEN
VISIBILII
2 MILES
OBSTRUCTI | | PR
TE | LOOO
ECIP
RAIN
MPER | | ACCIDENT SITE
ON AT ACCIDENT SI
F | ТЕ | | |
| | NONE
TYPE OF V
VFR
REMARKS- | AGED E | ΤY | VFR | | GHT PLAN
T HAD DEPT THIS S | SITE SHORTLY BFOR. | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU
F | RIES
S M/ | 'N | FLIGHT
PURPOSE | | PILOT DATA | | |
|--------|---|--|---|---|--------------|------|------------------------------------|--------|---|--|--|
| 3-2257 | TIME - 0215
NAME OF AIRP | RIDGEPORT,W VA | MOONEY M10
N9794M
Damage-destroyed | PX- 2 | 0 | 0 F | NONCOMMERCIAL
Pleasure/personal | TRANSP | PRIVATE, AGE 25, 60 TOTA
Hours, 44 IN TYPE, NOT
INSTRUMENT RATED. | | |
| | DEPARTURE PO
JUNCTION
TYPE OF ACCI
COLLIDED W | ITY,KANS TIPTON AAF,MD COLUMBUS,OHIO
ENT PHASE OF OPERATION | | | | | | | | | |
| | FACTOR(S)
PILOT IN C
WEATHER -
WEATHER -
MISCELLANE
WEATHER BRIE
WEATHER FORE | OMMAND - CONTINU
OMMAND - INADEQU
LOW CEILING
FOG
OUS ACTS,CONDITI
FING - PARTIAL E | IED VFR FLIGHT INTO AD
IATE PREFLIGHT PREPARA
ONS - PILOT FATIGUE
RIEFING BY FLIGHT SER
SUBSTANTIALLY CORRECT
OVERED | TION AND | /OR F | LANN | ING | | | | |
| | 2 MILES OF
OBSTRUCTIONS
FOG
TYPE OF FLIG
NONE
FIRE AFTER I | N
T ACCIDENT SITE
LESS
TO VISION AT AC
HT PLAN
MPACT | | CEILING AT ACCIDENT SITE
650
PRECIPITATION AT ACCIDENT SITE
NONE
TYPE OF WEATHER CONDITIONS
IFR
ROUDED RIDGE.NOT CKD OUT FOR NITE.HAD FLOWN ABOUT 10 HRS. | | | | | | | |
| 3-2512 | 9/23/72 P
TIME - 1245 | INEVILLE, WVA | HELID H-295
N6462V
DAMAGE-SUBSTANTIAL | CR- 0
PX- 0 | | | NONCOMMERCIAL
BUSINESS | | AIRLINE TRANSPORT, AGE
31, 2559 TOTAL HOURS, 11
IN TYPE, INSTRUMENT
RATED. | | |
| | DEPARTURE PO
PINEVILLE,
TYPE OF ACCI
GROUND-WAT | WVA | INTENDED DESTINATION
LONDON,KY | | T AK | EOFF | DPERATION
- RUN
- RUN | | | | |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - FAILED TO MAINTAIN DIRECTIONAL CONTROL
FACTOR(S)
PILOT IN COMMAND - LACK OF FAMILIARITY WITH AIRCRAFT | | | | | | | | | | |

| FILE | | | AIRCRAFT DATA | Ē | c | M ZNI | DUDDOSE | PILOT DATA | |
|--------|---|--|--|----------------|--|---|--|--|--|
| | 11/1/72
TIME - 19 | MORGANTOWN,W VA
138 | | | | | | COMMERCIAL, AGE 35, 550
TOTAL HOURS, UNK/NR IN
TYPE, INSTRUMENT RATED. | |
| | DEPARTURE
ROCHES
TYPE OF A | TER,MINN | NTENDED DESTINATION
MORGANTOWN,W VA | | | | F OPERATION
NG FINAL APPROACH | | |
| | FACTOR(S)
WEATHER
WEATHER
WEATHER
WEATHER B | DESCENDED BLO MDA F
- LOW CEILING
- RAIN
- FOG
RIEFING - BRIEFED BY | OR UNDETERMINED REAS(
FLIGHT SERVICE PERS)
SUBSTANTIALLY CORRECT | | ΥP | HONE | ÷ | | |
| | 2 MILES
DBSTRUCTI
FOG
WIND DIRE
150
TYPE OF W
IFR | T
Y AT ACCIDENT SITE
OR LESS
ONS TO VISION AT ACC
CTION-DEGREES
EATHER CONDITIONS | IDENT SITE
W 3 HRS AT 11000,NO (| | 5
PRE
D
TEM
5
WIN
4
TYP | 00
CIPI
RIZZ
PERA
8
D VE | AT ACCIDENT SITE
TATION AT ACCIDENT SITE
LE
LURE-F
LOCITY-KNOTS
FLIGHT PLAN | | |
| 3-2412 | TIME - 13
NAME OF A | IRPORT - WILLIAMSON | DAMAGE-SUBSTANTIAL | CR- 0
PX- 0 | 0 | 1
2 | NONCOMMERCIAL
PLEASURE/PERSONAL TRANS | COMMERCIAL, AGE 52, 1043
P TOTAL HOURS, 8 IN TYPE,
INSTRUMENT RATED. | |
| | WILLAMS
TYPE OF A | POINT I
ON,W VA
CCIDENT
D WITH AIRPORT HAZA | BLACKSBURG,VA | | | | F OPERATION
FF RUN | | |
| | | N COMMAND - MISJUDGE | D DISTANCE
CE TO A TEMP LIGHT PO | DLE ON | ΤΑΚ | E OF | F. | | |

| FILE | DATE LI | CATION | AIRCRAFT DATA | INJ
F | | | | FLIGHT
PURPOSE | | PILOT DATA |
|--------|--|---|---|--------------|----|-----|------|---|----------|--|
| 3-2247 | 3/11/72 RACIN
TIME - 1600 | ,WIS | CESSNA 177
N3134T
DAMAGE-SUBSTANTIAL | PX- | | | | NONCOMMERCIAL
PLEASURE/PERSONA | L TRANSP | PRIVATE, AGE 50, 66 TOTAL
HOURS, 3 IN TYPE, NOT
INSTRUMENT RATED. |
| | NAME OF AIRPORT
DEPARTURE POINT
RACINE,WIS
TYPE OF ACCIDENT
OVERSHOOT
COLLIDED WITH | I | INE
NTENDED DESTINATION
LOCAL | | PI | LA | NDI | OPERATION
IG LEVEL OFF/TOU
IG GO-AROUND | CHDOWN | |
| | PILOT IN COMMA
FACTOR(S)
PILOT IN COMMA
MISCELLANEOUS | ND - IMPROPER
ND - DELAYED
ND - MISJUDGE
ACTS,CONDITIO | COMPENSATION FOR WIN
IN INITIATING GO-AROU
D DISTANCE AND SPEED
NS - POORLY PLANNED A
NG,DRIFTED INTO BUSH. | ND
PPROAC | | ION | S | | | |
| 3-1821 | 5/18/72 LAFAR | SEAWIS | CESSNA 140 | CR- | 0 | 0 | , | NONCOMMERCIAL | | PRIVATE, AGE 45, 150 |
| , 1021 | TIME - 1930 | 524#15 | N2353N
DAMAGE-SUBSTANTIAL | | | | | | LTRANSP | TOTAL HOURS, 47 IN TYPE,
NOT INSTRUMENT RATED. |
| | DEPARTURE POINT
LAFARGE,WIS
TYPE OF ACCIDENT
MISCELLANEOUS
COLLIDED WITH | | NTENDED DESTINATION
LOCAL | | P | ΤA | KEOI | F OPERATION
FF RUN
FF RUN | · | NUT INSTRUMENT RATED. |
| | PILOT IN COMMA | ND - SELECTED
ND - EXERCISE | UNSUITABLE TERRAIN
D POOR JUDGMENT
EELS,TIRES,AXLES | | | | | | | |
| | TERRAIN - ROUG | H/UNEVEN | NS - MATERIAL FAILURE
RRAIN₊TIRE BLEW OUT₊P | | Т | т/о | HI. | FENCE. | | |
| 3-1988 | 6/6/72 DOUSM
TIME - 1830 | AN .WIS | CHAMPION 7ECA
N11852
Damage-Substantial | | | | | NONCOMMERCIAL
Pleasure/persona | L TRANSP | PRIVATE, AGE 33, 72 TOTA
HOURS, ALL IN TYPE, NOT
INSTRUMENT RATED. |
| | NAME OF AIRPORT
DEPARTURE POINT
WATERTOWN,WIS
TYPE OF ACCIDENT | | NTENDED DESTINATION
DOUSMAN,WIS | | P | | | OPERATION | | · . |
| | HARD LANDING
Nose over/down | | | | | | | NG LEVEL OFF/TOU
NG ROLL | | |
| | PROBABLE CAUSE(S
PILOT IN COMMA | ND - IMPROPER | LEVEL OFF
Recovery from bounce | | | | | | | |

| | | | BRIEFS | 5 OF / | | | | | | |
|--------|---|--|--|--------|-----------|-----|-----|---------------------------------|---|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | I | NJUR
F | IE | s | 1 | FLIGHT
PURPOSE | PILOT DATA |
| 3-1984 | 6/6/72
TIME - 194 | NR.WAUKESHA.WIS
45 | LAKE LA -4
N5034L
DAMAGE-SUBSTANTIAL | | | | | | INSTRUCTIONAL
DUAL | COMMERCIAL, FL.INSTR.,
AGE 57, 13397 TOTAL
HOURS, 64 IN TYPE, INSTRU-
MENT RATED. |
| | DEPARTURE
SUMMIT
TYPE OF A | ,WIS | NTENDED DESTINATION
MILWAUKEE,WIS | | P | РНА | SE | OF | OPERATION | |
| | COLLISI | ON WITH GROUND/WATER | CONTROLLED | | | т | AKE | OF | F ABORTED | |
| | | N COMMAND - INADEQUA
Udent - Improper opei | | | | | | | | |
| | | ANEOUS ACTS,CONDITION
ACFT BECAME AIRBORNE | | | | | | | FIRST. | |
| 3-2371 | 6/10/72
TIME - 114 | MENOMONEE FLS,WIS
40 | CESSNA 180
N3129D
DAMAGE-SUBSTANTIAL | | | | | | NONCOMMERCIAL
Pleasure/Personal transi | PRIVATE, AGE 42, 1231
P TOTAL HOURS, 172 IN TYPE,
NOT INSTRUMENT RATED. |
| | DEPARTURE | EE FLS,WIS
CCIDENT | RT - AERO PARK
NT INTENDED DESTINATION
.S,WIS LOCAL PHASE OF OPERATION | | | | | | | NOT INSTRUCTING RATED. |
| | MISCELL | CAUSE(S)
E - LANDING GEAR MA]
ANEOUS ACTS,CONDITION
FATIGUE-EVIDENCE OF F | NS — FATIGUE FRACTUR | | 55Y, | ST | RUT | S, | ATTACHMENTS,ETC. | |
| 3-2244 | 6/19/72
TIME - 090 | STURTEVANT,WIS
00 | CESSNA 172
N7514X
DAMAGE-SUBSTANTIAL | | | | | | NONCOMMERCIAL
PLEASURE/PERSONAL TRANSF | PRIVATE, AGE 31, 450
7 TOTAL HOURS, 20 IN TYPE,
NOT INSTRUMENT RATED. |
| | NAME OF AIRPORT - SYLVANIA
DEPARTURE POINT INTENDED DESTINATION
VINTON,IOWA STURTEVANT,WIS
TYPE OF ACCIDENT PHASE OF OPERATION | | | | | | | | | |
| | OVERSHOU
COLLIDE | | | | L. | AND | IN | G LEVEL OFF/TOUCHDOWN
G ROLL | | |
| | | CAUSE(S)
N COMMAND - MISJUDGED
N COMMAND - FAILED TO | | | | | | | | |
| | PILOT IN | N COMMAND - SELECTED
N COMMAND - MISUSED C
LNDD RWY 26 WIND FR J | R FAILED TO USE FLAP | s | | | | | IND
JS LDG.FLAPS LOWERED DUP | G LDG ROLL. |

| | | | OF ACCI | | | | |
|--|--|--|--|---|---|---|--|
| | | | INJUF
F | RIES
S M/ | N | FLIGHT
PURPOSE | PILOT DATA |
| 6/27/72 FOND
TIME - 1855 | | PIPER J3C-65
N40609
DAMAGE-SUBSTANTIAL | CR- 0 | 0 | 1 NO | NCOMMERCIAL
EASURE/PERSONAL TRANSP | PRIVATE, AGE 47, 700 |
| DEPARTURE POINT
FOND DU LAC,W
TYPE OF ACCIDEN
UNDERSHOOT
COLLIDED WITH | KATED. | | | | | | |
| FACTOR(S) | AND - FAILED TO
H OBSTRUCTIONS | D SEE AND AVOID OBJEC | TS OR DE | 3STRU | CTION | S | |
| 7/21/72 NORTI
TIME - 2000 | H FREEDOM,WIS | CESSNA 172G
N5885R
DAMAGE-SUBSTANTIAL | | | | NCOMMERCIAL
EASURE/PERSONAL TRANSP | STUDENT, AGE 36, 93 TOTAL
HOURS, 68 IN TYPE, NOT
INSTRUMENT RATED. |
| NAME OF AIRPORT
DEPARTURE POINT
PRAIRIE DU SA
TYPE OF ACCIDEN
OVERSHOOT
COLLIDED WITH | INSTRUMENT RATED. | | | | | | |
| MISCELLANEOUS | AND - MISJUDGED
ACTS,CONDITION | D DISTANCE AND SPEED
NS - POORLY PLANNED A
IN INITIATING GO-AROU | | | | | |
| PILOT IN COMM | | COMPENSATION FOR WIN
LACK OF JUDGEMENT AN | | | | | |
| 7/21/72 GEND,
TIME - 1200 | A CITY,₩IS | CESSNA 150G
N3794J
DAMAGE-SUBSTANTIAL | | | | NCOMMERCIAL
EASURE/PERSONAL TRANSP | PRIVATE, AGE 21, 84 TOTAL
HOURS, 61 IN TYPE, NOT
INSTRUMENT RATED. |
| NAME OF AIRPORT
DEPARTURE POINT
GENOA CITY,WI
TYPE OF ACCIDEN
ENGINE FAILUR
GEAR COLLAPSE | | | | | | | |
| TERRAIN - WET
FACTOR(S)
MISCELLANEOUS | MISCELLANEOUS
,SOFT GROUND
ACTS,CONDITION | NS - OVERLOAD FAILURE | | 「ERMI | NED RE | EASONS | |
| TYPE OF
ENGINE
GEAR C
PROBABLE
POWERP
TERRAI
FACTOR(S
MISCEL
PARTIAL | ACCIDEN
FAILUR
OLLAPSE
CAUSE(
LANT -
N - WET
)
LANEOUS
POWER L | ACCIDENT
FAILURE OR MALFUNCTI(
OLLAPSED
CAUSE(S)
LANT - MISCELLANEOUS
N - WET,SOFT GROUND
LANEOUS ACTS,CONDITION
POWER LOSS - PARTIAL 1 | ACCIDENT
FAILURE OR MALFUNCTION
OLLAPSED
CAUSE(S)
LANT - MISCELLANEOUS POWERPLANT FAILURE F
N - WET,SOFT GROUND
LANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE
POWER LOSS - PARTIAL LOSS OF POWER - 1 ENG | ACCIDENT
FAILURE OR MALFUNCTION
OLLAPSED
CAUSE(S)
LANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDET
N - WET,SOFT GROUND
LANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE
POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | ACCIDENT PHASE
FAILURE OR MALFUNCTION TAK
OLLAPSED LAN
CAUSE(S)
LANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMIN
N - WET,SOFT GROUND
LANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE | ACCIDENT PHASE OF OU
FAILURE OR MALFUNCTION TAKEOFF
OLLAPSED LANDING
CAUSE(S)
LANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED RE
N - WET,SOFT GROUND
LANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE
POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE | ACCIDENT PHASE OF OPERATION
FAILURE OR MALFUNCTION TAKEOFF INITIAL CLIMB
OLLAPSED LANDING ROLL
CAUSE(S)
LANT - MISCELLANEOUS POWERPLANT FAILURE FOR UNDETERMINED REASONS
N - WET,SOFT GROUND
LANEOUS ACTS,CONDITIONS - OVERLOAD FAILURE
POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE |

FILE DATE LOCATION AIRCRAFT DATA PILOT DATA INJURIES FLIGHT F S M/N PURPOSE _____ -----3-2582 7/31/72 NEW RICHMOND, WIS CESSNA 150G CR- 0 0 2 INSTRUCTIONAL COMMERCIAL, FL.INSTR., TIME - 2020 N 3 9 98 J PX- 0 0 0 DUAL AGE 32, 950 TOTAL HOURS, 450 IN TYPE, INSTRUMENT DAMAGE-SUBSTANTIAL RATED. NAME OF AIRPORT - NEW RICHMOND DEPARTURE POINT INTENDED DESTINATION MENOMINIE +WIS NEW RICHMOND, WIS TYPE OF ACCIDENT PHASE OF OPERATION UNDERSHOOT LANDING FINAL APPROACH COLLIDED WITH WIRES/POLES LANDING FINAL APPROACH PROBABLE CAUSE(S) DUAL STUDENT - MISJUDGED DISTANCE AND ALTITUDE PILOT IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT REMARKS- HIT WIRES 26 FT AGL ABOUT 1000 FT SHORT OF RWY. STATE ARPT DIRECTORY LISTED OBSTRUCTIONS WRONG. 3-2514 9/22/72 WAUNAKEE, WIS LUSCOMBE 8A CR+ 0 0 1 NONCOMMERCIAL PRIVATE, AGE 30, 95 TOTAL TIME - 1050 N71318 PX- 0 0 0 PLEASURE/PERSONAL TRANSP HOURS, 23 IN TYPE, NOT DAMAGE-SUBSTANTIAL INSTRUMENT RATED. NAME OF AIRPORT - WAUNAKEE DEPARTURE POINT INTENDED DESTINATION SEXTONVILLE, WIS WAUNAKEE, WIS TYPE OF ACCIDENT PHASE OF OPERATION COLLIDED WITH OBJECT TAXI FROM LANDING PROBABLE CAUSE(S) PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS REMARKS- ATMTD TO TAXI ONTO HARD SURFACE RWY FROM SOD RWY. HIT RWY EDGE.

BRIEFS OF ACCIDENTS

| | | di se se se | BRIEFS | OF ACC | , IDEN I | > _2 | 1 | | |
|-------|--|--|---|--------|---------------|--|---------------------|--|--|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | JRIES
S M/ | FLIGHT
PURPOSE | | FLLOT DATA | |
| -2700 | 10/8/72
TIME - 101 | | CESSNA 172
N6259E
Damage-Substantial | | | NONCOMMERCI
PLEASURE/PE | AL
RSONAL TRANSP | STUDENT, AGE 36, 40 TOTAL
Hours, 1 in type, Not
Instrument rated. | |
| | NAME OF AL
DEPARTURE
PVT STR | | INTENDED DESTINATION
LOCAL | | • | | | | |
| | TYPE OF AC | CIDENT | | | | OF OPERATION
DING LEVEL OF | F/TOUCHDOWN | | |
| | PILOT IN
WEATHER
WEATHER BE | I COMMAND - ATTEMPT | NG RECEIVED | | | LITY LEVEL | · · · · · | | |
| | SKY CONDII | ION | | | | NG AT ACCIDENT
Imited | SITE | | |
| | 5 OR OVE | Y AT ACCIDENT SITE
R
DNS TO VISION AT AC | CIDENT SITE | | NON | PITATION AT AC
E
IVE BEARING OF | | | |
| | NONE
WIND DIREC
300 | TION-DEGREES | | | | HT QUARTERING | HEAD WIND 023- | -067 DEGREES | |
| | | ATHER CONDITIONS | | | | DF FLIGHT PLAN
E | I | | |
| -2397 | 5/14/72
TIME - 091 | ROCK SPRINGS,WYO
5 | FAIRCHILD M62C
N52221
Damage-Substantial | | | 1 MISCELLANED
D FERRY | UUS | COMMERCIAL, FL.INSTR.,
AGE 33, 1476 TOTAL HOURS,
IN TYPE, NOT INSTRUMENT | |
| | NAME OF AI
DEPARTURE
RAWLINS | | GS,MUNI
INTENDED DESTINATION
ROCK SPRINGS,WYO | | | | | RATED. | |
| | TYPE OF AC | CIDENT
AILURE OR MALFUNCT | | | IN | OF OPERATIÓN
Flight descen
Ding Roll | DING | | |
| | PILOT IN
MISCELLA
TERRAIN
FACTOR(S)
PERSONNE
MISCELLA
COMPLETE F | AUSE(S)
I COMMAND - INADEQU
I COMMAND - MISMANA
INEOUS ACTS,CONDITI
NEOUS ACTS,CONDITI
- ROUGH/UNEVEN
I - MAINTENANCE,SE
INEOUS ACTS,CONDITI
OWER LOSS - COMPLE
C IRCUMSTANCES - FO | | | | | | | |

BRIEFS OF ACCIDENTS

1

| FILE | DATE | LOCATION | AIRCRAFT DATA | F | | - | FLIGHT
PURPOSE | | PILOT DATA |
|--------|--|---|---|----------------|------------------|-----------------------|-------------------|--|---|
| | 5/26/72
TIME - 15
NAME OF A
DEPARTURE
CASPER
TYPE OF A | GLENROCK,WYO
30
IRPORT - PITTMAN P
POINT
,WYO
CCIDENT
D WITH AIRPORT HA | PIPER PA22
N7513D
DAMAGE-SUBSTANTIAL
VT
INTENDED DESTINATION
GLENROCK, WYO | CR- (
PX- (|) 0
РНА:
L | O
SE (| NONCOMMERCIAL | | PRIVATE, AGE 37, 345
TOTAL HOURS, 310 IN TYPE
NOT INSTRUMENT RATED. |
| 3-2236 | TERRAIN | ACROSS PLTS PVT STRIP.
CESSNA 150L
N6726G | CR- 0
PX- 0 |) 0 | 2
0 | INSTRUCTIONAL
DUAL | | COMMERCIAL, FL.INSTR.,
AGE 28, 478 TOTAL HOURS. | |
| | DAMAGE-SUBSTANTIAL
DEPARTURE POINT INTENDED DESTINATION
CHEYENNE,WYO LOCAL
TYPE OF ACCIDENT PHASE OF OPERATION
COLLIDED WITH WIRES/POLES IN FLIGHT OTHER | | | | | | | | 230 IN TYPE, INSTRUMENT
RATED. |
| | PILOT IN
FACTOR(S) | CAUSE(S)
N COMMAND - INADEQ
N COMMAND - FAILED
ANEDUS ACTS,CONDIT | | | | | | | |

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES
F S M | /N | FLIGHT
PURPOSE | PILOT DATA |
|--------|---|---|---|--------------------------------|----------------------------------|---|--|
| | 6/13/72
TIME - 103 | CLARK,WYG
30
POINT
YO | PIPER PA-18
N3954Z
DAMAGE-SUBSTANTIAL
INTENDED DESTINATION
LOCAL | CR- 0 0
PX- 0 0
PHAS | 1
0
E 0 | COMMERCIAL
ASSOC CROP CTL ACTIV
F OPERATION
FF INITIAL CLIMB | COMMERCIAL, AGE 42, 1720
VITY TOTAL HOURS, 185 IN TYPE
NOT INSTRUMENT RATED. |
| | PILOT IN
MISCELLA
FACTOR(S)
WEATHER
TERRAIN
WEATHER BF | N COMMAND - INADE
N COMMAND - FAILE
ANEOUS ACTS,CONDI
- HIGH DENSITY A
- HIGH DENSITY A
RIGH DESTRUCTI | | VING SPEED
ED AIRCRAFT- | | | |
| | 5 OR OVE
OBSTRUCTIO
NONE
WIND VELOO
10 | Y AT ACCIDENT SIT | _ | UN
PREC
NC
TEMF
80 | ILIM
IPI
ONE
PERA
OF | AT ACCIDENT SITE
ITED
TATION AT ACCIDENT S
TURE-F
WEATHER CONDITIONS | ITE |
| | KIND OF
PILOT'S
GOGGLES
COCKPIT
TANK/HO | DURS IN CROP CONT
CROP - GRAIN FIE
SEAT BELT - UNKN
- NOT USED
CRASHPAD - NOT I
PPER-LOCATION - B | LDS
OWN/NQT REPORTED
NSTALLED | TYPE
GLOV
CRAS
CRAS | E OF
/ES
SH H
SH B | OPERATION - SPRAYIN
CHEMICAL USED - LIQ
- USED
ELMET - AVAILABLE-US
AR - NOT INSTALLED
T OVER PWR LINES. | UID CHEMICAL-TOXIC |
| 3-2011 | | BURNS,₩YO
50 | CESSNA 170A
N1746D
DAMAGE-SUBSTANTIAL | | 1
1 | NONCOMMERCIAL
BUSINESS | PRIVATE, AGE 31, 300
TOTAL HOURS, 250 IN TYPE
NOT INSTRUMENT RATED. |
| | DEPARTURE | NE,₩YO
CCIDENT | ARM
INTENDED DESTINATION
BURNS,WYO | | | IF OPERATION
NG ROLL | |
| | FACTOR(S)
AIRPORT:
MISCELL | N COMMAND - SELEC
S∕AIRWAYS/FACILIT
ANEOUS ACTS,CONDI | TED UNSUITABLE TERRAIN
IES — AIRPORT CONDITION
TIONS — NOT ALIGNED WIT
NEXT TO STRIP COVERED W | H RUNWAY/IN | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIE
F S | | FLIGHT
PURPOSE | PILOT DATA | | | | | |
|--------|--|---------------------|---|--|---------------------|--|---|--|--|--|--|--|
| 3-2255 | 6/23/72
TIME - 201 | WHEATLAND, WYO
0 | CESSNA TP206D
N8777Z
DAMAGE-SUBSTANTIAL | CR- 0 0
PX- 0 0 | | DNCOMMERCIAL
JSINESS | PRIVATE, AGE 57, 2077
TOTAL HOURS, 94 IN TYPE
NOT INSTRUMENT RATED. | | | | | |
| | NAME OF AI
DEPARTURE
DENVER, | | RANCH
INTENDED DESTINATION
FLETCHER,WYO | | | | | | | | | |
| | TYPE OF AC
HARD LAN
GEAR COL | C ID ENT
D ING | | PHASE OF OPERATION
Landing level off/Touchdown
Landing level off/Touchdown | | | | | | | | |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - IMPROPER LEVEL OFF
PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING
FACTOR(S) | | | | | | | | | | | |
| | WEATHER
MISCELLA
AIRPORTS | | | | AINTAIN | NED RUNWAY SURFACE | | | | | | |
| | SKY CONDIT | | | | LING AT | | | | | | | |
| | | AT ACCIDENT SITE | | PRE | | TION AT ACCIDENT SITE | | | | | | |
| | OBSTRUCTION
NONE
TEMPERATUR | NS TO VISION AT A | CCIDENT SITE | T
WIN | AIL WIN
D DIREC | BEARING OF WIND
ND 158-202 DEGREES
CTION-DEGREES | | | | | | |
| | 60
WIND VELOC
5
TYPE OF FL | | | TYP | 50
E OF WE
FR | ATHER CONDITIONS | | | | | | |
| | NONE
REMARKS- DENSITY ALT 8200 CATTLE TRAIL DEPRESSION ON RWY | | | | | | | | | | | |
| -2473 | 7/15/72
TIME - 1550 | CASPER,WYO
0 | PIPER PA-22
N3603Z
DAMAGE-SUBSTANTIAL | | | DNCOMMERCIAL
RIAL SURVEY | PRIVATE, AGE 41, 255
TOTAL HOURS, 85 IN TYPE,
NOT INSTRUMENT RATEL | | | | | |
| | NAME OF AI
DEPARTURE
CASPER,W | | | | | | | | | | | |
| | TYPE OF AC | | | | | PERATION
IT CLIMB TO CRUISE | | | | | | |
| | PROBABLE C.
PILOT IN
MISCELLAN | | | | | | | | | | | |

PAGE 1275

÷

| FILE | DATE LOCATIO | DN AIRCRAFT DATA | INJU | | S
M/N | FLIGHT
PURPOSE | PILOT DATA |
|--------|---|--|----------------|-----------------|---------------|--|---|
| | 7/30/72 CHEYENNE,W
TIME - 1559 | YO PIPER PA-24
N5505P
DAMAGE-SUBSTANTIAL | CR-
PX- |) (|) 1 | | COMMERCIAL, FL.INSTR.,
AGE 42, 532 TOTAL HOURS,
133 IN TYPE, INSTRUMENT
RATED. |
| | NAME OF AIRPORT - CHE'
DEPARTURE POINT
POCATELLO,ID
TYPE OF ACCIDENT
HARD LANDING
GEAR COLLAPSED | YENNE
INTENDED DESTINATION
CHEYENNE,WYD | | L | ANDI | F OPERATION
NG LEVEL OFF/TOUCHDOW
NG ROLL | |
| | WEATHER - HIGH DENS
WEATHER BRIEFING - BR | IMPROPER LEVEL OFF
CONDITIONS - OVERLOAD FAILUR | ONNEL, | 3Y F | RADIO | | |
| | SKY CONDITION | CECAST SUBSTANTIALLY CORRECT | | CEI | LING | AT ACCIDENT SITE | |
| | BROKEN
VISIBILITY AT ACCIDEN | T SITE | | | 5000
ECIPI | TATION AT ACCIDENT SIT | E |
| | 5 OR OVER
OBSTRUCTIONS TO VISIO
NONE
TEMPÈRATURE-F
88 | N AT ACCIDENT SITE | | REL
F
WIN | RIGHT | E BEARING OF WIND
QUARTERING HEAD WIND
RECTION-DEGREES | 023-067 DEGREES |
| | WIND VELOCITY-KNOTS
10
TYPE OF FLIGHT PLAN
NONE | | | TYP | | WEATHER CONDITIONS | |
| | REMARKS- HIGH SINK RA | TE. DENSITY ALT 9000 FT. | | | | | |
| 3-2310 | 8/12/72 JACKSON,WY
TIME - 1520 | D MAULE M4220C
N40331
DAMAGE-SUBSTANTIAL | РХ- | | | NONCOMMERCIAL
BUSINESS | COMMERCIAL, FL.INSTR.,
AGE 26, 1235 TOTAL HOURS
53 IN TYPE, INSTRUMENT |
| | NAME OF AIRPORT - JAC;
DEPARTURE POINT
JACKSON,WYO
TYPE OF ACCIDENT
NOSE OVER/DOWN | KSON HOLE
INTENDED DESTINATION
LOCAL | | | | F OPERATION
Ng Roll | RATED. |
| | MISCELLANEOUS - EVA
FACTOR(S)
AIRPORTS/AIRWAYS/FA(| IMPROPER IN-FLIGHT DECISIONS
SIVE MANEUVER TO AVOID COLLI
CILITIES - AIRPORT CONDITION
G USED BY GLIDER OPNS.GLIDER | SION
S OTHE | R | 1G | | |

.

•

| | | | | S OF ACC | | | | |
|--------|--|--|---|----------------|------------------|---|--|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | INJU
F | RIES
S M | I/N | FLIGHT | PILOT DATA |
| | 9/26/72
TIME - 113
NAME OF AI | KAYCEE,WYO
O
RPORT - GOSNEY RA
POINT
YO | PIPER PA-18
N3086Z
DAMAGE-SUBSTANTIAL | CR- 0
PX- 0 | 0
0
PHAS | 0 1 NONCOMMERCIAL
0 1 PLEASURE/PERSONAL TRANSP | | PRIVATE, AGE 32, 322
TOTAL HOURS, 213 IN TYPE
NOT INSTRUMENT RATED. |
| | GROUND-W | ATER LOOP-SWERVE
WITH DITCHES | | | ΤA | KEO | FF RUN
FF RUN | |
| | PILOT IN
PILOT IN
FACTOR(S)
MISCELLA | I COMMAND - EXER€IS
I COMMAND - IMPROPE
I COMMAND - FAILED | R COMPENSATION FOR WI
TO MAINTAIN DIRECTION
ONS - FAILED TO USE A | AL CONTR | OL | | NWAY | |
| | 5 OR OVE | AT ACCIDENT SITE | CIDENT SITE | | | L IM
IP I
NE | AT ACCIDENT SITE
ITED
TATION AT ACCIDENT SITE
RECTION-DEGREES | |
| | NONE
WIND VELOC
15
TYPE OF FL
NONE | IGHT PLAN | | | 27
TYPE
VF | OF | WEATHER CONDITIONS | |
| | REMARKS- P | ILUI STATED WIND G | USTING TO 25 KNOTS. | | | | | |
| 3-2252 | 7/22/72
TIME - UNK | MISSING AIRCRAFT | NAVION A
N91458
DAMAGE-DESTROYED | | | | NONCOMMERCIAL
Pleasure/Personal Transp | TOTAL HOURS, UNK/NR IN
TYPE, NOT INSTRUMENT |
| | TYPE OF AC | POINT
ISLAND,ALAS
CIDENT
AIRCRAFT,NOT RECOV | INTENDED DESTINATION
PORT ANGELES,WASH
ERED | I | | | F OPERATION
WN/NOT REPORTED | RATED. |
| | PROBABLE C
MISCELLA
REMARKS- A | | - | | | | | |

| | | | BRIEF | S OF AC | CI | DEN | ITS | | |
|--------|---|---------------------|--|---------|----|-----|-------------|--|---|
| FILE | DATE | LOCATION | AIRCRAFT DATA | | : | SM | 1 /N | PURPOSE | PILOT DATA |
| 3-1959 | TIME - 131 | SAN JUAN,PR
5 | AMER AVCO AA-1A
N9292L
DAMAGE-DESTROYED | CR- | 0 | 0 | 2 | INSTRUCTIONAL | COMMERCIAL, FL.INSTR.,
AGE 23, 909 TOTAL HOURS,
351 IN TYPE, INSTRUMENT
RATED. |
| | DEPARTURE
SAN JUAN
TYPE OF AC
ENGINE F | • PR | NTENDED DESTINATION
LOCAL | | | ١N | FL | F OPERATION
IGHT CLIMB TO CRUISE
NG LEVEL OFF/TOUCHDOW | |
| | FACTOR(S)
PERSONNEL - MAINTENANCE, SERVICING, INSPECTION INADEQUATE MAINTENANCE AND INSPECTION
MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER
PARTIAL POWER LOSS - PARTIAL LOSS OF POWER - 1 ENGINE
EMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER
REMARKS- L FUEL CAP REPORTED MISSING, FILLER TAPED. CRASHED IN CHANNEL. | | | | | | | | |
| | EMERGENCY | CIRCUMSTANCES - FOR | CED LANDING OFF AIRP | ORT ON | | | | IANNE L. | |
| 3-2462 | 7/21/72
TIME - 132
DEPARTURE | 25
PO INT 1 | LAKE LA-4
N7627L
DAMAGE-SUBSTANTIAL
NTENDED DESTINATION | PX- | | | | | COMMERCIAL, AGE 28, 1278
TOTAL HOURS, 428 IN TYPE
NOT INSTRUMENT RATED. |
| | CHARLTTE AMLIE,VI LOCAL
TYPE OF ACCIDENT PHASE OF OPERATION
COLLIDED WITH WIRES/POLES IN FLIGHT LOW PASS | | | | | | | | |
| | PROBABLE CAUSE(S)
PILOT IN COMMAND - FAILED TO SEE AND AVOID OBJECTS OR OBSTRUCTIONS
FACTOR(S)
TERRAIN - HIGH OBSTRUCTIONS
REMARKS- HIT PWR LINES 35 FT AGL WHILE DRAGGING PROSPECTIVE LDG SITE, | | | | | | | | |

| | E POINT I | PIPER PA-28
N3646K
DAMAGE-DESTROYED
NTENDED DESTINATION | CR-
PX- | | | | NCOMMERCIAL
SINESS | PRIVATE, AGE
TOTAL HOURS, | |
|---|---|--|------------|--|--|--|-----------------------|------------------------------|----------|
| | TV-ZAMO | | | | | | | TYPE, NOT IN
RATED₀ | STRUMENT |
| | ST.THOMAS,VI ST.MAARTEN,ANTILLES
TYPE OF ACCIDENT PHASE OF OPERATION
DITCHING LEVEL OFF/TOUC | | | | | | | N | |
| PILOT
MISCEL
FACTOR(S
PILOT
PILOT
MISCEL | PROBABLE CAUSE(S)
PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING
MISCELLANEOUS ACTS,CONDITIONS - FUEL EXHAUSTION
FACTOR(S)
PILOT IN COMMAND - BECAME LOST/DISORIENTED
PILOT IN COMMAND - ATTEMPTED OPERATION W/KNOWN DEFICIENCIES IN EQUIPMENT
MISCELLANEOUS ACTS,CONDITIONS - AIRCRAFT CAME TO REST IN WATER
BMERGENCY CIRCUMSTANCES - FORCED LANDING OFF AIRPORT ON WATER | | | | | | | | |

PAGE 1279

~

. . .

U. S. AIR CARRIER

SECTION

• .

ACCIDENT LISTING U. S. CERTIFICATED AND SUPPLEMENTAL AIR CARRIERS ALL OPERATIONS ISSUE NO. 3, 1972

| FILE
NUMBER | AIRCRAF
REGIST. | T
DATE
==== | LOCATION | AIRCRA
MAKE
==== | FT
MODEL | INJURY
INDEX
===== |
|----------------|--------------------|-------------------|---------------------|------------------------|-----------------|--------------------------|
| 1 0002 | N8961E | 051872 | FT LAUDERDALE, FLA | DOUGLAS | DC 9-31 | SERIOUS |
| 1 0006 | N77772 | 010472 | NLAKE CHARLES, LA | BOEING | 747 | SERIOUS |
| 1 0007 | N606US | 041272 | NO.PACIFIC OCEAN | BOEING | 747 | SERIOUS |
| 1 0008 | N8163G | 021972 | WASHINGTON, DC | BOEING | 727 | SERIOUS |
| 1 0009 | N814M | 030572 | ISLIP, NY | FAIRCHILD | FH-227 | FATAL |
| 1 0010 | N851U | 031972 | HILL AFB,UT | LOCKHEED | 188 | NONE |
| 1 0011 | N1275L | 031972 | ATLANTA, GA | DOUGLAS | DC-9 | NONE |
| 1 0012 | N8810E | 032872 | NLITTLE ROCK, ARK | CONVAIR | 88 0 | SERIOUS |
| 1 0013 | N93101 | 090172 | JAMAICA,NY | BOEING | 747 | SERIOUS |
| 1 0014 | N94226 | 021672 | BEAUMONT, TEX | CONVAIR | 600 | NONE |
| 1 0015 | N94236 | 050872 | ALEXANDRIA, LA | CONVAIR | 600 | NONE |
| 1 0018 | N8916E | 051072 | ATLANTA, GA | DOUGLAS | DC-9 | NONE |
| 1 0019 | N821E | 022672 | NALMA, GA | DOUGLAS | DC 8-51 | SERIOUS |
| 1 0020 | N5803 | 031172 | WINDSOR LCKS,CONN | CONVAIR | 580 | NONE |
| 1 0021 | N620PA | 041172 | JAMAICA, NY | SIKORSKY | S-61L | NONE |
| 1_0023 | N605US | 050672 | N.PACIFIC OCEAN | BOEING | 747 | SERIOUS |
| 1 0024 | N8099U | 030372 | HILO, HAWAII | DOUGLAS | DC8-61 | SERIOUS |
| 1 0025 | N9232R | 021072 | MONTALVO, ECUADOR | LOCKHEED GA | 382E | NONE |
| 1 0026 | N162P | 062172 | NWASHINGTON, DC | NIHON | YS-11A | SERIOUS |
| 1 0027 | N872TW | 071872 | WINDSOR LCKS., CONN | BOEING | 707 | SERIOUS |
| 1 0028 | N54336 | 062872 | NGARY, IND | BOEING | 727 | SERIOUS |
| 1 0029 | N8776 | 042172 | SAN JUAN, PR | DOUGLAS | DC-8 | FATAL |
| 1 0030 | N7277F | 011072 | NHILL CITY, KANS | BOEING | 727 | SERIOUS |
| 1 0031 | N1631 | 093072 | NNORFOLK,VA | BOEING | 727 | SERIOUS |
| 1 0032 | N8810E | 072272 | NKNOXVILLE, TENN | CONVAIR | 880 | SERIOUS |
| 1 0033 | N4226 | 081472 | CHICAGO,ILL | FAIRCHILD | FH22 7 B | NONE |
| | | | | | | |

ACCIDENT LISTING U. S. CERTIFICATED AND SUPPLEMENTAL AIR CARRIERS ALL OPERATIONS ISSUE NO. 3, 1972

| FILE | AIRCRAF | т | | AIRCRA | \ FT | INJURY |
|--------|---------|--------|----------------|---------|---------|---------|
| NUMBER | REGIST. | DATE | LOCATION | MAKE | MODEL | INDEX |
| ====== | ====== | | | | ===== | ===== |
| 1 0034 | N8906E | 061472 | CHICAGO,ILL | DOUGLAS | DC-9 | NONE |
| 1 0035 | N3329L | 092872 | CHICAGO, ILL | DOUGLAS | DC 9-32 | NONE |
| 1 0036 | N423PA | 102472 | GULF OF MEXICO | BOEING | 707 | SERIOUS |

.

. 1

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D. C. 20591

BRIEFS OF ACCIDENTS

U. S. CERTIFICATED ROUTE AND SUPPLEMENTAL AIR CARRIERS

ALL OPERATIONS

1972

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIES
F S M/N | PURPOSE | | PILOT DATA | | | |
|------|--|---------------------|--|---------------------|---------------|-------------|------------|--|--|--|
| | | FT LAUDERDALE, FLA | DOUGLAS DC9-31
N8961E
DAMAGE-DESTROYED | | SCHED DOM | | | | | |
| | | PORT - FT LAUDRDLL- | | | | | | | | |
| | | EASTERN AIR LINES, | | | | | | | | |
| | | POINT IN
A | TENDED DESTINATION | LAST E | | | | | | |
| | TYPE OF ACC | | CLEVELAND, OHIO | | AUDERDALE, FL | | | | | |
| | COLLISION WITH GROUND/WATER CONTROLLED LANDING LEVEL OFF/TOUCHDOWN | | | | | | | | | |
| | WEATHER -
WEATHER -
WEATHER BRI | EFING - PARTIAL BRI | /ITY
[EFING BY FLIGHT SER
JBSTANTIALLY CORRECT | VICE PERSONNEL | , BY TELEPHO | NE/R AD I O | | | | |
| | SKY CONDITI
OVERCAST | ON | | CEILIN
700 | T SITE | | | | | |
| | VISIBILITY | AT ACCIDENT SITE | | PRECIP | ITATION AT A | | | | | |
| | 1/2 MILE | | | | DERSTORM, RA | | | | | |
| | WIND DIREÇT
130 | ION-DEGREES | | WIND V
12 | ELOCITY-KNOT: | 5 | | | | |
| | TYPE OF WEA
BELOW MIN | THER CONDITIONS | | TYPE O
IFR | F FLIGHT PLAM | | | | | |
| | FIRE AFTER | | | IIK | | | | | | |

| | DATE | LOCATION | AIRCRAFT DATA | F S M/N | PURPOSE | PILOT DATA | | | | |
|-------|--|--|--------------------------------------|---|--|------------|--|--|--|--|
| -0006 | 1/4/72
TIME - 1 | NR.LAKE CHARLES,LA
1314 | BOEING 747
N77772
DAMAGE-MINOR | CR- 0 1 12 | SCHED DOM PASSG SRV | | | | | |
| | | R - NATIONAL AIRLINES, | INC | | | | | | | |
| | | | NTENDED DESTINATION | | | | | | | |
| | | I,FLA | LOS ANGELES,CALIF | | | | | | | |
| | | ACCIDENT | | PHASE OF OPERATION
IN FLIGHT NORMAL CRUISE | | | | | | |
| | FACTOR(S | () | | | | | | | | |
| | WEATHER | LANEOUS ACTS,CONDITIC
BRIEFING - COMPANY DI
FORECAST - FORECAST S | SPATCH | | | | | | | |
| | WEATHER | LANEOUS ACTS,CONDITIC
BRIEFING - COMPANY DI
FORECAST - FORECAST S
DITION | SPATCH | - | AT ACCIDENT SITE | | | | | |
| | WEATHER
WEATHER
SKY CONE
OVERCA | LANEOUS ACTS,CONDITIC
BRIEFING - COMPANY DI
FORECAST - FORECAST S
DITION | SPATCH | CEILING
500
PRECIPI | AT ACCIDENT SITE
TATION AT ACCIDENT SITE
SHOWERS | | | | | |
| | WEATHER
WEATHER
SKY COND
OVERCA
VISIBILI
ZERO | LANEOUS ACTS,CONDITIC
BRIEFING - COMPANY DI
FORECAST - FORECAST S
DITION
AST | SPATCH
UBSTANTIALLY CORRECT | CEILING
500
PRECIPI
RAIN | TATION AT ACCIDENT SITE | | | | | |
| | WEATHER
WEATHER
SKY CONE
OVERCA
VISIBILI
ZERO
OBSTRUCT
NONE | LANEOUS ACTS,CONDITIC
BRIEFING - COMPANY DI
FORECAST - FORECAST S
DITION
AST
ITY AT ACCIDENT SITE | SPATCH
UBSTANTIALLY CORRECT | CEILING
500
PRECIPI
RAIN
TYPE OF | TATION AT ACCIDENT SITE
SHOWERS | | | | | |

| FILE | | LOCATION | AIRCRAFT DATA | - | ~ | 14 /11 | FLIGHT
PURPOSE | | PILOT DATA |
|-----------------------|--|---|--|----------------|-----|----------------------|--------------------------------|------------|---|
| | | NO.PACIFIC OCEAN | | | o c |) 14 | | | AIRLINE TRANSPORT, AGE
54, 25378 TOTAL HOURS,
952 IN TYPE, INSTRUMENT
RATED. |
| | OPERATOR -
DEPARTURE F | NORTHWEST AIRLINE | S, INC.
INTENDED DESTINATION | | | | | | |
| | TOKYO,JA
TYPE OF ACC
TURBULENC | IDENT | HONOLULU, HAWA I I | | | | F OPERATION
IGHT NORMAL CRU | I SE | |
| F
W
W
S
V | FACTOR(S)
PERSONNEL
MISCELLAN
MISCELLAN
WEATHER BRI | • TURBULENCE IN FL
– MISCELLANEOUS-
IEOUS ACTS,CONDITI
IEOUS ACTS,CONDITI
EFING – COMPANY D | PERSONNEL PASSENGER
ONS - SEAT BELT NOT F
ONS - SEAT BELT SIGN | OFF | AST | | | | |
| | SKY CONDITI | ON | | | | | AT ACCIDENT SIT | E | |
| | | AT ACCIDENT SITE | | | PRE | | TATION AT ACCIDE | NT SITE | |
| | 5 OR OVER
OBSTRUCTION
NONE | IS TO VISION AT AC | CIDENT SITE | | TYP | IONE
PE OF
PFR | WEATHER CONDITI | DNS | |
| | TYPE OF FLIGHT PLAN | | | | | | | | |
| | IFR
REMARKS- FLEW INTO UNFORECAST AND UNEXPECTED SEVERE CLEAR AIR TURB. | | | | | | | | |
| -0008 | TIME - 1100 | | BOEING 727
N8163G
DAMAGE-NONE | CR- (
PX- (| | | SCHED DOM PASSG | SRV | AIRLINE TRANSPORT, AGE
48, 14033 TOTAL HOURS,
2031 IN TYPE, INSTRUMEN
RATED. |
| | | PORT - DULLES INT
EASTERN AIR LINES | | | | | | | |
| | NEW YORK | (,NY | TAMPA, FLA | | | | | | |
| | TYPE OF ACC
MISCELLAN | | | | | | F OPERATION
C PARKED-ENGINE | S NOT OPER | ATING |
| | PROBABLE CA
PERSONNEL
FACTOR(S) | | PERSONNEL PASSENGER | | | | | | |
| | | - FIRE WARNING SYS
SIRCUMSTANCES - PR | TEM POWERPLANT
ECAUTIONARY LANDING O | N AIRPOF | RT | | | | |

| ISLIP,NY
1930
F AIRPORT - MACARTHU
OR - MOHAWK AIRLINES
URE POINT
FALD,NY
F ACCIDENT
ELLER/ROTOR ACCIDENT
LE CAUSE(S)
ONNEL - MISCELLANEOU | FAIRCHILD FH-227
N814M
DAMAGE-NONE
JR ARPT
JINC.
INTENDED DESTINATION
ISLIP,NY | F S M/N PURPOSE
CR- 0 0 3 SCHED DOM PASSG SF
PX- 0 0 26
DT- 1 0 0
LAST ENROUTE STOP
BRIDGEPORT, CONN
PHASE OF OPERATION
STATIC IDLING ENGINE(S | 39, 12500 TOTAL HOURS,
4200 IN TYPE, INSTRUMENT
RATED. |
|---|--|--|--|
| 1930
F AIRPORT - MACARTHU
OR - MOHAWK AIRLINES
URE POINT
FALO,NY
F ACCIDENT
ELLER/ROTOR ACCIDENT
LE CAUSE(S)
ONNEL - MISCELLANEOU | FAIRCHILD FH-227
N814M
DAMAGE-NONE
JR ARPT
S,INC.
INTENDED DESTINATION
ISLIP,NY
TO PERSON
US-PERSONNEL GROUND CRE | CR- 0 0 3 SCHED DOM PASSG SF
PX- 0 0 26
DT- 1 0 0
LAST ENROUTE STOP
BRIDGEPORT, CONN
PHASE OF OPERATION
STATIC IDLING ENGINE(S | 39, 12500 TOTAL HOURS,
4200 IN TYPE, INSTRUMENT
RATED. |
| OR - MOHAWK AIRLINES
URE POINT
FALO,NY
F ACCIDENT
ELLER/ROTOR ACCIDENT
LE CAUSE(S)
ONNEL - MISCELLANEOL | S,INC.
INTENDED DESTINATION
ISLIP,NY
TO PERSON
IS-PERSONNEL GROUND CRE | BRIDGEPORT,CONN
PHASE OF OPERATION
STATIC IDLING ENGINE(S | |
| ONNEL - MISCELLANEOU | | | |
| | | | |
| 2 HILL AFB,UT
0007 | LOCKHEED 188
N851U
DAMAGE-SUBSTANTIAL | CR- 0 0 3 FERRY
PX- 0 0 0 | AIRLINE TRANSPORT, AGE
47, 15000 TOTAL HOURS,
2500 IN TYPE, INSTRUMENT
RATED. |
| F ACCIDENT
ELLER/ROTOR FAILURE | NES,INC.
INTENDED DESTINATION
HILL AFB,UT
PROPELLER | PHASE OF OPERALION
IN FLIGHT DESCENDING
LANDING FINAL APPROACH | |
| ELLANEOUS ACTS,CONDI
T IN COMMAND - IMPRC
T IN COMMAND - INADE
ONNEL - FLIGHT ENGIN | TIONS - PRESSURE TOO LO
PER IN-FLIGHT DECISIONS
QUATE SUPERVISION OF FL
HEER IMPROPER USE OF EQ
TIONS - IMPROPER EMERGE | OR PLANNING
IGHT
UIPMENT | |
| | ELLER/ROTOR FAILURE
OR EXPLOSION IN FL
LE CAUSE(S)
RPLANT - PROPELLER S
ELLANEOUS ACTS,CONDI
T IN COMMAND - IMPRO
T IN COMMAND - IMPRO
T IN COMMAND - INADE
DNNEL - FLIGHT ENGIN
ELLANEOUS ACTS,CONDI
ELLANEOUS ACTS,CONDI | ELLER/ROTOR FAILURE PROPELLER
OR EXPLOSION IN FLIGHT
LE CAUSE(S)
RPLANT - PROPELLER SYSTEM OTHER
ELLANEOUS ACTS,CONDITIONS - PRESSURE TOO LO
T IN COMMAND - IMPROPER IN-FLIGHT DECISIONS
T IN COMMAND - INADEQUATE SUPERVISION OF FL
DNNEL - FLIGHT ENGINEER IMPROPER USE OF EQ
ELLANEOUS ACTS,CONDITIONS - IMPROPER EMERGE
(S)
ELLANEOUS ACTS,CONDITIONS - FIRE IN ENGINE | ELLER/ROTOR FAILURE PROPELLER IN FLIGHT DESCENDING
OR EXPLOSION IN FLIGHT LANDING FINAL APPROACH
LE CAUSE(S)
RPLANT - PROPELLER SYSTEM OTHER
ELLANEOUS ACTS, CONDITIONS - PRESSURE TOO LOW
T IN COMMAND - IMPROPER IN-FLIGHT DECISIONS OR PLANNING
T IN COMMAND - INADEQUATE SUPERVISION OF FLIGHT
DNNEL - FLIGHT ENGINEER IMPROPER USE OF EQUIPMENT
ELLANEOUS ACTS, CONDITIONS - IMPROPER EMERGENCY PROCEDURES
(S) |

| | | | | S OF ACCI | | | |
|--------|---|---|---|--------------------------------------|--------------------------|---------------------------------------|---|
| FILE | | | AIRCRAFT DATA | F | 5 M/N | PURPOSE | PILOT DATA |
| | | ATLANTA,GA | DOUGLAS DC-9
N1275L
DAMAGE-SUBSTANTIAL | CR- 0
PX- 0 | 05
082 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE
40, 12786 TOTAL HOURS,
2509 IN TYPE, INSTRUMEN
RATED. |
| | OPERATOR - C
DEPARTURE PC
CHICAGO,
TYPE OF ACC
ENGINE FAJ | ILL | NTENDED DESTINATION
NEW YORK,NY
ON | | ATLAN
HASE O
TAKEO | TA,GA
FOPERATION
FFRUN
FFRUN | |
| | MISCELLANE
MISCELLANE
MISCELLANE
MISCELLANE
COMPLETE POV | <pre>r - COMPRESSOR ASS
cous acts, conditic
cous acts, conditic
cous acts, conditic
cous acts, conditic
ver Loss - complet</pre> | EMBLY DISC, COMPRESS
INS - FATIGUE FRACTUR
INS - MATERIAL FAILURE
INS - FIRE IN CABIN,CC
INS - FIRE IN ENGINE
E ENGINE FAILURE/FLAM
SOR DISC NR 2 ENG FAI | RE
E
DCKPIT,BAG
MEDUT-1 EF | GINE | COMPARTMENT
AT REAR FAN CASE.ENG P | ARTS DMGD FUSELAGE. |
| 1-0012 | 3/28/72 NR.
TIME - 1900 | LITTLE ROCK,ARK | CONVAIR 880
N8810E
DAMAGE-NONE | CR- 0
PX- 0 | 1 5
2 50 | SCHED DOM PASSG SRV | AIRLINE TRANSPORT, AGE
42, 13900 TOTAL HOURS,
2470 IN TYPE, INSTRUMEN
RATED. |
| | DEPARTURE PC
CHICAGO,I
TYPE OF ACCI | LL
IDENT | C.
NTENDED DESTINATION
HOUSTON,TEX | Pf | | F OPERATION | |
| | PILOT IN C
WEATHER -
WEATHER -
FACTOR(S)
MISCELLANE
MISCELLANE
WEATHER BRIE | JSE(S)
COMMAND - IMPROPER
COMMAND - FAILED T
THUNDERSTORM ACTI
TURBULENCE, ASSOC
OUS ACTS,CONDITIO
OUS ACTS,CONDITIO
FING - COMPANY DI | IATED W/CLOUDS AND/OR
NS - SEAT BELT NOT FA
NS - SEAT BELT SIGN O | DCEDURES JO
R THUNDERS
ASTENED | NG
IRECT | IGHT NORMAL CRUISE | |
| | SKY CONDITIO | | | | | AT ACCIDENT SITE
WN/NOT REPORTED | |

| | | | BRIEFS | S OF ACCI | DENTS | | | | | | |
|-------|---|---|---|---|--------------|--|------------------|--|--|--|--|
| | DATE . | LOCATION | AIRCRAFT DATA | INJUR
F | IES
S M/N | FLIGHT
PURPOSE | | PILOT DATA | | | |
| | | JAMAICA, NY | | CR- 0 | 0 18 | SCHED INTERNATI | PASSG SRV | AIRLINE TRANSPORT, AGE
54, 23073 TOTAL HOURS,
1021 IN TYPE, INSTRUMENT
RATED. | | | |
| | DPERATOR -
DEPARTURE F
LOS ANGE
TYPE OF ACC
FIRE OR E | NAME OF AIRPORT - JFK INTL OPERATOR - TRANS WORLD AIRLINES,INC. DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP LOS ANGELES,CALIF TEL AVIV,ISRAEL JAMAICA,NY TYPE OF ACCIDENT PHASE OF OPERATION TAXI TO TAKEOFF FIRE OR EXPLOSION ON GROUND STATIC IDLING ENGINE(S) | | | | | | | | | |
| | MISCELLAN
MISCELLAN
PILOT IN
MISCELLAN
MISCELLAN
MISCELLAN | - LANDING GEAR
NEOUS ACTS,CONDIT
NEOUS ACTS,CONDIT
COMMAND - FAILED
NEOUS ACTS,CONDIT
NEOUS ACTS,CONDIT
NEOUS - PROP/JET/ | WHEELS, TIRES, AXLES
IONS - MATERIAL FAILURE
IONS - FIRE IN BRAKES,
TO FOLLOW APPROVED PRO
IONS - IMPROPER EMERGEN
IONS - CREW COORDINATIO
ROTOR BLAST
D GR FIRE.EVAC ALARM PR | VHEEL ASS
DCEDURES
NCY PROCE
DN-POOR | DIREC | TIVES,ETC. | DWN • D I STR AC | TED BY GRND CTL. | | | |
| -0014 | | BEAUMONT, TEX | CONVAIR 600
N94226
DAMAGE-SUBSTANTIAL | | 0 3
0 0 | TRAINING | | AIRLINE TRANSPORT, AGE
33, 9200 TOTAL HOURS,
2100 IN TYPE, INSTRUMENT
RATED. | | | |
| | OPERATOR -
DEPARTURE F
HOUSTON
TYPE OF ACC
ENGINE F | POINT
TEX | NAL AIRLINES, INC.
INTENDED DESTINATION
LOCAL
TION | | LAND | OF OPERATION
ING GO-AROUND
ING GO-AROUND | | KATED. | | | |
| | MISCELLAN
MISCELLAN
FACTOR(S)
MISCELLAN
COMPLETE PO | NT - COMPRESSOR A
NEOUS ACTS,CONDIT
NEOUS ACTS,CONDIT
NEOUS ACTS,CONDIT
NEOUS ACTS,CONDIT
DWER LOSS - COMPL | SSEMBLY IMPELLER
IONS - FATIGUE FRACTUM
IONS - FIRE IN ENGINE
IONS - SEPARATION IN FI
ETE ENGINE FAILURE/FLAM
LER OF R ENG FAILED. R | LIGHT
MEOUT-1 E | | | LING SEPARA | TED. 6 MO FLT CK. | | | |

6

| ILE | DATE LOCATION | AIRCRAFT DATA | INJURIES FLIGHT
E S M/N PURPOSE | PILOT DATA |
|-------|---|--|--|--|
| -0015 | 5/8/72 ALEXANDRIA,LA
TIME - 1333 | CONVAIR 600
N94236
DAMAGE-SUBSTANTIAL | CR- 0 0 3 SCHED DOM PASSG SRV
PX- 0 0 12 | AIRLINE TRANSPORT, AGE
41, 12525 TOTAL HOURS,
3275 IN TYPE, INSTRUMENT
RATED. |
| | NAME OF AIRPORT - ESLER
OPERATOR - TEXAS INTERNATION
DEPARTURE POINT
MONROE,LA
TYPE OF ACCIDENT
GEAR COLLAPSED | AL AIRLINES, INC.
INTENDED DESTINATION
NEW ORLEANS, LA | LAST ENROUTE STOP
ALEXANDRIA,LA
PHASE OF OPERATION
LANDING ROLL | |
| | PROBABLE CAUSE(S)
AIRFRAME - LANDING GEAR N
MISCELLANEOUS ACTS,CONDITI
MISCELLANEOUS ACTS,CONDITI
REMARKS- NOSE GR PISTON ROD | DNS - FÀTIGUE FRACTUR
DNS - MATERIAL FAILURE | | |
| -0018 | 5/10/72 ATLANTA;GA
TIME - 0435 | DOUGLAS DC-9
N8916E
DAMAGE-SUBSTANTIAL | CR- 0 0 4 SCHED DOM PASSG SRV
PX- 0 0 0 | AIRLINE TRANSPORT, AGE
44, 8666 TOTAL HOURS,
2405 IN TYPE, INSTRUMEN
RATED. |
| | NAME OF AIRPORT - HARTSFIELD
OPERATOR - EASTERN AIR LINES
DEPARTURE POINT | ,INC.
INTENDED DESTINATION
WASHINGTON,DC | | |

FILE DATE LOCATION AIRCRAFT DATA INJURIES FLIGHT PILOT DATA F S M/N PURPOSE _____ DOUGLAS DC8-51 CR- 0 0 7 SCHED DOM PASSG SRV 1-0019 2/26/72 NR.ALMA.GA ATR .FLIGHT INSTR .. AGE N821E PX- 0 2 85 UNK/NR, 16000 TOTAL TIME - 1306 DAMAGE-NONE HOURS, 2000 IN TYPE, INSTRUMENT RATED. OPERATOR - DELTA AIR LINES, INC. DEPARTURE POINT INTENDED DESTINATION ATLANTA, GA ORLANDO, FLA TYPE OF ACCIDENT PHASE OF OPERATION TURBULENCE IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT SIGN ON WEATHER BRIEFING - UNKNOWN/NOT REPORTED WEATHER FORECAST - UNKNOWN/NOT REPORTED CEILING AT ACCIDENT SITE SKY CONDITION UNKNOWN/NOT REPORTED UNKNOWN/NOT REPORTED PRECIPITATION AT ACCIDENT SITE VISIBILITY AT ACCIDENT SITE UNKNOWN/NOT REPORTED HATL OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS UNKNOWN/NOT REPORTED IFR TYPE OF FLIGHT PLAN IFR REMARKS- 1 PX INADVERTENTLY RELEASED SEAT BELT, WAS THROWN FROM SEAT.1 PX WAS HIT BY FLYING OBJECT. 1-0020 3/11/72 WINDSOR LCKS, CONN CONVAIR 580 CR- 0 0 3 SCHED DOM PASSG SRV AIRLINE TRANSPORT, AGE PX- 0 0 17 TIME - 1016 N5803 34, 8952 TOTAL HOURS. DAMAGE-SUBSTANTIAL 4452 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - BRADLEY INTL OPERATOR - ALLEGHENY AIRLINES, INC. DEPARTURE POINT INTENDED DESTINATION NEWARK,NJ WINDSOR LCKS, CONN PHASE OF OPERATION TYPE OF ACCIDENT ENGINE FAILURE OR MALFUNCTION LANDING ROLL COLLIDED WITH SNOWBANK LANDING ROLL PROBABLE CAUSE(S) POWERPLANT - PROPELLER SYSTEM OTHER MISCELLANEOUS ACTS, CONDITIONS - MATERIAL FAILURE MISCELLANEOUS ACTS, CONDITIONS - THRUST REVERSAL-ASYMETRICAL FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - FRAYED PILOT IN COMMAND - IMPROPER OPERATION OF POWERPLANT & POWERPLANT CONTROLS REMARKS- PWR CTL CABLE, R ENG, FAILED AT ROLLER DRG REVRSE, ACFT SWERVED LEFT.L ENG FTHRD PRIOR HITTING SNWBNK

BRIEFS OF ACCIDENTS

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJ
F | JUR
= : | IES
S M/N | 1 | FL
PUI | IGH1
RPOS | T
SE | | PILOT DATA |
|------|---|---|--|------------|------------|---------------|------|-----------|--------------|-----------|--------|--|
| | | JAMAICA,NY
2 | | CR
PX- | 0
0 | 0 3
0 17 | s S | CHED | DOM | M PASSG S | RV | AIRLINE TRANSPORT, AGE
UNK/NR, 16720 TOTAL
HOURS, 1843 IN TYPE,
INSTRUMENT RATED. |
| | OPERATOR -
DEPARTURE | RPORT – JFK INTEN.
NEW YORK AIRWAYS
POINT
NY
CIDENT | | | PI | HASE | OF | OPER | ATIC | DN | | INSTRONENT RATED. |
| | COLL IDED | WITH PARKED AIR | CRAFT | | | ΤΑΧΙ | G | ROUN | D T/ | ΑΧΊ ΤΟ ΤΑ | KEOFF | |
| | PROBABLE C
PILOT IN
FACTOR(S) | AUSE(S)
COMMAND - MISJUD | GED CLEARANCE | | | | | | | | | |
| | PERSONNE | | -PERSONNEL GROUND SIGN
ECTING ACFT FROM PARKIN | | A . M. | AIN R | юто | R HI | т ти | AIL ROTOR | OF N61 | 8PA,DMG NOT RPRTD. |
| 0023 | 5/6/72 -
TIME - 115 | N.PACIFIC OCEAN
3 | BOEING 747
N605US
DAMAGE-NONE | CR-
PX- | 0
0 | 0 11
1116 | . s | CHED | DO | M PASSG S | RV | 1009 IN ITPE, INSTRUMEN |
| | DEPARTURE
SEATTLE
TYPE OF AC | ,WASH
CIDENT | ES,INC.
INTENDED DESTINATION
HONOLULU,HAWAII | | Pł | HASE | OF | OPER | ATIC | N | | RATED. |
| | TURBULEN | CE | | | | IN F | LIG | нт і | NORI | MAL CRUIS | E | |
| | PERSONNE
MISCELLA
FACTOR(S) | - TURBULENCE IN FI
L - MISCELLANEOUS
NEOUS ACTS,CONDIT | .IGHT,CLEAR AIR
-PERSONNEL PASSENGER
IONS - SEAT BELT NOT FA | |) , | | | | | | | |
| | WEATHER BR | IEFING - COMPANY | | | | | | | | | | |
| | SKY CONDIT
CLEAR | ION | | | CI | EILIN
UNLI | | | CIDE | ENT SITE | | |
| | | AT ACCIDENT SITE
R | | | | NONE | | | | ACCIDENT | | |
| | 5 OR OVER
OBSTRUCTIONS TO VISION AT ACCIDENT SITE
NONE
TYPE OF FLIGHT PLAN | | | | | YPE C
VFR |)F W | EATHI | ER (| CONDITION | S | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | F | S M/N | | PURI | POSE | | PILOT DATA |
|--------|-----------------------|--|----------------------------|--------|----|-------|-----|------|-------------------|----------|---|
| | | HILO,HAWAII | | ĊR- | 0 | 0 10 | sc | | | | AIRLINE TRANSPORT, AGE
51, 24950 TOTAL HOURS,
8470 IN TYPE, INSTRUMENT
RATED. |
| | OPERATOR
DEPARTURE | IRPORT - GENERAL LYM
- UNITED AIR LINES,I
POINT I
WAII | NC.
NTENDED DESTINATION | | | | | | | , | |
| | TYPE OF A | CCIDENT
EXPLOSION ON GROUN | | | Ρ | | | | TION
TING ENGI | NE(S) | |
| | PERSONN | CAUSE(S)
IEL - OTHER FLIGHT PE
IEL - MISCELLANEOUS-P
PSGR FELL FM SLIDE T | ERSONNEL PASSENGER | | | | EVA | C 11 | TTO BY CT | | |
| | | | WISTED BY JET EXHST. | INEC & | UN | COORD | EVA | C IN | IID BY SIN | ND UVRRE | ACTG TO ENG TORCH |
| 1-0025 | | MONTALV0, ECUADOR | | CR- | 0 | | NS | | | | ACTG TO ENG TORCH
TL AIRLINE TRANSPORT, AGE
34, 7451 TOTAL HOURS,
2207 IN TYPE, INSTRUMENT
RATED. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | - | - | ES
M/N | - | | PILOT DATA |
|--------|--|--|---|------------|----|---------------|--|---------------|--|
| 1-0026 | 6/21/72
TIME - 21 | NR.WASHINGTON,DC
20 | NIHON YS-11A
N162P
DAMAGE-NONE | CR-
PX- | | | | M PASSG SRV | ATR,FLIGHT INSTR., AGE
46, 15000 TOTAL HOURS,
2900 IN TYPE, INSTRUMENT
RATED. |
| | | IRPORT - WASHINGTO | | | | | | | |
| | | - PIEDMONT AVIATION | | | | | _ | | |
| | DEPARTURE | | INTENDED DESTINATION | LA | | NROUTE STOP | þ | | |
| | TYPE OF A | A,GA | | | | | | | |
| | TURBULE | | | | | | ING FINAL | | |
| | WEATHER
PERSONN
MISCELL
FACTOR(S)
MISCELL
WEATHER B | HURRICANE, CYCLOI OTHER FLIGHT ANEOUS ACTS, CONDIT ANEOUS ACTS, CONDIT RIEFING - COMPANY | PERSONNEL
IONS - SEAT BELT NOT F.
IONS - SEAT BELT SIGN (| STENED | | | - | | |
| | SKY CONDI | | | | | | G AT ACCIDE | | |
| | ΠΝΚΝΟΜΝ | | | | | | | | |
| | | Y AT ACCIDENT SITE
/NOT REPORTED | | | | RAIN | ITATION AT | ACCIDENT SITE | |
| | VISIBILIT
UNKNOWN
OBSTRUCTI | Y AT ACCIDENT SITE | CCIDENT SITE | | ΤY | RAIN
PE DI | ITATION AT
= WEATHER (
DWN/NOT REF | CONDITIONS | |

| | DATE | LOCATION | AIRCRAFT DATA | | FLIGHT
PURPOSE | | PILOT DATA | | | |
|--------|---|---|-------------------------------------|--|--------------------------------------|----|--|--|--|--|
| 1-0027 | 7/18/72
TIME - 153 | WINDSOR LCKS,CONN
30 | BOEING 707
N872TW
DAMAGE-NONE | | SCHED DOM PASS | | AIRLINE TRANSPORT, AGE
51, 25000 TOTAL HOURS,
UNK/NR IN TYPE, INSTRU-
MENT RATED. | | | |
| | | - TRANS WORLD AIRLIN | | | | | | | | |
| | BOSTON | | | | | | | | | |
| | DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP
BOSTON,MASS SAN FRANCISCO,CALIF PITTSBURGH,PA
TYPE OF ACCIDENT
TURBULENCE IN FLIGHT NORMAL CRUISE | | | | | | | | | |
| | PERSONNE
MISCELL/
FACTOR(S) | - TURBULENCE, ASSOC
EL - OTHER FLIGHT PE
ANEOUS ACTS, CONDITIO | RSONNEL | FASTENED | 2 | | | | | |
| | WEATHER BE | - THUNDERSTORM ACTI
RIEFING - COMPANY DI
DRECAST - FORECAST S | SPATCH | СТ | | | | | | |
| | WEATHER BE | - THUNDERSTORM ACTI
RIEFING - COMPANY DI
DRECAST - FORECAST S | SPATCH | | G AT ACCIDENT SI | TE | | | | |
| | WEATHER BE
WEATHER FO
SKY CONDIT
BROKEN | - THUNDERSTORM ACTI
RIEFING - COMPANY DI
DRECAST - FORECAST S
FION
Y AT ACCIDENT SITE | SPATCH | CEILING
5000 | S AT ACCIDENT SI
ITATION AT ACCID | - | | | | |
| | WEATHER BE
WEATHER FO
BROKEN
VISIBILIT'
5 OR OVE
OBSTRUCTIO | - THUNDERSTORM ACTI
RIEFING - COMPANY DI
DRECAST - FORECAST S
FION
Y AT ACCIDENT SITE | SPATCH
UBSTANTIALLY CORRE | CEILIN
5000
PRECIP
NONE
TEMPER | | - | · · · · · · · · · · · · · · · · · · · | | | |
| | WEATHER BF
WEATHER FC
SKY CONDIT
BROKEN
VISIBILIT
5 OR OVE
OBSTRUCTIC
HAZE | - THUNDERSTORM ACTI
RIEFING - COMPANY DI
DRECAST - FORECAST S
TION
Y AT ACCIDENT SITE | SPATCH
UBSTANTIALLY CORRE | CEILING
5000
PRECIP
NONE
TEMPER/
87 | TATION AT ACCID | - | | | | |

| FILE | DATE | LOCATION | AIRCRAFT DATA | | JURIES
F S M/N | FLIGHT
PURPOSE | | PILOT DATA |
|-------|--|--|--|--------------|--|--|--------------|---|
| -0028 | 6/28/72 N
TIME - 153 | | BOEING 727
N54336
DAMAGE-NONE | | 0 1 6
0 0 64 | SCHED DOM PAS | SGSRV | AIRLINE TRANSPORT, AGE
48, 11433 TOTAL HOURS,
880 IN TYPE, INSTRUMENT
RATED. |
| | OPERATOR -
DEPARTURE
WASHING
TYPE OF AC
TURBULEN | TON,DC
CIDENT | INES,INC.
INTENDED DESTINATION
CHICAGO,ILL | | | F OPERATION
Ight descendi | NG | |
| | WEATHER
PERSONNE
MISCELLA
FACTOR(S)
MISCELLA
WEATHER BR | - TURBULENCE, ASS
- THUNDERSTORM AC
L - OTHER FLIGHT
NEOUS ACTS,CONDIT
NEOUS ACTS,CONDIT
IEFING - COMPANY | PERSONNEL
TIONS - SEAT BELT NOT F
TIONS - SEAT BELT SIGN | ASTENE
ON | | - | | |
| | UNKNOWN/
OBSTRUCTIO
UNKNOWN/
TYPE OF FL
IFR | AT ACCIDENT SITE
NOT REPORTED
NS TO VISION AT A
NOT REPORTED
IGHT PLAN | | ON WX | 5000
PRECIPI
THUND
TYPE OF
IFR | AT ACCIDENT S
TATION AT ACCI
ERSTORM
WEATHER CONDI
TBELT LITE ON 1 | DENT SITE | L TO C/A YET. |
| -0029 | 4/21/72
TIME - 190 | SAN JUAN,PR
3 | DOUGLAS DC-8
N8776
DAMAGE-NONE | РХ- | $\begin{array}{cccc} 0 & 0 & 9 \\ 0 & 0 & 85 \\ 1 & 0 & 0 \end{array}$ | SCHED INTERNA | TL PASSG SRV | AIRLINE TRANSPORT, AGE
50, 23445 TOTAL HOURS,
3845 IN TYPE, INSTRUMENT |
| | OPERATOR -
Departure
San Juan
Type of Act | γPR
CIDENT
WITH OBJECT | | | | F OPERATION
FF INITIAL CL | I MB | RATED. |

| FILE | DATE | LOCATION | AIRCRAFT DATA | INJURIE
F S | - | FLIGHT
PURPOSE | PILOT DATA |
|--------|--|---------------------------------------|-------------------------------------|--------------------|------|---|---|
| 1-0030 | 1/10/72
TIME - 1: | NR.HILL CITY,KANS
245 | BOEING 727
N7277F
DAMAGE-NONE | CR- 0 C
PX- 0 3 | | SCHED DOM PASSG SRV | ATR,FLIGHT INSTR., AGE
54, 26000 TOTAL HOURS,
4000 IN TYPE, INSTRUMEN
RATED. |
| | OPERATOR - FRONTIER AIRLINES,INC.
DEPARTURE POINT INTENDED DESTINATION
ST LOUIS,MO DENVER,COLO
TYPE OF ACCIDENT PHASE OF OPERATION
TURBULENCE IN FLIGHT NORMAL CRUISE | | | | | | |
| | PROBABLE CAUSE(S)
WEATHER - TURBULENCE IN FLIGHT,CLEAR AIR
PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER
MISCELLANEOUS ACTS,CONDITIONS - SEAT BELT NOT FASTEN
FACTOR(S)
MISCELLANEOUS ACTS,CONDITIONS - SEAT BELT SIGN ON
WEATHER BRIEFING - UNKNOWN/NOT REPORTED
WEATHER FORECAST - UNKNOWN/NOT REPORTED | | | | | | |
| | | N/NOT REPORTED
TY AT ACCIDENT SITE | | L
PRE | NLIM | AT ACCIDENT SITE
ITED
TATION AT ACCIDENT SITE | |
| | OB STRUCT
NONE | IONS TO VISION AT AC | CIDENT SITE | TYP | | WEATHER CONDITIONS | |

PAGE 14

-

-

| FILE | DATE | | AIRCRAFT DATA | F | - 9 | S M/I | 1 | PURF | POSE | | | PILOT DATA |
|------|---|---|--|-----|-----|-----------------------------|------------------------------|---------------------------|--------------|----------------------|--------------|---|
| | | NR.NORFOLK,VA | | CR- | 0 | 1 | 5 S | | | | | AIRLINE TRANSPORT, AGE
41, 10399 TOTAL HOURS,
1358 IN TYPE, INSTRUMEN
RATED. |
| | OPERATOR - DELTA AIR LINES,INC.
DEPARTURE POINT INTENDED DESTINATION | | | | | | | | | | | |
| | | N • MASS | MIAMI, FLA | | | | | | | | | |
| | TYPE OF ACCIDENT PHASE OF OPERATION
TURBULENCE IN FLIGHT NORMAL CRUISE | | | | | | | | | | | |
| | PERSON
PERSON
MISCELI | ASTENE | ASTENED | | | | | | | | | |
| | WEATHER | | TIONS - SEAT BELT NOT F
DISPATCH
T SUBSTANTIALLY CORRECT | | | | | | | | _ | |
| | WEATHER SKY COND | FORECAST - FORECAS
ITION | DISPATCH | | CI | | | | | | E | |
| | WEATHER
SKY COND
UNKNOW
VISIBILI | FORECAST - FORECAS | DISPATCH
T SUBSTANTIALLY CORRECT | | - | UNK
REC I | VOWN
VOWN | /NOT F | REPO | RTED | E
NT SITE | |
| | WEATHER
SKY COND
UNKNOW
VISIBILI
UNKNOW | FORECAST - FORECAS
ITION
N/NOT REPORTED
TY AT ACCIDENT SIT | DISPATCH
T SUBSTANTIALLY CORRECT
E | | PI | UNK
RECI
THU | NOWN
PITA
NDER
DF W | /NOT F | REPO
AT A | R T E D
C C I D E | NT SITE | |
| | WEATHER
SKY COND
UNKNOW
VISIBILI
UNKNOW
OBSTRUCT
NONE | FORECAST - FORECAS
ITION
N/NOT REPORTED
TY AT ACCIDENT SIT
N/NOT REPORTED | DISPATCH
T SUBSTANTIALLY CORRECT
E | | PI | UNKI
RECI
THUI
YPE | NOWN
PITA
NDER
DF W | /NOT F
TION /
STORM | REPO
AT A | R T E D
C C I D E | NT SITE | |

| | DATE | LOCATION | AIRCRAFT DATA | | S M. | N P | LIGHT
URPOSE | | PILOT DATA | | |
|-------|--|--|--|------------|------------------------------------|--|--|-----------|--|--|--|
| -0032 | 7/22/72
TIME - 13 | NR•KNOXVILLE•TENN
333. | CONVAIR 880
N8810E
DAMAGE-NONE | CR-
PX- | | 7 SCHE | | SG SRV | AIRLINE TRANSPORT, AGE
40, 11700 TOTAL HOURS,
1720 IN TYPE, INSTRUMENT
RATED. | | |
| | | OPERATOR - DELTA AIR LINES,INC.
DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP | | | | | | | | | |
| | MIAMI | FLA
ACCIDENT | DETROIT,MICH | | PHASE | •LAUDER | DALE, FLA | | | | |
| | | PROBABLE CAUSE(S) | | | | | | | | | |
| | WEATHER | R - TURBULENCE, ASSO
NEL - MISCELLANEOUS- | R IN-FLIGHT DECISIONS
CIATED W/CLOUDS AND/O
PERSONNEL PASSENGER
DNS - SEAT BELT NOT F | R THUNC | ERSTO | RMS | | | | | |
| | | | UNS - SEAT BEET NUT P | STENE | | | | | | | |
| | FACTOR(S)
MISCELL |)
LANEOUS ACTS,CONDITI | DNS - SEAT BELT SIGN | | | | | | | | |
| | FACTOR(S)
MISCELL
WEATHER E |)
LANEOUS ACTS,CONDITI
BRIEFING - COMPANY D | DNS - SEAT BELT SIGN | | | | | | | | |
| | FACTOR(S)
MISCELL
WEATHER E
WEATHER F
SKY COND |)
LANEOUS ACTS,CONDITI
BRIEFING - COMPANY D
FORECAST - FORECAST | DNS - SEAT BELT SIGN
ISPATCH | | CEIL | | CCIDENT S
T REPORT | | | | |
| | FACTOR(S)
MISCELL
WEATHER E
WEATHER F
SKY COND
UNKNOW
VISIBILIT |)
LANEOUS ACTS,CONDITI
BRIEFING - COMPANY D
FORECAST - FORECAST
ITION | DNS - SEAT BELT SIGN
ISPATCH | | CEIL:
UNI
PREC: | KNOWN/NO | T REPORT | DENT SITE | | | |
| | FACTOR (S)
MISCELL
WEATHER E
WEATHER F
SKY COND
UNKNOWN
VISIBILI
UNKNOWN
OBSTRUCT |)
LANEOUS ACTS,CONDITI
BRIEFING - COMPANY D
FORECAST - FORECAST
ITION
N/NOT REPORTED
TY AT ACCIDENT SITE | DNS - SEAT BELT SIGN
ISPATCH
SUBSTANTIALLY CORRECT | | CEIL
UNI
PREC
UNI
TYPE | NOWN/NO
PITATIO
NOWN/NO
OF WEAT | T REPORTE
N AT ACCI | DENT SITE | | | |
| | FACTOR(S)
MISCELL
WEATHER E
WEATHER F
SKY COND
UNKNOWN
VISIBILIT
UNKNOWN
OBSTRUCT
UNKNOWN |)
LANEOUS ACTS,CONDITI
BRIEFING - COMPANY D
FORECAST - FORECAST
ITION
N/NOT REPORTED
TY AT ACCIDENT SITE
V/NOT REPORTED
IONS TO VISION AT AC | DNS - SEAT BELT SIGN
ISPATCH
SUBSTANTIALLY CORRECT | | CEIL
UNI
PREC
UNI
TYPE | NOWN/NO
PITATIO
NOWN/NO
OF WEAT | T REPORTE
N AT ACCI
T REPORTE
HER CONDI | DENT SITE | · · · · · · · · · · · · · · · · · · · | | |

| | | | BRIEFS | | CIDENTS | | |
|-------|---|------------------------------------|---|----------------|----------------------|-----------------------------------|--|
| FILE | | LOCATION | AIRCRAFT DATA | F | S M/N | PURPOSE | PILOT DATA |
| | 8/14/72 C⊦
TIME - 1435 | | FAIRCHILD FH227B
N4226
DAMAGE-SUBSTANTIAL | CR-
PX- | | | |
| | DEPARTURE POI
CHICAGO,ILL
TYPE OF ACCID | ARK AIR LINES,I | INTENDED DESTINATION
SPRINGFIELD,ILL | | | F OPERATION
TO TAKEOFF | |
| | WEATHER BRIEF | HUNDERSTORM ACT
ING - COMPANY D | | | | | |
| | 5 OR OVER
OBSTRUCTIONS
NONE | ACCIDENT SITE | CIDENT SITE | | UNLIM | TATION AT ACCIDENT | SITE |
| | VFR | ER CONDITIONS | IN TSTM ACTIVITY CAUSE | E STRUC | 13
TYPE OF
IFR | LOCITY-KNOTS
FLIGHT PLAN
G• | |
| -0034 | 6/14/72 CH
TIME - 0941 | IICAGO,ILL | DDUGLAS DC-9
N8906E
DAMAGE-SUBSTANTIAL | CR- (
PX- (| 0 0 4
0 0 18 | SCHED DOM PASSG SR | V AIRLINE TRANSPORT, AGE
UNK/NR, 12565 TOTAL
HOURS, 1310 IN TYPE,
INSTRUMENT RATED. |
| | OPERATOR - SO | NN
ENT | INC.
INTENDED DESTINATION
CHICAGO,ILL | | | F OPERATION
NG LEVEL OFF/TOUCH | |
| | PILOT IN CO | MMAND - SPONTAN
MMAND - IMPROPE | EOUS-IMPROPER ACTION
R OPERATION OF FLIGHT
ANUALLY DEPLOYED SPOIL | | | EL OFF. | |

BRIEES OF ACCIDENTS _____ INJURIES FILE DATE LOCATION AIRCRAFT DATA FLIGHT PILOT DATA F S M/N PURPOSE _____ 1-0035 9/28/72 CHICAGO,ILL DOUGLAS DC9-32 CR- 0 0 5 SCHED DOM PASSG SRV AIRLINE TRANSPORT, AGE PX- 0 0 29 TIME - 1305 N3329L UNK/NR, 8400 TOTAL HOURS, DAMAGE-SUBSTANTIAL 3750 IN TYPE, INSTRUMENT RATED. NAME OF AIRPORT - OHARE OPERATOR - DELTA AIR LINES.INC. DEPARTURE POINT INTENDED DESTINATION LAST ENROUTE STOP NEW ORLEANS, LA CHICAGO, ILL BIRMINGHAM . ALA TYPE OF ACCIDENT PHASE OF OPERATION HARD LANDING LANDING LEVEL OFF/TOUCHDOWN PROBABLE CAUSE(S) PILOT IN COMMAND - IMPROPER LEVEL OFF PILOT IN COMMAND - IMPROPER RECOVERY FROM BOUNCED LANDING REMARKS- BROKEN FUSELAGE FRAMES, TAIL SKID ASSY. 1+0036 10/24/72 GULF OF MEXICO BOEING 707 CR- 0 0 9 SCHED INTERNATL PASSG SRV AIRLINE TRANSPORT, AGE PX- 0 1146 TIME - 0910 N423PA 51, 20220 TOTAL HOURS, DAMAGE-NONE 3329 IN TYPE, INSTRUMENT RATED. OPERATOR - PAN AMERICAN WORLD AIRWAYS, INC. DEPARTURE POINT INTENDED DESTINATION DALLAS .TEX BRIDGETOWN + BARBADOS TYPE OF ACCIDENT PHASE OF OPERATION TURBULENCE IN FLIGHT NORMAL CRUISE PROBABLE CAUSE(S) WEATHER - TURBULENCE, ASSOCIATED W/CLOUDS AND/OR THUNDERSTORMS PERSONNEL - MISCELLANEOUS-PERSONNEL PASSENGER MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT NOT FASTENED FACTOR(S) MISCELLANEOUS ACTS, CONDITIONS - SEAT BELT SIGN ON WEATHER BRIEFING - COMPANY DISPATCH WEATHER FORECAST - FORECAST SUBSTANTIALLY CORRECT SKY CONDITION CEILING AT ACCIDENT SITE OBSCURATION UNKNOWN/NOT REPORTED VISIBILITY AT ACCIDENT SITE PRECIPITATION AT ACCIDENT SITE ZERO UNKNOWN/NOT REPORTED OBSTRUCTIONS TO VISION AT ACCIDENT SITE TYPE OF WEATHER CONDITIONS NONE VFR TYPE OF FLIGHT PLAN IFR REMARKS- FLT ATTENDANT COMPLAINED SOME PAX WOULDNT SIT DWN.PLT MADE ANNOUNCEMENT.ENCOUNTERED FCSTD TURB.



ŀ

| DATE DUE | | | | | | | | |
|--|---|---|-------------------|--|--|--|--|--|
| GUR | H | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| an an an an an an an an an an an an an a | | | | | | | | |
| | | | | | | | | |
| GAYLORD | | | PRINTED IN U.S.A. | | | | | |
| | l | I | L | | | | | |

